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# DRAFT
# ENVIRONMENTAL IMPACT REPORT

## Downtown Community Plan Update/
## New Zoning Code for Downtown Community Plan

Environmental Case: ENV-2017-433-EIR
State Clearinghouse No.: 2017021024

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**Project Location:** The Downtown Community Plan Area includes approximately 4,066 acres encompassing Downtown Los Angeles and bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon. The New Zoning Code applies to all areas of the City of Los Angeles, which encompasses roughly 478 square miles.

**Community Plan Area:**

Downtown Community Plan: Central City/Central City North

New Zoning Code: Citywide

**Council Districts:**

Downtown Community Plan: 1, 9, 14

New Zoning Code: Citywide

**Project Description:** Updates to the Central City and Central City North Community Plans, adoption of the New Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), the Los Angeles Municipal Code, specific plans, and other ordinances to implement those updates


**PREPARED BY:**
The City of Los Angeles
Department of City Planning

**PREPARED WITH THE ASSISTANCE OF:**
Rincon Consultants, Inc.
AECOM
Fehr & Peers


**August 2020**

# Downtown Community Plan Update/
# New Zoning Code for Downtown Community Plan

**Environmental Case: ENV-2017-433-EIR**
**State Clearinghouse No.: 2017021024**

# Draft Environmental Impact Report

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# TABLE OF CONTENTS

**1.0 INTRODUCTION**

1.1 Proposed Project ..... 1-1
1.2 Purpose of this Environmental Impact Report ..... 1-2
1.3 Lead, Responsible, and Trustee Agencies ..... 1-3
1.4 Authorization and Focus ..... 1-4
1.5 Type of Environmental Review ..... 1-4
1.6 Environmental Review Process ..... 1-5
1.7 Areas of Controversy / Issues to Be Resolved ..... 1-12
1.8 Organization of the Draft EIR ..... 1-12
1.9 Public Participation ..... 1-14
1.10 Final EIR and EIR Circulation ..... 1-14
1.11 CEQA Findings for Project Approval ..... 1-15
1.12 Mitigation Monitoring Program ..... 1-15

**2.0 EXECUTIVE SUMMARY**

2.1 Summary of the Proposed Project ..... ES-1
2.2 Areas of Controversy/Issues to Be Resolved ..... ES-4
2.3 Classification of Environmental Impacts ..... ES-4
2.4 Summary of Alternatives ..... ES-5
2.5 Summary of Project Impacts and Mitigation Measures ..... ES-9

**3.0 PROJECT DESCRIPTION**

3.1 Project Overview ..... 3-1
3.2 Project Background ..... 3-4
3.3 Current Land Use and Regulatory Setting ..... 3-10
3.4 Growth Trends ..... 3-19
3.5 Project Objectives ..... 3-23
3.6 Project Components ..... 3-25
3.7 Construction Schedule and Phasing ..... 3-53
3.8 Discretionary Actions and Approvals ..... 3-53

**4.0 ENVIRONMENTAL IMPACT ANALYSIS**

4.0.1 Introduction to the Analysis ..... 4-1
4.0.2 Scope of Impacts ..... 4-1
4.0.3 Format of Sections ..... 4-2

**4.1 AESTHETICS**

Environmental Setting ..... 4.1-1
Regulatory Framework ..... 4.1-44
Environmental Impacts ..... 4.1-52
References ..... 4.1-77

**4.2 AIR QUALITY**

Environmental Setting ..... 4.2-1
Regulatory Framework ..... 4.2-10
Environmental Impacts ..... 4.2-15

References....4.2-40

**4.3 BIOLOGICAL RESOURCES**

Environmental Setting....4.3-1
Regulatory Framework....4.3-8
Environmental Impacts....4.3-14
References....4.3-28

**4.4 CULTURAL RESOURCES**

Environmental Setting....4.4-1
Regulatory Framework....4.4-28
Environmental Impacts....4.4-36
References....4.4-50

**4.5 ENERGY**

Environmental Setting....4.5-1
Regulatory Framework....4.5-9
Environmental Impacts....4.5-16
References....4.5-25

**4.6 GEOLOGY AND SOILS**

Environmental Setting....4.6-1
Regulatory Framework....4.6-19
Environmental Impacts....4.6-25
References....4.6-43

**4.7 GREENHOUSE GAS EMISSIONS**

Environmental Setting....4.7-1
Regulatory Framework....4.7-6
Environmental Impacts....4.7-24
References....4.7-47

**4.8 HAZARDS AND HAZARDOUS MATERIALS**

Environmental Setting....4.8-1
Regulatory Framework....4.8-29
Environmental Impacts....4.8-42
References....4.8-60

**4.9 HYDROLOGY AND WATER QUALITY**

Environmental Setting....4.9-1
Regulatory Framework....4.9-11
Environmental Impacts....4.9-20
References....4.9-35

**4.10 LAND USE AND PLANNING**

Environmental Setting....4.10-1
Regulatory Framework....4.10-8
Environmental Impacts....4.10-18
References....4.10-58

**4.11 NOISE**

Fundamentals of Noise and Vibration....4.11-1
Environmental Setting....4.11-5
Regulatory Framework....4.11-10
Environmental Impacts....4.11-13

References....4.11-34

**4.12 POPULATION AND HOUSING**

Environmental Setting....4.12-1
Regulatory Framework....4.12-3
Environmental Impacts....4.12-13
References....4.12-24

**4.13 PUBLIC SERVICES**

Fire Protection and Emergency Services....4.13-1
Environmental Setting....4.13-1
Regulatory Framework....4.13-3
Environmental Impacts....4.13-9
Police Protection....4.13-16
Environmental Setting....4.13-16
Regulatory Framework....4.13-17
Environmental Impacts....4.13-19
Schools....4.13-25
Environmental Setting....4.13-25
Regulatory Framework....4.13-31
Environmental Impacts....4.13-33
Libraries....4.13-38
Environmental Setting....4.13-38
Regulatory Framework....4.13-38
Environmental Impacts....4.13-40
References....4.13-44

**4.14 RECREATION**

Environmental Setting....4.14-1
Regulatory Framework....4.14-5
Environmental Impacts....4.14-6
References....4.14-14

**4.15 TRANSPORTATION / CIRCULATION**

Environmental Setting....4.15-1
Regulatory Framework....4.15-21
Environmental Impacts....4.15-28
References....4.15-56

**4.16 TRIBAL RESOURCES**

Environmental Setting....4.16-1
Regulatory Framework....4.16-1
Environmental Impacts....4.16-3

**4.17 UTILITIES, ENERGY, AND SERVICE SYSTEMS**

Wastewater and Stormwater Drainage....4.17-1
Environmental Setting....4.17-1
Regulatory Framework....4.17-4
Environmental Impacts....4.17-6
Water Supply....4.17-14
Environmental Setting....4.17-14
Regulatory Framework....4.17-17
Environmental Impacts....4.17-23
Solid Waste....4.17-28

Environmental Setting ..... 4.17-28
Regulatory Framework ..... 4.17-30
Environmental Impacts ..... 4.17-33
Electric Power, Natural Gas, and Telecommunications Facilities ..... 4.17-38
Environmental Setting ..... 4.17-38
Regulatory Framework ..... 4.17-39
Environmental Impacts ..... 4.17-39
References ..... 4.17-45

**4.18 EFFECTS FOUND NOT TO BE SIGNIFICANT**

Agriculture and Forestry Resources ..... 4.18-1
Mineral Resources ..... 4.18-2
Wildfire ..... 4.18-5
References ..... 4.18-6

**5.0 ALTERNATIVES**

5.1 Introduction ..... 5-1
5.2 Project Objectives ..... 5-3
5.3 Selection of Alternatives for Analysis ..... 5-4
5.4 Analysis Methodology ..... 5-5
5.5 Comparative Impact Analysis ..... 5-6
Alternative 1: Reduced Development Potential ..... 5-6
Alternative 2: Housing Redistribution ..... 5-21
Alternative 3: Increased Development Potential ..... 5-37
Alternative 4: No Project Alternative ..... 5-53
Environmentally Superior Alternative ..... 5-66
5.6 Alternatives Considered but Rejected ..... 5-67
References ..... 5-69

**6.0 OTHER CEQA CONSIDERATIONS**

6.1 Significant, Irreversible Environmental Effects ..... 6-1
6.2 Growth Inducing Impacts ..... 6-2
6.3 Potential Secondary Effects ..... 6-3

**7.0 PREPARERS OF THE DRAFT EIR**

7.1 Lead Agency ..... 7-1
7.2 Draft EIR Preparers ..... 7-1

## LIST OF TABLES

| Table | | Page |
|---|---|---|
| 1-1 | NOP Comments and EIR Response | 1-6 |
| ES-1 | 2040 Reasonably Anticipated Development in the Downtown Plan Area | ES-4 |
| ES-2 | Impact Comparison of Alternatives | ES-8 |
| ES-3 | Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts | ES-11 |
| 3-1 | Projected Population Growth for the City | 3-20 |
| 3-2 | Percentage of Citywide Population and Projected Growth | 3-22 |
| 3-3 | Projected Population Growth for the Downtown Plan Area | 3-23 |
| 3-4 | 2040 Reasonably Anticipated Development of the Downtown Community Plan | |

| | | |
|---|---|---|
| | Compared to SCAG Forecast | 3-26 |
| 3-5 | Proposed General Plan Designation and Zone District Correspondence | 3-34 |
| 4.1-1 | Downtown Plan Area Districts | 4.1-30 |
| 4.1-2 | Examples of Central City Historical Resources | 4.1-37 |
| 4.1-3 | Examples of Central City North Historical Resources | 4.1-38 |
| 4.1-4 | Foot-Candle Values of Common Light Sources | 4.1-43 |
| 4.1-5 | Relevant General Plan Aesthetics Goals, Objectives, and Policies | 4.1-46 |
| 4.2-1 | Summary of Health Effects of Criteria Pollutants | 4.2-4 |
| 4.2-2 | Ambient Air Quality Standards | 4.2-8 |
| 4.2-3 | Attainment Status for the SCAB | 4.2-8 |
| 4.2-4 | Summary of Ambient Air Quality in the Downtown Plan Area | 4.2-10 |
| 4.2-5 | SCAQMD Daily Construction Emissions Thresholds | 4.2-17 |
| 4.2-6 | SCAQMD Daily Operational Emissions Thresholds | 4.2-17 |
| 4.2-7 | Estimated Maximum Daily Construction Emissions | 4.2-22 |
| 4.2-8 | Estimated Maximum Daily On-Site Construction Emissions | 4.2-24 |
| 4.2-9 | 2017-2040 Daily VMT for the Downtown Plan Area | 4.2-24 |
| 4.2-10 | Project Area Land Use Summary | 4.2-25 |
| 4.2-11 | Estimated Operational Emissions by Source | 4.2-26 |
| 4.3-1 | Plant and Animal Species Occurring in Los Angeles | 4.3-2 |
| 4.3-2 | Plant and Animal Species Occurring in the Downtown Plan Area | 4.3-4 |
| 4.3-3 | Relevant General Plan Framework Element Biological Resource Goals, Objectives, and Policies | 4.3-12 |
| 4.3-4 | Downtown Plan Consistency with Relevant General Plan Framework Element Biological Resources Goals, Objectives, and Policies | 4.3-23 |
| 4.4-1 | Historical Resources Designated at the State and National Level, Central City Community Plan Area | 4.4-5 |
| 4.4-2 | Historical Resources Designated at the State and National Level, Central City North Community Plan Area | 4.4-8 |
| 4.4-3 | City Designated Historic-Cultural Monuments, Central City Community Plan Area | 4.4-11 |
| 4.4-4 | City Designated Historic-Cultural Monuments, Central City North Community Plan Area | 4.4-15 |
| 4.4-5 | Relevant General Plan Cultural Resources Objectives and Policies | 4.4-34 |
| 4.4-6 | Downtown Plan Policies Related to Cultural Resources | 4.4-41 |
| 4.5-1 | Current Daily and Annual VMT for the Downtown Plan Area | 4.5-2 |
| 4.5-2 | Current Direct Transportation Energy Use in the Downtown Plan Area | 4.5-2 |
| 4.5-3 | Current Downtown Plan Area Electricity Consumption | 4.5-5 |
| 4.5-4 | Current Downtown Plan Area Natural Gas Consumption | 4.5-7 |
| 4.5-5 | Direct Transportation Energy Use | 4.5-18 |
| 4.5-6 | Downtown Plan Area Electricity Consumption | 4.5-19 |
| 4.5-7 | Downtown Plan Area Natural Gas Consumption | 4.5-19 |
| 4.7-1 | Description of Greenhouse Gases | 4.7-2 |
| 4.7-2 | Atmospheric Lifetimes and Global Warming Potentials | 4.7-3 |
| 4.7-3 | California Greenhouse Gas Emissions Inventory | 4.7-4 |
| 4.7-4 | Downtown Plan Area Greenhouse Gas Emissions | 4.7-30 |

4.7-5 Project Area SB 375 Passenger Vehicle Per-Capita CO2 Emissions....4.7-31
4.7-6 Consistency Analysis of the Downtown Plan with the SCAG 2016-2040 RTP/SCS....4.7-33
4.7-7 Consistency Analysis of the Downtown Plan with the City's GreenLA CAP....4.7-35
4.7-8 Consistency Analysis of the Downtown Plan with the City's Sustainable City Plan....4.7-37
4.7-9 Consistency Analysis of the Downtown Plan with the City of Los Angeles General Plan Framework Element (1995)....4.7-42
4.7-10 Consistency Analysis of the Downtown Plan with the City of Los Angeles General Plan Air Quality Element (1992)....4.7-43
4.8-1 Department of Toxic Substance Control Cleanup Sites in the Downtown Plan Area....4.8-8
4.8-2 California SWRCB GeoTracker Cleanup Sites in the Downtown Plan Area....4.8-16
4.8-3 Educational Facilities in or within 0.25 mile of the Downtown Plan Area....4.8-25
4.8-4 Relevant General Plan Hazardous Materials Goals, Objectives, and Policies....4.8-39
4.9-1 Relevant General Plan Hydrology and Water Quality Objectives and Policies....4.9-18
4.10-1 Summary of Existing Land Use in the Downtown Plan Area....4.10-21
4.10-2 Summary of Proposed Land Use in the Downtown Plan Area....4.10-22
4.10-3 Consistency Analysis of the Downtown Plan with the City of Los Angeles General Plan....4.10-30
4.10-4 Consistency Analysis with the SCAG 2016-2040 RTP/SCS....4.10-47
4.11-1 Human Response to Different Levels of Groundborne Vibration....4.11-3
4.11-2 Presumed Existing Ambient Noise Level....4.11-5
4.11-3 Downtown Plan Area Noise Monitoring Results....4.11-7
4.11-4 Guidelines for Noise Compatible Land Uses....4.11-12
4.11-5 Relevant General Plan Noise Goals, Objectives, and Policies....4.11-13
4.11-6 Maximum Noise Levels from Parking Lot Activity....4.11-18
4.11-7 Operational Mobile Source Noise Levels....4.11-20
4.11-8 Maximum Noise Levels of Common Construction Equipment....4.11-21
4.11-9 Outdoor Construction Noise Levels....4.11-21
4.11-10 Approximate VdB Generated by Construction Equipment....4.11-26
4.12-1 Population in Los Angeles and the Downtown Plan Area....4.12-1
4.12-2 Historical Housing Inventory in Los Angeles and the Downtown Plan Area....4.12-2
4.12-3 Employment in Los Angeles and the Downtown Plan Area....4.12-3
4.12-4 Los Angeles Regional Housing Needs Assessment Allocation (2014-2021)....4.12-7
4.12-5 Relevant General Plan Population, Housing, and Employment Objectives and Policies....4.12-9
4.12-6 Existing (2017) and 2040 Development Projections....4.12-16
4.12-7 Comparison of SCAG and LADCP Downtown Plan Area Development Projections....4.12-16
4.12-8 Downtown Plan Contribution to Projected Citywide Growth and Development....4.12-17
4.13-1 LAFD Fire Stations – Central Bureau....4.13-2
4.13-2 Relevant General Plan Fire Protection Goals, Objectives, and Policies....4.13-6
4.13-3 Required Fire Flow and Maximum Response Distances....4.13-8
4.13-4 Land Use and Required Fire Flow....4.13-9
4.13-5 LAPD Stations Serving the Downtown Plan Area....4.13-16
4.13-6 2016 Crime Statistics....4.13-16
4.13-7 Relevant General Plan Police Protection Goals, Objectives, and Policies....4.13-18

4.13-8 Public Schools Serving the Downtown Plan Area – Capacity and Enrollment ..... 4.13-27
4.13-9 Relevant General Plan School Goals, Objectives, and Policies ..... 4.13-32
4.13-10 Anticipated Student Generation in the Downtown Plan Area ..... 4.13-35
4.13-11 LAPL Branch Facilities Site Selection Criteria ..... 4.13-39
4.13-12 Relevant General Plan Library Goals, Objectives, and Policies ..... 4.13-40
4.14-1 Parks and Recreational Facilities Serving the Downtown Plan Area ..... 4.14-3
4.14-2 Existing Demand for Recreational Facilities ..... 4.14-5
4.14-3 Relevant General Plan Park Goals, Objectives, and Policies ..... 4.14-6
4.15-1 2017 Mode Split ..... 4.15-6
4.15-2 2017 Downtown Plan Daily Vehicle Trips and Vehicle Miles Traveled ..... 4.15-6
4.15-3 2017 Citywide Daily Vehicle Trips and Vehicle Miles Traveled ..... 4.15-6
4.15-4 2016 SCAG Regionwide Daily Vehicle Trips and Vehicle Miles Traveled ..... 4.15-6
4.15-5 Existing 2017 Roadway Segment Level of Service (LOS) ..... 4.15-7
4.15-6 LAFD Fire Stations Serving the Downtown Plan Area ..... 4.15-12
4.15-7 Roadway Segment Level of Service (LOS) Definitions ..... 4.15-33
4.15-8 Downtown Plan Transportation Improvement Project List ..... 4.15-37
4.15-9 Downtown Plan Changes to MP 2035 ..... 4.15-38
4.15-10 Future Total Vehicle Miles Traveled (VMT) Compared to 2016 SCAG Region ..... 4.15-42
4.15-11 Future Total Vehicle Miles Traveled (VMT) Compared to 2017 Baseline ..... 4.15-43
4.15-12 AM Peak Period Roadway Operations ..... 4.15-48
4.15-13 PM Peak Period Roadway Operations ..... 4.15-49
4.15-14 Los Angeles Fire Department Response Times ..... 4.15-52
4.17-1 Current Wastewater Generation in the Downtown Plan Area ..... 4.17-3
4.17-2 Relevant General Plan Utilities and Service Systems Goals, Objectives, and Policies ..... 4.17-5
4.17-3 Estimated Wastewater Generation for the Downtown Plan Area ..... 4.17-9
4.17-4 Current Water Demand in the Downtown Plan Area ..... 4.17-17
4.17-5 Service Area Reliability Assessment for Single Dry Year ..... 4.17-22
4.17-6 Estimated Water Demand in the Downtown Plan Area ..... 4.17-25
4.17-7 Solid Waste Facilities Serving the City of Los Angeles ..... 4.17-29
4.17-8 Current Solid Waste Generation in the Downtown Plan Area ..... 4.17-30
4.17-9 Estimated Solid Waste Generation in the Downtown Plan Area ..... 4.17-35
5-1 Housing, Population, and Employment Growth Projections ..... 5-5
5-2 Alternative 1 Anticipated Student Generation in the Downtown Plan Area ..... 5-16
5-3 Comparison Between Existing Traffic Conditions, the Downtown Plan Area and Alternative 1 ..... 5-18
5-4 Alternative 1 Projected Wastewater Generation ..... 5-19
5-5 Alternative 1 Projected Water Demand ..... 5-20
5-6 Alternative 1 Projected Solid Waste Generation ..... 5-21
5-7 Alternative 2 Anticipated Student Generation in the Downtown Plan Area ..... 5-33
5-8 Comparison Between Existing Traffic Conditions, the Downtown Plan Area and Alternative 2 ..... 5-34
5-9 Alternative 2 Projected Wastewater Generation ..... 5-35
5-10 Alternative 2 Projected Water Demand ..... 5-36
5-11 Alternative 2 Projected Solid Waste Generation ..... 5-37

5-12 Alternative 3 Anticipated Student Generation in the Downtown Plan Area ..... 5-48
5-13 Comparison Between Existing Traffic Conditions, the Downtown Plan Area and Alternative 3 ..... 5-49
5-14 Alternative 3 Projected Wastewater Generation ..... 5-51
5-15 Alternative 3 Projected Water Demand ..... 5-51
5-16 Alternative 3 Projected Solid Waste Generation ..... 5-52
5-17 Alternative 4 Anticipated Student Generation in the Downtown Plan Area ..... 5-61
5-18 Comparison Between Existing Traffic Conditions, the Downtown Plan Area and Alternative 4 ..... 5-62
5-19 Alternative 4 Projected Wastewater Generation ..... 5-64
5-20 Alternative 4 Projected Water Demand ..... 5-64
5-21 Alternative 4 Projected Solid Waste Generation ..... 5-65
5-22 Impact Comparison of Alternatives ..... 5-67

## LIST OF FIGURES

**Figure** **Page**

3-1 Downtown Plan Area Map ..... 3-5
3-2 New Zoning Code/Citywide Project Area ..... 3-6
3-3 Downtown Plan Area and the New Zoning Code Project Area ..... 3-7
3-4 Neighborhoods in the Downtown Plan Area ..... 3-11
3-5 Specific Plans and Overlays in the Downtown Plan Area ..... 3-16
3-6 Community Plan Areas in the City of Los Angeles ..... 3-21
3-7 Proposed General Plan Land Use Designation Map ..... 3-28
3-8 Base Zoning Diagram ..... 3-44
3-9 Example Form District ..... 3-45
3-10 Example Frontage District ..... 3-47
3-11 Use Districts ..... 3-51
4.1-1 Transit Priority Areas in the City of Los Angeles ..... 4.1-2
4.1-2 Downtown Plan Neighborhood Districts ..... 4.1-3
4.1-3 Photo Locations ..... 4.1-4
4.1-4 Downtown Plan Area Views ..... 4.1-5
4.1-5 Downtown Plan Area Views ..... 4.1-6
4.1-6 Downtown Plan Area Views ..... 4.1-7
4.1-7 Downtown Plan Area Views ..... 4.1-8
4.1-8 Downtown Plan Area Views ..... 4.1-9
4.1-9 Downtown Plan Area Views ..... 4.1-10
4.1-10 Downtown Plan Area Views ..... 4.1-11
4.1-11 Downtown Plan Area Views ..... 4.1-12
4.1-12 Downtown Plan Area Views ..... 4.1-13
4.1-13 Downtown Plan Area Views ..... 4.1-14
4.1-14 Downtown Plan Area Views ..... 4.1-15
4.1-15 Downtown Plan Area Views ..... 4.1-16
4.1-16 Downtown Plan Area Views ..... 4.1-17
4.1-17 Downtown Plan Area Views ..... 4.1-18

4.1-18 Downtown Plan Area Views ..... 4.1-19
4.1-19 Downtown Plan Area Views ..... 4.1-20
4.1-20 Downtown Plan Area Views ..... 4.1-21
4.1-21 Downtown Plan Area Views ..... 4.1-22
4.1-22 Downtown Plan Area Views ..... 4.1-23
4.1-23 Downtown Plan Area Views ..... 4.1-24
4.1-24 Downtown Plan Area Views ..... 4.1-25
4.1-25 Downtown Plan Area Views ..... 4.1-26
4.1-26 Downtown Plan Area Views ..... 4.1-27
4.1-27 Downtown Plan Area Views ..... 4.1-28
4.1-28 Downtown Plan Area Views ..... 4.1-29
4.1-29 State and County Scenic Highways ..... 4.1-36
4.1-30 Proposed General Plan Designations ..... 4.1-59
4.1-31 Change in View from I-10 Freeway toward Convention Center ..... 4.1-61
4.1-31 Change in View from I-10 Freeway toward South Park District ..... 4.1-62
4.1-31 Current View of Downtown Area Skyline ..... 4.1-63
4.1-31 View of Downtown Area Skyline with Potential Future Development ..... 4.1-64
4.1-31 Change in View along Broadway ..... 4.1-65
4.1-31 Change in View at Naomi Avenue and 12th Street ..... 4.1-66
4.1-31 Change in View at San Pedro Street and 2nd Street ..... 4.1-67
4.3-1 Downtown Plan Area Wetlands ..... 4.3-7
4.4-1a Downtown Plan Area Historical Resources ..... 4.4-16
4.4-1b Downtown Plan Area Historical Resources ..... 4.4-17
4.4-1c Downtown Plan Area Historical Resources ..... 4.4-18
4.4-1d Downtown Plan Area Historical Resources ..... 4.4-19
4.4-1e Downtown Plan Area Historical Resources ..... 4.4-20
4.4-1f Downtown Plan Area Historical Resources ..... 4.4-21
4.4-1g Downtown Plan Area Historical Resources ..... 4.4-22
4.4-1h Resources Identified by SurveyLA ..... 4.4-23
4.4-1i Resources Identified by SurveyLA ..... 4.4-24
4.4-1j Resources Identified by SurveyLA ..... 4.4-25
4.4-2 Zanja Madre ..... 4.4-27
4.5-1 Petroleum Infrastructure in the Downtown Plan Area ..... 4.5-3
4.6-1 Downtown Plan Area Geology ..... 4.6-4
4.6-2 Local Faults ..... 4.6-5
4.6-3 Alquist-Priolo Earthquake Study Areas ..... 4.6-8
4.6-4 Landslide and Liquefaction Zones in and near the Downtown Plan Area ..... 4.6-10
4.6-5 Subsidence Risk Areas ..... 4.6-14
4.6-6 Geologic Map of the Downtown Plan Area ..... 4.6-16
4.6-7 Paleontological Sensitivity of the Downtown Plan Area ..... 4.6-20
4.8-1 EnviroStor Sites in the Downtown Plan Area ..... 4.8-7
4.8-2 GeoTracker Sites in the Downtown Plan Area ..... 4.8-15
4.8-3 Oil Fields and Oil and Gas Wells in the Downtown Plan Area ..... 4.8-23
4.8-4 Educational Facilities in or with 0.25 mile of the Downtown Plan Area ..... 4.8-27

4.9-1 Watershed Boundaries....4.9-3
4.9-2 Surface Water Sources....4.9-4
4.9-3 FEMA Flood Zones....4.9-9
4.9-4 Dam Inundation Areas....4.9-10
4.10-1 Current Downtown Plan Area General Plan Designations....4.10-5
4.11-1 Examples of Typical Noise Levels....4.11-4
4.11-2 Noise Measurement Locations....4.11-8
4.11-3 Sensitive Receptor Locations with Noise Measurement Locations....4.11-9
4.12-1 Downtown Plan Area Population, Housing, and Job Projection with and without the Downtown Plan....4.12-17
4.13-1 Public Schools Serving the Downtown Plan Area....4.13-30
4.14-1 Parks Serving the Downtown Plan Area....4.14-4
4.15-1 Existing Roadway Network....4.15-5
4.15-2 Existing AM Peak Period Level of Service....4.15-9
4.15-3 Existing PM Peak Period Level of Service....4.15-10
4.15-4 Existing Transit Service – Metro and LADOT....4.15-15
4.15-5 Existing Bicycle Network....4.15-19
4.15-6 Central City and Central City North Community Plan Area....4.15-31
4.15-7 2040 Downtown Plan Area Network....4.15-39
4.18-1 Oil Fields and Active Wells Sites....4.18-4
5-1 Alternative 1 Reduced Development Potential....5-9
5-2 Alternative 2 Housing Redistribution....5-25
5-3 Alternative 3 Increased Development Potential....5-39

## APPENDICES

Appendix A: NOP and Responses
Appendix B: Methodology
Appendix C: Downtown Community Plan
Appendix D: Proposed Zoning Maps
Appendix E: Circulation Map
Appendix F: CPIO
Appendix G: New Zoning Code
Appendix H: Inventory of CRA Mitigation Measures
Appendix I: Air Quality, Greenhouse Gas, Energy; Sierra Club White Paper
Appendix J: Noise
Appendix K: Transportation
Appendix L: Tribal Letters
Appendix M: Utilities
Appendix N: Updated Broadway CDO
Appendix O: Updated Little Tokyo CDO
Appendix P: Hazards

# 1.0 INTRODUCTION

This chapter provides a brief introduction to the Proposed Project, an overview of the purpose and focus of the Draft Environmental Impact Report (EIR), a discussion of the intended use of this Draft EIR, a description of the organization of the Draft EIR, and a discussion of the public review process and potential areas of controversy.

## 1.1 PROPOSED PROJECT

This Draft EIR analyzes the potential environmental effects of the "Proposed Project." The Proposed Project is composed of two components, one a long-term land use planning effort and the other a comprehensive zoning code update program, both of which are summarily described below:

1. **Update the City's Downtown Community Plan ("Downtown Plan" or "Proposed Plan").** This is the primary component of the Proposed Project and its purpose is to update the Central City Community Plan and the Central City North Community Plan, the two community plans covering Downtown Los Angeles. The updates to these two community plans, which are further described in Chapter 3, are part of the City's New Community Plan (NCP) Update program to update all 35 of the City's community plans. The City's 35 community plans make up the land use element of the City's General Plan. The community plan updates require: (i) updating the text and land use maps of the two community plans, (ii) adopting zoning ordinances to implement the community plans, including adopting zone changes to amend the Zoning Map, and (iii) making all other necessary amendments to the Framework Elements, Mobility Plan, and other General Plan Elements, specific plans, the Los Angeles Municipal Code (LAMC), and adopting or amending other ordinances to implement the above. For the updates to these two community plans, instead of adopting zone changes utilizing existing zoning classifications in Chapter 1 of the LAMC (the City's Zoning Code), the City will adopt and utilize portions of a proposed new zoning code ("New Zoning Code"), discussed below. The update of the Central City Community Plan and the Central City North Community Plan, including adoption of changes to re-designate property in the Downtown Plan Area utilizing the zone classifications in the New Zoning Code and all other required actions to update the community plans, is referred to in this EIR as the 'Downtown Plan' or 'Proposed Plan'

2. **Adopt and implement the New Zoning Code for the Downtown Plan Area ("New Zoning Code")[1]**. This component of the Proposed Project is the adoption and implementation of part of the New Zoning Code in the Downtown Plan area. The New Zoning Code, which is further described in Chapter 3, is a citywide program (the re:code LA program) to comprehensively update the City's zoning ordinances through amendments to the LAMC. The LAMC amendments will add a new Chapter 1A to the LAMC, which will establish a new zoning code for the City. The existing Zoning Code is found in Chapter 1 of the LAMC. Implementation of the New Zoning Code will occur through future zone changes to re-designate land utilizing the zoning designations from the new Chapter 1A. Adoption of the full text of the New Zoning Code is expected to occur over multiple projects and is beyond the scope of the Proposed Project. Implementation of the New Zoning Code is expected to occur through the community plan update process or through other planning and zoning efforts. As part of the Proposed Project, the City intends to adopt that portion of Chapter

[1] The Notice of Preparation for this EIR referred to the New Zoning Code as defined in this EIR as the, "Downtown Zoning Code."

1A, that will allow the City to utilize and implement the New Zoning Code in the Downtown Plan area. This component of the Proposed Project will require adopting a Chapter 1A (or adopting amendments to Chapter 1A if it has already been adopted) that includes at minimum: (i) the new zoning modules to be used in the Downtown Plan area, including substantive requirements for those zoning modules, and (ii) adopting all of the background parts of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may potentially include general zoning definitions, processes, general development standards, rules for non-conforming uses, and zoning incentive programs, among others. The component of the Proposed Project to adopt or amend the new Chapter 1A to the LAMC is referred to in this EIR as the "New Zoning Code." The designation of properties with zoning from Chapter 1A in zoning ordinances intended to implement the updates to the Central City and Central City North Community Plans is part of the "Downtown Plan" component. While the EIR analyzes indirect impacts of the adoption of the New Zoning Code as part of the Proposed Project, future zone changes utilizing the New Zoning Code that are not included in the zone changes made as part of the Downtown Plan component of the Proposed Project would be speculative at this time. Future zone changes will be environmentally analyzed prior to approval of those zone changes.

A detailed description of the components of the Proposed Project is provided in **Chapter 3.0 Project Description**, of this Draft EIR.

## 1.2 PURPOSE OF THIS ENVIROMENTAL IMPACT REPORT

This EIR has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA), which requires the preparation and certification of an environmental impact report on any project proposed by the City to carry out or approve that may have a significant effect on the environment. (PRC Section 21100(a).) The EIR is ultimately intended as an informational document and by itself does not determine whether the Downtown Plan, the New Zoning Code, or any component of the Proposed Project, will be approved. The EIR aids in the decision-making process by disclosing the potential significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000, this EIR provides objective information addressing the environmental consequences of the Proposed Project and identifies the means of reducing or avoiding its significant impacts where feasible.

The CEQA Guidelines help define the role and expectations of this EIR as follows:

- **Information Document**. An EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project, identify feasible ways to minimize or avoid these effects, and describe a set of reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).
- **Degree of Specificity**. An EIR on an individual development project will be more detailed in the specific effects of the project than will an EIR on the adoption of a community plan or zoning ordinance because the effects of the individual development can be predicted with greater accuracy. An EIR on a project such as the adoption of a community plan and/or zoning ordinance should focus on the secondary effects that can be expected to follow from the adoption, but need not be as detailed as the analysis on the specific construction project that might follow (Section 15146).
- **Standards of Adequacy**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed

> project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

The CEQA Guidelines, Section 15382, defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

# 1.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCY

The lead agency for the Proposed Project is the City of Los Angeles (City). The Department of City Planning is responsible for preparing the EIR for the review and consideration of the City Council, as the final decision-maker for the Proposed Project. The address for the Department of City Planning is the following:

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

The determination that the City of Los Angeles is the "lead agency" is made in accordance with CEQA Guidelines sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This Draft EIR reflects the independent judgment of the City regarding the potential environmental impacts, the level of significance of the impacts both before and after the mitigation measures proposed to reduce the impacts.

Responsible agencies are other agencies responsible for carrying out/implementing a specific component of the proposed project or for approving a project (such as an annexation) that implements the goals and policies of a general plan. Section 15381 of the CEQA Guidelines defines a "responsible agency" as: "A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project."

There are no responsible agencies for the Proposed Project. However, several other agencies have approval authority over individual developments that could be facilitated by the Downtown Plan and/or the New Zoning Code. These agencies include, but are not limited to, California Department of Transportation, California Department of Fish and Wildlife (CDFW), the South Coast Air Quality Management District, and the Los Angeles Regional Water Quality Control Board.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California, but do not have legal authority to approve or carry out the project. CEQA Guidelines Section 15386 designates four agencies as trustee agencies: CDFW with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission with regard to state-owned "sovereign" lands, such as the beds of navigable waters and state school lands; the California Department of Parks and Recreation with regard to units of the state park system; and, the University of

California with regard to sites within the Natural Land and Water Reserves System. There are no trustee agencies for the Proposed Project.

# 1.4 AUTHORIZATION AND FOCUS

The City determined that an EIR is needed to evaluate potentially significant effects that could result from the implementation of the Proposed Project. An Initial Study was not prepared for the Proposed Project since it was determined from the outset that an EIR would be required (CEQA Guidelines Section 15060(d).

The City is required to consider the information in the Draft EIR, along with any other relevant information, in making its decision on the Proposed Project. Although the Draft EIR does not determine the ultimate decision that will be made regarding implementation of the project, CEQA requires the City to consider the information in the Draft EIR and make findings regarding each significant effect in the Draft EIR. Because the Central City and Central City North Community Plans are geographically contiguous, require similar analysis, and would be expected to have similar environmental impacts, one Draft EIR is being prepared to analyze the impacts of adoption of the Proposed Plan and their implementing ordinances, including the New Zoning Code (CEQA Guidelines Section 15153(a); 15165).

Once certified, the Final EIR will serve as the environmental document for the Proposed Project and will be used as a basis for decisions related to future development in the Downtown Plan area. Other agencies may also use this Draft EIR in their review and approval process.

# 1.5 TYPE OF ENVIRONMENTAL REVIEW

The Downtown Plan will guide development for the Downtown Community Plan Area ("CPA" or "Downtown Plan Area") through 2040. The New Zoning Code, as an amendment to the LAMC, has the potential to be used Citywide through future planning and zoning actions. This EIR considers broad community plan level issues and evaluates the effects of the Downtown Plan as well as the effects of the New Zoning Code citywide. This EIR addresses environmental impacts from the Proposed Project to the level that can be assessed without undue speculation, in light of the scope of the Proposed Project components.

Consistent with the requirements of CEQA, the EIR compares the reasonably anticipated development from the Proposed Project against the existing environment and not to the existing plans and regulations. The No Project alternative considers the effects of the existing community plans and zoning ordinances relative to the impacts of the Proposed Project.

**Future Use of the EIR and Subsequent Projects**

Approval of the Proposed Project does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the CPAs may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addendums (CEQA Guidelines Sections 15162 and 15164)**. Addendums may be used when a subsequent approval is consistent with the Proposed Project and no major revisions to the EIR are required based on a change to the Proposed Project, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe.

- **Tiering (Public Resources Code Section 21094 and CEQA Guidelines Section 15152)**. Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.
- **Program EIR/Subsequent Approvals (CEQA Guidelines Section 15168.)** Projects within the scope of a Program EIR are eligible for streamlined review.
- **Projects Consistent with a Community Plan, General Plan, or Zoning (CEQA Guidelines Section 15183).** Streamlined environmental review is available for a project consistent with community plan adopted with an EIR (Public Resources Code Section 21083).
- **Streamlining for Infill Projects (SB 226; PRC Section 21094.5;** CEQA Guidelines Section 15183.3). Eligible infill projects may qualify for streamlined environmental review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.
- **Transit Priority Projects (SB 375; PRC Section 21155-21155.2).** Transit Priority Projects consistent with the SCAG RTP/SCS near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review.
- **Statutory Exemption for Projects Consistent with Specific Plan (SB 743; PRC Section 21155.4; CEQA Guidelines Section 15182).** Eligible projects consistent with a specific plan adopted/updated with an EIR may be eligible for these statutory exemptions if all requirements are met.

# 1.6 ENVIRONMENTAL REVIEW PROCESS

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in this Draft EIR.

Pursuant to CEQA Guidelines Section 15082, the City filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research (State Clearinghouse No. 2016041093) as an indication that an EIR would be prepared. The Department of City Planning published the NOP for this Draft EIR for a 30-day public review period on February 6, 2017. The NOP was distributed to trustee agencies, responsible agencies, and other interested parties to request information and concerns relative to the potential environmental impacts of the Proposed Project.

Information, data and observations addressing comments from these letters are included throughout this Draft EIR where relevant. The NOP and NOP comment letters received are included in Appendix A of this Draft EIR. A public Scoping Meeting was held on February 16, 2017 to provide early consultation for the public to express their concerns about the Proposed Project and to acquire information and make recommendations on issues to be addressed in the Draft EIR, including the scope of impacts, alternatives, and potential mitigation.

The City received a total of 36 written and verbal comments and letter responses to the NOP. Information, data and observations addressing comments from these letters are included throughout this Draft EIR where relevant. Comments received are summarized in **Table 1-1**.

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| **Proposed Project Scope and Description**<br>● Clear indication of which Area Plans will be revised to be consistent with the Proposed Project<br>● Propose to provide separate zoning and land use objectives/entirely separate EIRs for the zoning and the Community Plan updates<br>● Request that the financial and economic setting for existing and proposed population is assessed<br>● Online GIS mapping tool for the Proposed Project<br>● Provide a comprehensive financial, economic, and income assessment for current and proposed/alternative Community Plans<br>● Recommend community and neighborhood-specific meetings for the various Downtown stakeholders<br>● Include language in the Proposed Project that informs future development activity of Los Angeles County Metropolitan Transportation Authority (Metro) notification procedures, including policy language or guidance that denotes development occurring within 100 feet of a Metro facility will require Metro review and approval, including Metro's Development Guidelines and a recorded Noise Easement Deed<br>● West Santa Ana Branch is exploring an alignment along Alameda Street and 7th Street as an alternative, and should be coordinated as part of the process<br>● Metro strongly recommends that the Proposed Project include a minimum five foot setback from the Metro right-of-way to ensure that property owners can maintain their property without entering Metro property<br>● Policies should encourage transit-supportive public realm improvements, way finding signage, and enhanced ADA-compliant street crossing elements adjacent to transit stops and stations<br>● Include the Connect US Action Plan, which is a community-driven active transportation plan that prioritizes pedestrian and bicyclist connections to and from Los Angeles Union Station, the 1st/Central Regional Connection Station, and the surrounding historic and culturally significant communities | **Section 3, *Project Description***<br>Economic impacts and a GIS mapping tool are not within CEQA's scope.<br>As stated in Section 3, the Proposed Project includes analysis of both the Downtown Plan and the New Zoning Code in the EIR. |
| **Aesthetics**<br>● Consistency with historic buildings and new proposed uses, especially height differences between existing historic buildings and proposed residential high rises<br>● Viewshed impacts to the Los Angeles River and Elysian Hills from Downtown towers<br>● Preserve Chinatown, Little Tokyo, and El Pueblo aesthetics with a mix of roof shapes, façade material varieties, and setbacks<br>● Out of scale buildings that destroy the character of individual sections of downtown should be avoided<br>● Protect the aesthetics of City Hall; proposed buildings are too tall, blocking the viewshed<br>● Assess the feasibility of a design review board, perhaps under the auspice of SciArc.<br>● Form a relationship between the Los Angeles Mural Conservancy to bring more mural art forward, and shifting the requirement of public art to murals<br>● Evaluate the aesthetic, cultural, and traffic safety impacts of billboards, particularly digital | **Section 4.1, *Aesthetics***<br> |

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| ● Use innovative architecture, with more interesting and innovative design | |
| **Air Quality**<br>● Use of the South Coast Air Quality Management District (SCAQMD) Air Quality Handbook, the California Emissions Estimator Model (CalEEMod), and the 2016 Air Quality Management Plan in the analysis<br>● Proposed mitigation measures, such as SCAQMD's Rule 403 regarding fugitive dust, SCAQMD's website, and the Southern California Association of Government's Mitigation, Monitoring, and Reporting Program<br>● Concern of artificially capping the housing supply in downtown Los Angeles and harming the environment and human health (including air quality, greenhouse gas, and vehicle miles traveled [VMT] impacts)<br>● The effect of large and tall buildings on air quality, air flow, and future climate temperature increase should be considered | **Section 4.2, *Air Quality*** |
| **Biological Resources**<br>● Wildlife impacts and nesting bird impacts<br>● Provide street trees for urban nature and shade<br>● Unrealistic tree requirements for development | **Section 4.3, *Biological Resources*** |
| **Cultural Resources/Tribal Cultural Resources**<br>● Protection through Historical Zones<br>● Protection of 3rd Street, north to City Hall, bordered by Broadway and Los Angeles Streets (Bradbury, Vibiana, St. George Hotel, Higgins Building, City Hall Historic District)<br>● Add Higgins Building at 2nd and Main into the Historic Core<br>● Add Higgins Building in the Traditional Core and not the Transit Core<br>● Historically significant buildings and areas including: Higgins Building, St. Vibiana, the Bradbury Building, St. George Hotel, Grand Central Market, Million Dollar Theater, the Douglas Building, Biddy Mason Park, Downtown Independent Theater, and "Pope of Broadway" mural<br>● Keeping legacy businesses<br>● Stating Assembly Bill 52/Senate Bill 18 requirements, and recommendations for cultural resource assessments, including a Sacred Lands File search and contacting the California Historical Research Information System Center<br>● Example Tribal Cultural Resource mitigation measures, including avoidance, protection, and conservation<br>● Paleontological resources setting<br>● Archaeological and historical resources review<br>● Identify locations of the oldest 100 structures and parcels<br>● Preservation of Chinatown, Little Tokyo, and El Pueblo known and discoverable historic resources and assets<br>● Well-defined mitigation for cultural/historical impacts, possibly with community assistance for special knowledge<br>● Evaluate the aesthetic, cultural, and traffic safety impacts of billboards, particularly digital<br>● Call the traditional zone the Historic Core, as it more accurately reflects the architecture and history of the area<br>● The Historic Core Overlay should be included<br>● Enforce a "zone of respect" around historic monuments and | **Section 4.4, *Cultural Resources***<br>**Section 4.16, *Tribal Cultural Resources*** |

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| buildings | |
| **Energy**<br>● Concern of artificially capping the housing supply in downtown Los Angeles and wasting energy associated with fossil fuel extraction and generation | **Section 4.5, *Energy*** |
| **Geology and Soils**<br>● Maps of alluvium and bedrock at surface and within 100 feet of the surface<br>● Provide locations of recorded seismic events and blind/buried faults | **Section 4.6, *Geology and Soils*** |
| **Greenhouse Gas Emissions**<br>● Displacement increasing greenhouse gases<br>● Global analysis of greenhouse gas emissions<br>● Reduce/avoid contributions to the urban heat island effect<br>● Proposed mitigation measures, such as SCAQMD's website and the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures report<br>● Concern of artificially capping the housing supply in downtown Los Angeles and harming the environment and human health (including air quality, greenhouse gas, and VMT impacts) | **Section 4.7, *Greenhouse Gas Emissions*** |
| **Hazards and Hazardous Materials**<br>● Provide locations of methane zones and associated historic oil fields<br>● Provide historic locations of railroads, cornfields, and industrial land uses<br>● Concern about the Coal Gasification Plant Site and associated railroad use with chemical plants<br>● Concern of lumber yards and preservative-creosoting pits | **Section 4.8, *Hazards and Hazardous Materials*** |
| **Hydrology and Water Quality**<br>● Maps of groundwater recharge/forced infiltration, storage, and outflow in relation to Los Angeles River<br>● Provide a map of ancestral river floodplain and recharging zones and related land uses<br>● Low impact development for stormwater management<br>● Use of native plants in landscaping | **Section 4.9, *Hydrology and Water Quality*** |
| **Land Use and Planning**<br>● Fashion District density floor area ratio (FAR)<br>● FAR of no less than 6.0<br>● Increasing base density would deter affordable housing<br>● Concern of Entertainment District concentrating alcohol sales<br>● Concern about specific districts segregating uses<br>● Allowing heliports in Downtown<br>● Provide maps of current occupied, under construction, and current zoning plans, compared to the proposed and alternative plans<br>● Rezoning Capitol Mill to 8:1 is a violation of the "town" concept<br>● Review and rethink Central City East land use policies<br>● Provide new and non-traditional approaches to embedding flexibility in land use and urban design policies that will allow appropriate new uses to already mixed districts, like Central City East | **Section 4.10, *Land Use and Planning***<br>All comments regarding voting control have been provided to the decision-makers of the Proposed Project.<br>Economic impacts are not within CEQA's scope. |

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| ● Central City East is a neighborhood where people live and work; it deserves similar levels of investment and attention as other neighborhoods where people live and work<br>● Central City East Association completed their own planning study in 2015 and has shared with City staff. Conclusions drawn from this study include: (1) Lack of infrastructure towards pedestrians, (2) The need for diversified housing, including affordable, mixed income, mixed-collar, and multi-generational, (3) The wall created along Alameda Street preventing Fifth Street from crossing Central Avenue has had the effect of a dam, preventing a natural flow and connection through Downtown to the Arts District and the Los Angeles River. The "M" zone has been an area "frozen in time"<br>● Community opinion as to design, size, scale and amenities should be given a voice. Giving greater voting control to Neighborhood Councils would help<br>● Incompatibility of alcohol service and residential uses/designation of non-residential entertainment districts<br>● Evaluate the aesthetic, cultural, and traffic safety impacts of billboards, particularly digital, and prohibit such signage<br>● Project proponents should be encouraged to provide job information on jobs provided along with housing development phases<br>● Extend the traditional zone or City Hall, or up to and include 2nd Street, in particular, the Higgins Building<br>● Evaluation of the Proposed Project's consistency with Measure JJJ<br>● In favor of the Downtown housing incentives, parking requirements, and floor area ratio averaging to allow for flexibility in the development process<br>● Metro supports the creation of General Plan Land Use Designations that prioritize growth around transit infrastructure, such as the Transit Core with the highest allowed FAR of all designations, and Transit Edge designations<br>● Metro supports the inclusion of a core principal that calls for "Promoting a transit, bicycle, and pedestrian-friendly environment" and the creation of linkages between districts | |
| **Noise**<br>● Incompatible use of residential and bars/clubs/restaurants with alcohol service, should be restricted to 10 p.m. or 12 a.m. to reduce noise and disturbance<br>● Reduce impacts of noise spill out onto streets through patio or open door and ensure enforceability<br>● Noise transmittal between multi-family units; double drywall does not work. A request for evaluation of the range of options to strengthen building codes for residential buildings | **Section 4.11, *Noise*** |
| **Population and Housing**<br>● Displacement in Chinatown, Lincoln Heights, and Solano Canyon/current residents, including low income residents<br>● Needs of affordable housing, especially in Chinatown for lower income and seniors<br>● Generally affordable units should be lower rise structures, with mitigation to replace all lost housing units with an equal or higher amount of units into the district (Chinatown)<br>● Dividing an established community (Skid Row) | **Section 4.12, *Population and Housing*** |

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| ● Consistency with the Regional Transportation Plan/Sustainable Communities Strategy goals, strategies, demographics and growth forecasts<br>● Provide estimates of maximum population, households, and jobs for the Proposed Project<br>● Concern of artificially capping the housing supply in downtown Los Angeles and harming the environment and human health (including air quality and greenhouse gas impacts)<br>● The optimal population and density for a fully built downtown should be considered and achieved/overbuilding and the "Manhattanization" of downtown should be avoided<br>● Affordable housing for young workers and seniors | |
| **Recreation**<br>● 8th and San Pedro as pocket park/Gateway Project<br>● Paseos requirements for large developments to ensure use by public/businesses<br>● Current public facility zones should be converted to open space<br>● Creation of community/public spaces and parks<br>● Improve access to and encourage use of public open spaces, such as the Los Angeles River and bike path<br>● Including open space and plazas in the plan (and with new developments)<br>● Add more parks | **Section 4.14, *Recreation*** |
| **Transportation and Traffic**<br>● Lack of public parking/requirements<br>● Lack if accessible and affordable parking facilities for downtown residents<br>● Consider the creation of a Municipal Parking Authority<br>● San Pedro Street as a transportation corridor<br>● Consistency with Regional Transportation Plan/Sustainable Communities Strategy goals, strategies, demographics and growth forecasts<br>● Lack of additional multi-modal transportation opportunities with new development in Little Tokyo<br>● Request of a VMT analysis<br>● Maps of all historic, current, and proposed surface and subsurface rail facilities and yards, road and transit routes and intersections for Metro<br>● Refining/strengthening public transportation options throughout if traffic is anticipated to increase<br>● Rapid population growth in Chinatown will cause congestion at all intersections/limited improvements available due to Civic Center access. Mitigation for traffic calming measures, limiting dense developments, and increasing parking structures, while removing street parking<br>● Re-route entry and exit routes to Civic Center (Hill and Broadway)<br>● Concern of artificially capping the housing supply in downtown Los Angeles and harming the environment and human health (including air quality, greenhouse gas, and VMT impacts)<br>● Evaluate the aesthetic, cultural, and traffic safety impacts of billboards, particularly digital<br>● Emphasis of coordination of planning efforts between local agencies and the California Department of Transportation (Caltrans) districts<br>● Preservation of transportation corridors for future system | **Section 4.15, *Transportation and Traffic*** |

| TABLE 1-1 NOP COMMENTS AND EIR RESPONSE | |
|---|---|
| **Topic** | **Where Topic is Addressed in EIR** |
| improvements<br>● Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure<br>● Be aware that the thresholds of significance on State highway facilities are different than those applied in the Los Angeles County Management Program; refer to the Statewide Guide for the preparation of Traffic Impact Studies<br>● Possible transportation mitigation alternatives may include vehicular demand reducing strategies (e.g., park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc.)<br>● A transportation fund mechanism similar to the West LA TIMP is recommended<br>● The Circulation Element of the General Plan needs to be consistent with the Land Use and Housing Elements of the General Plan<br>● Consider the strategy of Transit-Oriented Developments<br>● Consider bus operations with any roadway modifications/coordinate with Metro prior to advancing any improvements that may affect bus operations | |
| **Utilities and Service Systems**<br>● Maps of the system networks for current, under construction, and Proposed Project/Alternatives utilities with inventory of the date of installation, expected operating lifetime, service capacity<br>● Maps of all abandoned pipes, cables, or other transmission systems and access portals<br>● Concern of artificially capping the housing supply in downtown Los Angeles and water waste, by increasing multi-family housing, there will be less water use | **Section 4.17, *Utilities and Service Systems*** |
| **Alternatives**<br>● High population/household growth (growth exceeding population expectations)/"High housing alternative" allowing for significantly more zoned housing capacity, more new housing units, and higher potential population growth in downtown Los Angeles than the expected growth rate of approximately 70,000 housing units<br>● Preservation of southeast downtown for purely jobs/manufacturing vs housing/jobs hybrid zone<br>● Increased floors and height proposed for the Metro Center | **Section 5, *Alternatives*** |

In accordance with CEQA Guidelines sections 15087 and 15105, this Draft EIR is being circulated for a 75-day review period. The Draft EIR was also submitted to the State Clearinghouse for distribution to state agencies.

Interested parties may provide written comments on the Draft EIR during the comment period. Comment letters may be sent via U.S. mail or email addressed to the following:

City of Los Angeles, Department of City Planning
ATTN:

Brittany Arceneaux, City Planner
Case Number: CPC-2017-432-CPU; CPC-2014-1582-CA; ENV-2017-433-EIR

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

# 1.7 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified.

Based on the NOP comment letters (summarized in **Table 1-1** and provided in Appendix A of this Draft EIR), issues known to be of concern in the community and therefore, potential areas of controversy, include loss of affordable housing, lack of parks, lack of jobs, overconcentration of certain uses, protection of small businesses, signage/billboard blight, displacement of residents, public health, and transit-related safety.

# 1.8 ORGANIZATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This Draft EIR is organized into ten chapters, as follows:

**1.0 INTRODUCTION.** This chapter contains an overview of the purpose and focus of the Draft EIR, a discussion of the intended use of this Draft EIR, a description of the organization of the Draft EIR, and a discussion of the public review process and potential areas of controversy.

**2.0 EXECUTIVE SUMMARY.** This chapter provides a summary of the Proposed Project's potential environmental impacts that would result from implementation of the Proposed Project, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.

**3.0 PROJECT DESCRIPTION.** This chapter describes the Proposed Project, including project location, existing conditions, project objectives, and a description of the proposed changes to existing plans and zoning under the project.

**4.0 ENVIRONMENTAL IMPACT ANALYSIS.** This chapter is the primary focus of this Draft EIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology and the thresholds of significance. Each section also includes the analyses of environmental impacts of the project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:

- 4.1 **Aesthetics** - Changes to views, scenic resources, and visual quality
- 4.2 **Air Quality** - Changes in pollutants affecting air quality
- 4.3 **Biological Resources** - Impacts on any sensitive wildlife habitats or special species
- 4.4 **Cultural Resources** - Changes to historic resources and impacts to archaeological or paleontological resource and human remains
- 4.5 **Energy** – Wasteful or inefficient use of energy resources
- 4.6 **Geology and Soils** - Risk from geologic and seismic hazards

4.7 **Greenhouse Gas Emissions** - Changes to greenhouse gas emissions and conformance to applicable greenhouse has plans, policy, and regulations

4.8 **Hazards and Hazardous Materials** - Changes in the risk of exposure to hazardous materials, or proximity to wildland fire hazards

4.9 **Hydrology and Water Quality** - Changes in water quality, drainage patterns and the amount of stormwater runoff

4.10 **Land Use and Planning** - Changes to land use and zoning

4.11 **Noise and Vibration** - Changes in noise and vibration levels due to construction, traffic, and proposed uses

4.12 **Population, Housing, and Employment** - Changes in population, jobs/housing balance, and the displacement of a substantial number of housing units or persons

4.13 **Public Services** - Impacts related to the construction of new or expanded public facilities (i.e. fire protection and schools)

4.14 **Recreation** – Impacts related to the construction of new or expanded recreational facilities and impacts to existing recreational facilities with implementation of the Proposed Project

4.15 **Transportation and Traffic** - Changes in transportation conditions and vehicles miles travelled, review of emergency access, potential hazardous design features, and potential conflict with alternative transportation (e.g., bicycles and public transportation)

4.16 **Tribal and Cultural Resources** – Impacts to cultural resources potentially related to one of more Native American tribes

4.17 **Utilities and Service Systems** - Impacts related to the increased need for utilities and infrastructure improvements and the construction of new or expanded facilities

4.18 **Effects Found Not to Be Significant** – Issues for which the Proposed Project was found to have no potential for significant environmental impacts

The impact analysis and conclusions in each section for each environmental issue are prepared for both components of the Proposed Project under separate subheadings of 'Downtown Plan' and 'New Zoning Code'. This is necessary because the project area is different for each and the level of specificity and the ability to identify potential indirect impacts for each component is different.

The project area for the Downtown Plan is the CPAs. The project area for the New Zoning Code is citywide because zoning in the LAMC is eligible for use citywide provided necessary legislative planning and zoning actions are taken in the future. The proposed land use and zoning designation for all the properties in the CPAs is known and can be analyzed for the Downtown Plan component of the Proposed Project. On the other hand, how or where any part of the New Zoning Code may be implemented outside of or apart from the Downtown Plan update is not known at this time and is not reasonably forecasted. Therefore, only a qualitative analysis of potential citywide impacts is provided throughout this EIR under the "New Zoning Code" subheadings.

**5.0 ALTERNATIVES.** This chapter provides analysis of a range of reasonable alternatives to the Proposed Project in accordance with CEQA Guidelines Section 15126(f). The range of alternatives considered is based on their ability to feasibly attain most of the project objectives and avoid or substantially lessen any of the significant effects of the Proposed Project.

- Alternative 1: Reduced Development Potential
- Alternative 2: Housing Redistribution

- Alternative 3: Increased Development Potential
- Alternative 4: No Project

**6.0 OTHER CEQA CONSIDERATIONS.** This chapter provides analysis of a discussion of the (1) significant environmental effects that cannot be avoided if the Proposed Project is implemented, (2) significant irreversible environmental changes that would result from implementation of the Proposed Project, and (3) growth-inducing impacts of the Proposed Project.

**7.0 REFERENCES.** This chapter lists reference materials used in the preparation of this EIR, including written materials, websites, and personal communications.

**8.0 ACRONYMS & ABBREVIATIONS.** This chapter defines acronyms and abbreviations used throughout this EIR.

**9.0 PREPARERS OF THE DRAFT EIR.** The chapter lists the persons and lead agency that were consulted or contributed in the preparation of this Draft EIR.

# 1.9 PUBLIC PARTICIPATION

CEQA encourages public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA processes. The public is invited to provide comments and concerns regarding the accuracy of the Draft EIR and the CEQA process. Written comments may be submitted to the City of Los Angeles City Planning Department to the attention of Brittany Arceneaux, City Planner, at 200 N. Spring Street, Room 667, Los Angeles, CA, 90012 or email to brittany.arceneaux@lacity.org, during the specified public review and comment period. Written comments may also be submitted electronically through the Downtown Community Plan Update program website, accessible at the following address: https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update. The comment period and public hearing dates are indicated on the cover of this EIR. Pursuant to CEQA Guidelines Section 15088, the City will prepare written responses to any comments that raise significant environmental issues received during the noticed comment period and include those responses in the Final EIR. The public will also be provided opportunities to present oral and written comments at future hearings and meetings on the Proposed Project to City Planning Commission and the City Council. The City may but is not required to provide written responses to comments submitted after the circulation period for the Draft EIR.

# 1.10 FINAL EIR AND EIR CERTIFICATION

Following the close of the public review period on the Draft EIR, the City will prepare and publish a Final EIR, which will contain a summary of all written and recorded oral comments on this EIR received during the public review period for the Draft EIR and written responses to those comments that raise environmental concerns, along with copies of the letters received, and any necessary revisions to the EIR. The Draft EIR, comments on the EIR and a list of persons, organizations and public agencies that commented on the Draft EIR, response to comments, and any revisions to the Draft EIR will constitute the Final EIR. The City Council, in an advertised public meeting(s), will consider the documents and then, if found adequate, certify the Final EIR as completed in compliance with CEQA and the CEQA Guidelines.

# 1.11 CEQA FINDINGS FOR PROJECT APPROVAL

Where a certified EIR identifies significant environmental effects, CEQA Guidelines Sections 15091 and 15092 require the adoption of findings prior to approval of a project. Prior to approval of a project, one of three findings must be made, as required by PRC Section 21081 and CEQA Guidelines Section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

If the City approves the Proposed Project, despite significant impacts identified in the Final EIR that cannot be feasibly mitigated, the City must state in writing the reasons for its actions, under CEQA Guidelines Section 15093. Those findings, called a Statement of Overriding Considerations, must be prepared to substantiate the City's decision to accept the unavoidable significant environmental effects of the Proposed Project balanced against the benefits afforded by the Proposed Project.

# 1.12 MITIGATION MONITORING PROGRAM

At the time of project approval, CEQA and the CEQA Guidelines require lead agencies to adopt a mitigation monitoring program for monitoring the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant effects on the environment (CEQA Section 21081.6; CEQA Guidelines Section 15097). This Draft EIR contains mitigation measures that if found feasible will be included in the Mitigation Monitoring Program for the Proposed Project.

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# 2.0 EXECUTIVE SUMMARY

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed updates to the City of Los Angeles' Downtown Plan (Central City and Central City North Community Plans) and adoption of the New Zoning Code to implement the Downtown Plan. This section summarizes the characteristics of the Proposed Project, alternatives to the Proposed Project, and the environmental impacts and mitigation measures associated with the Proposed Project.

## 2.1 SUMMARY OF THE PROPOSED PROJECT

### Project Proponent

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

### Lead Agency Contact Person

Veena Snehansh
City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 667
Los Angeles, CA 90012

## PROJECT DESCRIPTION

This EIR has been prepared to examine the potential environmental effects of the updates to the City's Downtown Plan and New Zoning Code. The following is a summary of the full project description, which can be found in Section 3.0, *Project Description*.

### Downtown Plan

The Downtown Plan is part of the City's New Community Plan (NCP) Program developed in 2006. It is an update to the existing Central City and Central City North Community Plans, two of the City's 35 Community Plans. The amendments to the community plan text and land use maps for the Downtown Plan are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan area.

The Downtown Plan updates require: (i) amending the text of the community plan, including the goals, policies and programs, (ii) amending the designations on the community plan land use maps, (iii) adopting zoning ordinances to facilitate implementation of the Community Plans (see section on New Zoning Code), and (iv) making all other necessary amendments to the Framework Elements, Mobility Plan, and other General Plan Elements, specific plans, the Los Angeles Municipal Code (LAMC) and other ordinances as necessary. The City will adopt and utilize portions of a proposed New Zoning Code, described below, to implement the Downtown Plan.

The Downtown Plan Area refers to both the Central City and Central City North Community Plan Areas. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River.

### New Zoning Code

The New Zoning Code was developed through re:code LA, the comprehensive revision of the City's Zoning Code. The New Zoning Code is a citywide program (the re:code LA program) to comprehensively update the City's zoning ordinances through amendments to the LAMC. Adoption of the full text of the Zoning Code is expected to occur over multiple projects and is beyond the scope of the Downtown Plan. Part of the New Zoning Code will be adopted and implemented in the Downtown Plan area.

The objectives and goals outlined in the Downtown Plan require the application of New Zoning Code regulations. The New Zoning Code regulations include new zone designations, intended for application in the Downtown Plan, which require the bundling of several districts to make a zone including: Form, Frontage, Development Standards, Use and Density districts; Citywide Development Standards (such as landscaping requirements, on-site sign provisions, light and glare standards and others); definition of terms; rules of measurement (such as how to measure lot width and building height); zoning incentive system(s) tied to public benefits, nonconforming use and development provisions; maintenance of current rules for division of land; street/public right of way improvement requirements; incorporation of overlay district standards and regulations; and enabling language for Environmental Protection Standards, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines 15126.4(a)(2), in addition to other standards intended to protect the environment.

## PROJECT OBJECTIVES

The underlying purpose of the Downtown Plan is to plan for and accommodate foreseeable growth in the Downtown Plan Area consistent with the growth strategies of the City as provided in the Framework Elements, the policies of SB 375, and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The underlying purpose of the New Zoning Code is to create the tools necessary to implement community visions expressed in adopted plans, including the Downtown Plan. The modular zoning tools of the New Zoning Code are designed to be adaptable to future needs throughout the City.

The **Primary Objectives** of the Proposed Project are to:

- **Primary Objective 1:** Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent to implement policies of the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations;
- **Primary Objective 2:** Provide for economic diversification and reinforce Downtown Plan Area as a primary center of employment for the City and the Southern California region;

- **Primary Objective 3**: Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses;
- **Primary Objective 4:** Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment;
- **Project Objective 5:** Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions;
- **Primary Objective 6:** Support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options;
- **Primary Objective 7:** Celebrate and reinforce the character of each of the neighborhoods in the Plan Area;
- **Primary Objective 8:** Provide a set of implementation tools that are responsive to the range of physical and functional needs across the Plan Area, and enable the creation of similar tools across the City.

The **Secondary Objectives** of the Proposed Project are to:

- **Secondary Objective 1:** Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City;
- **Secondary Objective 2:** Maintain a meaningful amount of the Plan Area that is dedicated to production and high-intensity traditional industry;
- **Secondary Objective 3:** Promote a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living;
- **Secondary Objective 4:** Identify appropriate locations for housing and establish zoning tools that encourage a range of unit typologies;
- **Secondary Objective 5:** Ensure new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners; and
- **Secondary Objective 6:** Support and sustain Downtown's ongoing revitalization.

## DOWNTOWN COMMUNITY PLAN REASONABLY ANTICIPATED DEVELOPMENT

Reasonably anticipated development that is anticipated to occur through 2040 as a result of the Proposed Plan is shown in **Table ES-1**. The Downtown Plan would increase reasonably expected housing, population and employment compared to the Existing Plan (Central City and Central City North community plans) and compared to SCAG forecasts.

Reasonably anticipated development for the Downtown Plan Area was determined based on land designations included in the City's General Plan, the allowable development capacity in each designation, anticipated levels of development in the life of the Proposed Plan, and development constraints such as topography. The development anticipated under the Downtown Plan would accommodate SCAG's 2040 population, housing, and employment projections. Reasonably anticipated development and reasonably expected housing, population and employment growth are further discussed in Section 4.12, *Population and Housing.*

| TABLE ES-1 2040 REASONABLY ANTICIPATED DEVELOPMENT IN THE DOWNTOWN PLAN AREA | | | | |
|---|---|---|---|---|
| | **2017 Baseline /a/** | **Existing Plan Reasonably Anticipated Development /b/** | **Downtown Plan Reasonably Anticipated Development /b/** | **SCAG 2040 Growth Forecast /d/c** |
| Housing /a/ | 34,000 | 59,000 | 133,000 | 96,000 |
| Population | 76,000 | 112,000 | 252,000 | 189,000 |
| Employment | 219,000 | 278,000 | 305,000 | 257,000 |
| Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.<br>/a/ 2017 Baselines – SCAG 2016-2040 RTP/SCS<br>/b/ LADCP 2018a<br>/c/ SCAG 2016-2040 RTP/SCS. | | | | |

# 2.2 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified.

Based on the NOP comment letters (summarized in Table 1-1 and provided in Appendix A of this Draft EIR), issues known to be of concern in the community and therefore, potential areas of controversy, include loss of affordable housing, lack of parks, lack of jobs, overconcentration of certain uses, protection of small businesses, signage/billboard blight, displacement of residents, public health, and transit-related safety.

The primary issue to be resolved through the planning and environmental review process for the Proposed Project is whether the City should adopt the updated Downtown Plan and New Zoning Code to replace the existing community plans and code. Options include adopting the New Project or some variation of it (such as one of the alternatives considered in this EIR) or continuing to have the existing community plans and zoning code guide development in the Downtown Plan Area and throughout the City.

# 2.3 CLASSIFICATION OF ENVIRONMENTAL IMPACTS

The following environmental impact categories are analyzed in this EIR:

- **Aesthetics.** Consistency with applicable scenic quality regulations and changes to scenic vistas, scenic highways, and light/glare.
- **Air Quality.** Consistency with applicable air quality plan and changes in cumulative pollutant emissions, sensitive receptor exposure, and odors.
- **Biological Resources.** Consistency with applicable habitat conservation plan and policy and impacts to special status species and special species habitat, riparian habitat, wetlands, and migratory wildlife.
- **Cultural Resources.** Impacts to historical resources, archaeological resources, and human remains.

- **Energy.** Consistency with applicable renewable energy plans and changes in energy consumption.
- **Geology and Soils.** Risk from geologic and seismic hazards and impacts to paleontological resources.
- **Greenhouse Gas Emissions.** Generation of greenhouse gases and consistency with applicable plans, policy, and regulations related to climate change and greenhouse gas emissions.
- **Hazards and Hazardous Materials.** Changes in risk or exposure to hazardous materials, and consistency with applicable airport and emergency response plans.
- **Hydrology and Water Quality.** Consistency with applicable water quality plans and policy, and changes in water quality, groundwater supplies, drainage, and release in pollutants.
- **Land Use Planning.** Consistency with applicable land use plans and policies and impacts to community connectivity.
- **Noise.** Changes in noise and vibration levels due to construction, traffic, and operation of future development, and consistency with applicable airport plans.
- **Population and Housing.** Changes in population, and the displacement of housing units or persons.
- **Public Services.** Impacts related to the construction or expansion of public facilities (i.e. police protection, fire protection, schools, and libraries).
- **Recreation.** Impacts related to the construction, expansion, or deterioration of recreational facilities.
- **Transportation.** Consistency with applicable plans and policy related to circulation, impacts related to vehicle miles travelled metric, hazards, and emergency access.
- **Tribal Cultural Resources.** Impacts to tribal cultural resources.
- **Utilities and Services Systems.** Consistency with applicable regulations and goals, and impacts related to the construction of new or expanded facilities (i.e., wastewater treatment, drainage, water, solid waste, electric power, natural gas, telecommunications, police, fire, libraries and schools).

# 2.4 SUMMARY OF ALTERNATIVES

As required by Section 15126.6 of the CEQA Guidelines, a range of reasonable alternatives to the Proposed Project that would attain most of the basic project objectives, but would avoid or substantially lessen any of its significant environmental effects must be examined. Project alternatives aim to identify and disclose ways to mitigate or avoid significant environmental effects that may result from the Proposed Project. Impacts found to be significant and unavoidable in Section 4.0, *Environmental Analysis,* include the exceedance of criteria air pollutant emission standards including construction-related $VO_x$, $PM_{2.5}$, $PM_{10}$ emissions and operation-related VOC, $PM_{10}$, and $PM_{2.5}$ emissions, exposure of sensitive receptors to operation-related pollutants from distribution facilities, the possible loss of historical resources, temporary construction-related noise and construction-related vibration impacts, deterioration of existing parks, and traffic safety impacts related to highway off-ramps. Impacts found to be potentially significant but able to be reduced to less than significant with the imposition of proposed mitigation include impacts to sensitive receptors from construction-related activities, impacts to birds from construction activities, impacts from ground-disturbing activities to archaeological, tribal and paleontological resources or resulting from contaminated soils.

The alternatives considered are summarized below. Project alternatives are further discussed in Section 5.0, *Alternatives.*

- **Alternative 1: Reduced Development Potential.** Alternative 1 involves reducing the maximum FAR in subareas in the Traditional Core, Community Center, Markets, and Hybrid Industrial General Plan Designations to a maximum of 3.0:1 FAR and 6.0:1 FAR but retains the story limitations associated with these designations. Alternative 1 would also reduce base FAR in the transit Core to 6:1. Alternative 1 is expected to incrementally reduce or avoid the significant unavoidable impacts of the Downtown Plan with regard to historical resources, construction noise, construction vibration and deterioration of existing parks as well as the Downtown Plan's significant, but mitigatable impacts related to biological, archaeological and paleontological resources, and hazardous materials while still meeting most of the basic project objectives. Despite accommodating less development capacity as compared to the Downtown Plan, Alternative 1 would still result in significant and unavoidable impacts to historical resources, air quality, construction noise and vibration, recreational facilities and transportation impacts.

- **Alternative 2: Housing Redistribution.** Alternative 2 would modify the Downtown Plan land use mix by expanding the areas where housing is permitted within the Markets and Production General Plan designations on the south-central portion of the Downtown Plan Area. This Alternative was included to meet the request of community groups and to consider an option with a different mix of housing types and locations where more housing is provided in the immediate vicinity of Downtown Plan Area jobs. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2), where the only type of housing allowed is through conversion of existing buildings to Joint Living and Work Quarters, and Restricted Light Industrial (MR1), which does not permit any type of housing. HI1 allows for adaptive reuse to housing, joint living and work quarters, and construction of new live/work units, in addition to a range of commercial and light industrial uses. Under this Alternative, the area with 8.0:1 maximum FAR in the Downtown Plan would be reduced to 4.5:1 and the area with 3:1 maximum FAR would be increased to 4.5:1, to promote a more compatible scale of development between residential, and hybrid industrial uses. Alternative 2 reduces the total number of housing units, as compared to the Downtown Plan. Alternative 2 was selected because it was expected to incrementally reduce the significant unavoidable impacts of the Downtown Plan with regard to historical resources, construction noise, construction vibration, and deterioration of existing parks as well as the Downtown Plan's significant, but mitigatable impacts related to biological, archaeological and paleontological resources, and hazardous materials while still meeting all of the basic project objectives. Alternative 2 would result in slightly less development and growth in the Downtown Plan Area but would result in the same significant and unavoidable impact conclusions as the Downtown Plan in all impact categories.

- **Alternative 3: Increased Development Potential.** Alternative 3 would permit greater development capacity in the Markets and Community Center area, in exchange for a higher requirement for the provision of public benefits. This Alternative was included to inform decision makers and foster public participation on an alternative that could result in higher community benefits by allowing for greater development capacity in the Downtown Plan Area. Under this alternative, the Industrial-Mixed Use 2 (IX2), in which the only type of housing allowed is through conversion of existing buildings to Joint Living and Work Quarters, would be applied to areas that are proposed as Restricted Light Industrial (MR1), where no housing is allowed under the Downtown Plan. This alternative would raise the maximum FAR to 10.0:1 in areas that are proposed as 3:1, 4.5:1, 6.0:1 and 8.5:1. The FAR would also be raised to a maximum of 13.0:1 in areas that are proposed as 8.0:1 and 10.0:1. Under Alternative 3, the Downtown Plan Area would have increased development capacity that may result in incrementally greater impacts. Alternative 3 was selected to consider its potential regional

benefits (including potential benefits to VMT and GHG) and because it would meet all the basic project objectives. Alternative 3 would accommodate increased development overall compared to the Downtown Plan and thus more growth in the Downtown Plan Area and would result in the same significant and unavoidable impact conclusions as the Downtown Plan in all impact categories.

- **Alternative 4: No Project Alternative.** The "No Project" alternative involves continued implementation of the existing Central City and Central City North Community Plans. This alternative assumes that the City's existing plans and policies would continue to accommodate development in accordance with existing General Plan designations. The "no project" alternative, required by CEQA, would meet some of the basic project objectives. Alternative 4 would include less development capacity overall and thus less growth in the Downtown Plan Area but would result in the same significant and unavoidable impact conclusions as the Downtown Plan in all impact categories.

## ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

Alternative 4 would involve the lowest overall levels of growth and development in the Downtown Plan Area and thus would have the fewest overall impacts in the Downtown Plan Area. Among the other alternatives, Alternative 1 would involve the least growth and development and thus would result in the fewest impacts in the Downtown Plan Area. Therefore, the Reduced Development Potential (Alternative 1) is the Environmentally Superior Alternative. The project alternatives are compared in detail in Section 5.0, *Alternatives.*

**Table ES-2** summarizes the impacts of the Alternatives compared to the proposed project.

**TABLE ES-2 IMPACT COMPARISON OF ALTERNATIVES**

| Issue | Alternative 1: Reduced Development Capacity | Alternative 2: Housing Redistribution | Alternative 3: Increased Development Potential | Alternative 4: No Project |
|---|---|---|---|---|
| Aesthetics | + | + | - | + |
| Air Quality | **+** | **+** | **-** | **=** |
| Biological Resources | + | + | - | **-** |
| Cultural Resources | **+** | **+** | **-** | **=** |
| Energy | + | + | - | - |
| Geology and Soils | + | + | - | **-** |
| Greenhouse Gas Emissions | + | + | - | + |
| Hazards/Hazardous Materials | + | + | - | **=** |
| Hydrology/Water Quality | = | = | = | = |
| Land Use and Planning | = | = | = | = |
| Noise | **+** | **+** | **-** | **=** |
| Population and Housing | = | = | = | = |
| Public Services | + | + | - | + |
| Recreation | **+** | **+** | **-** | **+** |
| Transportation/Traffic | **-** | **-** | **-** | **-** |
| Tribal Cultural Resources | + | + | - | **=** |
| Utilities/Service Systems | + | + | - | + |

+ Superior to the proposed project (reduced level of impact)

- Inferior to the proposed project (increased level of impact)

= Similar level of impact to the proposed project

Significant and unavoidable impacts are bolded and red. Note that for Alternative 4, impacts would not technically be "significant" under CEQA since that alternative involves continued implementation of the existing Central City and Central City North community plans, impacts are identified as "significant and unavoidable" if the physical effect associated with the alternative would be equivalent to a "significant impact" if the alternative involved a new discretionary action.

# 2.5 SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

A summary of the environmental impacts associated with the Proposed Project is included in **Table ES-3.** If necessary, mitigation measures are included to avoid or decrease the severity of significant impacts. The level of significance before and after mitigation measures is also identified.

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**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| **AESTHETICS** | | | | |
| Scenic Vista | **Impact 4.1-1:** Would implementation of the Proposed Project have a substantial adverse effect on a scenic vista? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Scenic Resources Within a State Scenic Highway. | **Impact 4.1-2:** Would implementation of the Proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Scenic Quality Zoning and Regulations | **Impact 4.1-3**: Would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant |
| Light and Glare | **Impact 4.1-4:** Would implementation of the Proposed Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| **AIR QUALITY** | | | | |
| Air Quality Plan | **Impact 4.2-1:** Would implementation of the Proposed Project conflict with or obstruct implementation of the applicable air quality plan? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code**: Less than significant |
| Cumulative Increase | **Impact 4.2-2:** Would implementation of the Proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | **Downtown Plan:**<br>*Construction* – Significant<br>*Operation* – Significant<br><br>**New Zoning Code:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant | **4.2-2 Construction Emissions Reduction**<br>The City shall require all discretionary projects that involve construction-related activity to comply with the following and require the developers to notify any contractors, and include in any agreements with contractors and subcontractors, the following, or equivalent, best management practices in construction specifications:<br>● All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOx and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types.<br>● All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. | **Downtown Plan:**<br>*Construction* – Significant and unavoidable<br>*Operation* – Significant and unavoidable<br><br>**New Zoning Code:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | ● Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel powered generators, as feasible, or solar where available.<br>● Consistent with SCAQMD Rule 403, construction contractors shall implement best available dust control measures during active construction operations capable of generating dust.<br>● Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be kept on-site and made available to LADBS inspectors during inspection.<br>● Vehicle idling shall be limited to five minutes as set forth in the California Code of Regulations, Title 13. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.<br>● Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.<br>● Heavy duty diesel-fueled equipment shall use low NOx diesel fuel to the extent that it is available and feasible to use.<br>● Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall make these records available for inspection upon request by | |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | the City of Los Angeles or the South Coast Air Quality Management District (SCAQMD).<br>● Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible. | |
| Sensitive Receptors | **Impact 4.2-3:** Would implementation of the Proposed Project expose sensitive receptors to substantial pollutant concentrations? | **Downtown Plan:**<br>*Construction* – Significant<br>*Operation* – Significant for distribution centers<br><br>**New Zoning Code:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant | Refer to mitigation measure 4.2-2. Also, the following is required for Downtown Plan Area distribution centers.<br><br>**4.2-3 Distribution Facility Health Risk Assessment**<br><br>Applicants for distribution centers in the Downtown Plan Area within 1,000 feet of sensitive land uses that require discretionary permits and would accommodate more than 100 truck trips or 40 transport refrigeration units (TRUs) per day shall prepare health risk assessments (HRAs) per SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the applicant shall identify ways to reduce risks. Methods may include, but are not limited to limiting the number of trucks/TRUs, locating distribution center entry and exit points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses. | **Downtown Plan:**<br>*Construction* – Less than Significant<br>*Operation* – Significant and unavoidable<br><br>**New Zoning Code:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant |
| Odors | **Impact 4.2-4:** Would implementation of the Proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | **Downtown Plan:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant<br><br>**New Zoning Code:** | No mitigation required. | **Downtown Plan:**<br>*Construction* – Less than significant<br>*Operation* – Less than significant<br><br>**New Zoning Code:** |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | *Construction* – Less than significant<br>*Operation* – Less than significant | | *Construction* – Less than significant<br>*Operation* – Less than significant |
| **BIOLOGICAL RESOURCES** | | | | |
| Special Status Species Habitat | **Impact 4.3-1:** Would implementation of the Proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | **4.3-1(a) Pre-Construction Bird Nest Surveys and Avoidance**<br><br>For discretionary projects in the Downtown Plan Area that are within 200 feet of Elysian Park, a pre-construction nesting bird survey shall be conducted no more than ten days prior to initiation of ground disturbance and vegetation removal activities for any grading or construction activity initiated during the bird nesting season (February 1 – August 31).<br><br>The nesting bird pre-construction survey shall be conducted on foot by a qualified biologist and shall include a 100-foot buffer around the construction site. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities or vegetation removal shall occur within this buffer until the biologist has confirmed that breeding/ nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to LADBS at plan check and prior | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | to the issuance of any permit. Any survey, report, construction monitoring, and implementation of protective measures conducted shall be documented by a qualified biologist, and shall be provided to the City upon request.<br><br>**4.3-1(b) Notification**<br><br>All project applicants will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found, including inadvertently during grading or construction activities. Such best practices shall include giving an adequate construction and grading buffer to avoid the active nest during construction. | |
| Riparian Habitat | **Impact 4.3-2:** Would implementation of the Proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | **Downtown Plan:** No impact<br><br>**New Zoning Code**: Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Wetlands | **Impact 4.3-3:** Would implementation of the Proposed Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Migratory Wildlife, Biological Resources Plan | **Impact 4.3-4:** Would implementation of the Proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Local Policies and Ordinances | **Impact 4.3-5:** Would implementation of the Proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Habitat Conservation Plan | **Impact 4.3-6:** Would implementation of the Proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact | No mitigation required. | **Downtown Plan**: No impact<br><br>**New Zoning Code:** No impact |
| **CULTURAL RESOURCES** | | | | |
| Historical Resources | **Impact 4.4-1:** Would implementation of the Proposed Project cause a substantial adverse change in the significance of a historical resource as pursuant to § 15064.5? | **Downtown Plan:** Significant<br><br>**New Zoning Code**: Less than significant | No feasible mitigation measures have been identified. | **Downtown Plan:** Significant and unavoidable<br><br>**New Zoning Code:** Less than significant |
| Archaeological Resources | **Impact 4.4-2:** Would implementation of the Proposed Project cause a substantial adverse change in the | **Downtown Plan:** Significant | **4.4-2(a) Archaeological Resources Evaluation and Avoidance/Recovery**<br>For discretionary projects that are excavating previously undisturbed land or below previously excavated depths, all | **Downtown Plan:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | significance of an archaeological resource pursuant to § 15064.5? | **New Zoning Code:** Less than significant | reasonable methods shall be used to determine the potential that archaeological or tribal cultural resources are present on the project site, including thorough searches of databases and records, surveys, and/or consultation with local tribe(s) with ancestral ties to the project area. If there is a medium to high potential that resources are located on the project site and it is possible that resources will be impacted, a Qualified Archaeologist shall monitor and direct all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources.<br><br>**4.4-2(b) Archaeological Assessment**<br>For all discretionary projects, the City shall require assessment and treatment of all cultural resources identified on a site, whether through monitoring under MM4.4-2(a) or through inadvertent discovery, in a manner consistent with PRC Section 21083.2, as determined appropriate by a Qualified Archaeologist. When an archaeological resource is identified on site, all work shall cease in the immediate area, work may continue unimpeded on other portions of the site. A Qualified Archaeologist shall identify the resource, prepare a mitigation plan consistent with PRC section 21083.2 and the project applicant and its contractors shall comply with the plan. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.<br><br>**4.4-2(c) Notification of Intent to Excavate Language**<br>For all projects not subject to mitigation measure 4.4-2(a) or 4.4-2(b) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:<br>• California Penal Code Section 622.5 provides the following: “Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any | **New Zoning Code:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."<br>• Best practices to ensure archaeological resources are not damaged include but are not limited to the following steps:<br>○ A qualified archaeologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.<br>○ If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.<br>○ Personnel of the project shall not collect or move any archaeological materials or associated materials.<br>○ If cleared by a qualified archaeologist, construction activity may continue unimpeded on other portions of the project site.<br>○ The found deposits shall be treated in accordance with federal, state, and local guidelines and regulations.<br>○ As provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by an archaeologist.<br>○ Construction activities in the area where resources were found may commence once the identified | |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | resources are properly assessed and processed by a qualified archeologist and the archaeologist clears the site for construction activity.<br><br>**4.4-2(d) Zanja Madre HAER Documentation**<br>Portions of the Zanja Madre are known to exist throughout the Downtown Plan Area. If any portion of the Zanja Madre is uncovered as a result of implementation of mitigation measure 4.4-2(c), the following steps should be taken.<br>If segments of Zanja Madre System are present and disturbance to the System cannot be avoided, they should be inspected by a qualified archaeologist. If the present segment/s are found to retain integrity, documentation meeting the standards and guidelines established the Historic American Engineering Record (HAER) should be undertaken and transmitted to the Library of Congress prior to any alteration or demolition activity. Documentation should include narrative records, measured drawings, and photographs in conformance with HAER Guidelines. In addition to HAER documentation, specific treatments shall be developed and implemented based on potential California Register or eligibility criteria or as a unique archaeological resource as follows:<br>• Treatment Under Criterion 1: Treatment shall include interpretation of the Zanja Madre System for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja Madre alignment, relocating preserved segments in a publicly accessible display, or other visual representations of Zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation, and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of | |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning. The interpretive materials shall include a consideration of the Zanja Madre segment located on the Project Site in relation to the entire Zanja system. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning.<br>• Treatment Under Criterion 2: No additional work; archival research about important persons directly associated with the construction and use of Zanja Madre would be addressed as part of HAER documentation.<br>• Treatment Under Criterion 3: No additional work; HAER documentation is sufficient.<br>• Treatment Under Criterion 4: No additional work; archaeological data recovery and HAER documentation are sufficient.<br>• Treatment as a unique archaeological resource: Same as Criterion 1 treatment. | |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Human Remains | **Impact 4.4-3:** Would implementation of the Proposed Project disturb any human remains, including those interred outside of dedicated cemeteries? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| **ENERGY** | | | | |
| Inefficient Energy Consumption | **Impact 4.5-1:** Would implementation of the Proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Renewable Energy/Energy Efficiency Plans | **Impact 4.5-2:** Would implementation of the Proposed Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| **GEOLOGY AND SOILS** | | | | |
| Earthquake Fault, Seismicity, and Seismic-Related Ground Failure | **Impact 4.6-1:** Would implementation of the Proposed Project directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:<br>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | known fault? Refer to Division of Mines and Geology Special Publication 42<br>ii) Strong seismic ground shaking?<br>iii) Seismic-related ground failure, including liquefaction?<br>iv) Landslides? | | | |
| Soil Erosion | **Impact 4.6-2:** Would implementation of the Proposed Project result in substantial soil erosion or the loss of topsoil? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Geologic Hazards / Unstable Soils | **Impact 4.6-3:** Would development of the Proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact |
| Expansive Soil | **Impact 4.6-4:** Would development of the Proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** No impact |
| Septic Tanks | **Impact 4.6-5:** Would the Proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Paleontological Resources | **Impact 4.6-6:** Would implementation of the Proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | **4.6-6(a) Paleontological Resources**<br>For all discretionary projects that are excavating earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils, a determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows:<br><br>*Paleontological Worker Environmental Awareness Program (WEAP).* Prior to the start of construction, the Qualified Paleontologist or paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps.<br><br>*Fossil Salvage*. The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.<br><br>*Paleontological Resource Construction Monitoring.* Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.<br><br>**4.6-6(b) Treatment of Paleontological Resources**<br>For discretionary projects, the City shall require that all paleontological resources identified on a project site be assessed and treated. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.<br><br>**4.6-6(c) Notification of Intent to Excavate Language**<br>For all projects not subject to 4.6-6(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:<br><br>• California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."<br>• PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: "No person shall knowingly and | |

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|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."<br>• California Code of Regulations, Title 14, Section 4307 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces….Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."<br>• Best practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps:<br>o Prior to excavation and grading activities a qualified paleontologist prepares a resource assessment using records from the Natural History Museum of Los Angeles County.<br>o If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction.<br>o If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), | |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | all work ceases in the area of the find until a qualified paleontologist has evaluated the find in accordance with federal, state, and local guidelines.<br>o If fossils are discovered, a qualified paleontologist shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Handline and disposition of fossils is done at the direction and guidance of a qualified paleontologist.<br>o Personnel of the project would not collect or move any paleontological materials or associated materials.<br>o If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site.<br>o Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist. | |
| **GREENHOUSE GASES** | | | | |
| Plans, Policies or Regulations | **Impact 4.7-1:** Whether the Proposed Project be consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA? | **Downtown Plan:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | **New Zoning Code:** Less than significant | | **New Zoning Code:** Less than significant |
| **HAZARDS AND HAZARDOUS MATERIAL** | | | | |
| Hazardous Materials Transport, Use, Disposal | **Impact 4.8-1:** Would implementation of the Proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Hazardous Materials Upset or Accident | **Impact 4.8-2:** Would implementation of the Proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Hazards within ¼ Mile of School | **Impact 4.8-3:** Would implementation of the Proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | Refer to mitigation measure 4.8-4. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Hazardous Materials Sites | **Impact 4.8-4:** Would the Proposed Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | **4.8-4(a) Database Review, Investigation, and Remediation.**<br>Prior to issuance of a c, the SWRCB's GeoTracker database (GeoTracker 2017) and DTSC's EnviroStor database (EnviroStor 2017) shall be consulted to determine whether or not the site to be graded is within 500 feet of an identified active hazardous material site. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | If the site is identified in the GeoTracker or EnviroStar Database within 500 feet of an identified active hazardous material site, or if the site to be graded is located on a site that was historically used as an industrial use or is currently used as a gas station or dry cleaner, the following process shall be followed prior to issuance of a grading permit:<br>• A Phase I ESA shall be conducted in accordance with ASTM standards.<br>• If the Phase I ESA identifies any recognized environmental conditions (RECs), a Phase II ESA shall be conducted to determine whether the identified RECs have resulted in soil, groundwater, or soil-vapor contamination exceeding regulatory action levels.<br>• If the Phase II ESA identifies contamination exceeding regulatory action levels, remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) shall be conducted under the oversight of state and/or local agency officials (as necessary) and in full compliance with applicable state and federal laws and regulations.<br>If remediation is determined to be necessary, the grading permit shall not be issued until the applicable regulatory agency has indicated that further remedial action is not required or that any remedial action can be implemented in conjunction with excavation and/or grading.<br>**4.8-4(b) Notification of Intent to Excavate Language**<br>For all projects not subject to mitigation measure 4.8-4(a) that are seeking excavation or grading permits, the Department of Building and Safety shall obtain the following acknowledgement and affidavit from the applicant:<br>No known recognized soil or groundwater contamination exceeding regulatory action levels is present on-site. If contamination exceeding regulatory action levels is discovered during excavation, grading, or construction activities, the applicant and his/her/its contractors shall | |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | provide evidence of compliance with all applicable federal, state and local regulations for remediation of hazardous materials, including but not limited to notifying the appropriate oversight agency (e.g., DTSC, the Water Board, County Environmental Health) of the contamination, hiring a qualified environmental professional to conduct the necessary assessments and abatement (including soil sampling, preparing a remediation plan to adequately abate the hazardous materials, and ultimately obtaining necessary clearance letters from the oversight agency), and issuance of a No Further Action letter, if applicable, before obtaining an occupancy permit. | |
| Airport Plan | **Impact 4.8-5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the area? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Private Airstrip | **Impact 4.8-6:** For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the area? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Emergency Response Plans | **Impact 4.8-7:** Would implementation of the Proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Wildland Fire | **Impact 4.8-8:** Would implementation of the Proposed Project expose | **Downtown Plan:** No impact | No mitigation required. | **Downtown Plan:** No impact |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires | **New Zoning Code:** Less than significant | | **New Zoning Code:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| **HYDROLOGY AND WATER QUALITY** | | | | |
| Groundwater Quality / Discharge Requirements | **Impact 4.9-1:** Would implementation of the Proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br>**New Zoning Code:** Less than significant |
| Groundwater | **Impact 4.9-2:** Would the Proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Drainage – Erosion, Runoff, Flooding | **Impact 4.9-3:** Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would:<br>(i) Result in substantial erosion or siltation on- or off-site;<br>(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site<br>(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | (iv) Impede or redirect flood flows? | | | |
| Pollutants | **Impact 4.9-4:** In flood hazard, tsunami, or seiche zones, would the Proposed Project risk release of pollutants due to project inundation? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Water Quality Plans and Policy Consistency | **Impact 4.9-5:** Would the Proposed Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** No impact. | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** No impact. |
| **LAND USE AND PLANNING** | | | | |
| Physically Divide a Community | **Impact 4.10-1:** Would implementation of the Proposed Project physically divide an established community? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |
| Land Use Plans and Policy Consistency | **Impact 4.10-2:** Would implementation of the Proposed Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| **NOISE** | | | | |
| Noise Levels | **Impact 4.11-1:** Would implementation of the Proposed Project generate a substantial | **Downtown Plan:** | **4.11-1 Project-Specific Noise Study.** | **Downtown Plan:** |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | *Permanent* – less than significant<br>*Temporary* – Significant<br><br>**New Zoning Code:** Less than significant | A Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary projects in the Downtown Plan Area located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics:<br>• Two or more subterranean levels or 20,000 cubic yards or more of excavated material;<br>• Construction duration (excluding architectural coatings) of 18 months or more;<br>• Use of large, heavy-duty equipment rated 300 horsepower or greater; or<br>• The potential for impact pile driving.<br>Noise-sensitive land uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. The Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.<br>Project applicants shall be required to comply with all measures identified and recommended by the Noise Study and shall maintain proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements. | *Permanent* – less than significant<br>*Temporary* – Significant and unavoidable<br><br>**New Zoning Code:** Less than significant |
| Groundborne Vibration | **Impact 4.11-2:** Would implementation of the Proposed | **Downtown Plan:** | **4.11-2(a) Vibration Control Plan** | **Downtown Plan:** |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | Project generate excessive groundborne vibration or groundborne noise levels? | *Operational* – less than significant<br>*Temporary Construction* – Significant<br>**New Zoning Code:** Less than significant | For construction activity for discretionary projects involving heavy construction equipment (e.g., large bulldozer or excavator) within 25 feet of an extremely fragile building (non-engineered masonry) or historical resource (designated or in SurveyLA or other City recognized survey), the applicant shall prepare a Vibration Control Plan. The Vibration Control Plan requirement will also apply to use of pile drivers within 135 feet of an extremely fragile building or historical resource. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:<br>• Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving<br>• Use of rubber-tired equipment rather than metal-tracked equipment<br>• Avoiding the use of vibrating equipment when allowed by best engineering practices<br>The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected extremely fragile buildings/historical resources. The survey letter shall provide a shoring design to protect the extremely fragile building/historical resource from potential damage. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).<br>A Statement of Compliance signed by the Applicant and Owner is required to be submitted to LADBS at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above shall be documented by a | *Permanent* – less than significant<br>*Temporary* – Significant and unavoidable<br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | qualified structural engineer, and shall be provided to the City upon request.<br>**4.11-2(b) Best Management Practices for Vibration**<br>For projects that are not required to comply with mitigation measure 4.11-2(a), the City shall notify developers of the following best management practices to reduce damage to vibration-sensitive uses:<br>• Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.<br>• Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.<br>• The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices. | |
| Private Airstrip / Airport Plan | **Impact 4.11-3:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Project expose people residing or working in the project area to excessive noise levels? | **Downtown Plan:**<br>No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:**<br>No impact<br><br>**New Zoning Code:** Less than significant |
| **POPULATION, HOUSING AND EMPLOYMENT** | | | | |
| Induce Substantial Population Growth | **Impact 4.12-1:** Would implementation of the Proposed Project induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly | **Downtown Plan:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant. |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | (e.g., through extension of roads or other infrastructure)? | **New Zoning Code:** Less than significant | | **New Zoning Code:** Less than significant. |
| Displacement of Existing People or Housing | **Impact 4.12-2:** Would implementation of the Proposed Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | **Downtown Plan:** Less than significant.<br><br>**New Zoning Code:** Less than significant. | No mitigation required. | **Downtown Plan:** Less than significant.<br><br>**New Zoning Code:** Less than significant. |
| **PUBLIC SERVICES** | | | | |
| Fire Protection | **Impact 4.13-1:** Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant |
| Police Protection | **Impact 4.13-2:** Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | times or other performance objectives for police protection? | | | |
| Public Schools | **Impact 4.13-3:** Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service or other performance objectives for public schools? | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant |
| Libraries | **Impact 4.13-4:** Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries? | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan**: Less than significant<br><br>**New Zoning Code:** Less than significant |
| **RECREATION** | | | | |
| Existing Regional Parks or Recreation Facilities | **Impact 4.14-1:** Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | No feasible mitigation measures have been identified. | **Downtown Plan:** Significant and unavoidable<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Recreational and Governmental Facilities | **Impact 4.12-2:** Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?<br><br>**Impact 4.12-3:** Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks? | **Downtown Plan**: Less than significant.<br><br>**New Zoning Code:** Less than significant. | No mitigation required. | **Downtown Plan**: Less than significant.<br><br>**New Zoning Code:** Less than significant. |
| **TRANSPORTATION** | | | | |
| Circulation System Programs and Policy | **Impact 4.15-1:** Would implementation of the Proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| CEQA Guidelines | **Impact 4.15-2:** Would implementation of the Proposed Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** No impact<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Design Feature Hazards | **Impact 4.15-3:** Would implementation of the Proposed Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | **Downtown Plan:** Significant and Unavoidable impact related to freeway queuing<br><br>**New Zoning Code:** Less than significant | No feasible mitigation measures identified. | **Downtown Plan:** Significant and Unavoidable (related to freeway queuing)<br><br>**New Zoning Code:** Less than significant |
| Emergency Access | **Impact 4.15-4:** Would implementation of the Proposed Project result in inadequate emergency access? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| **TRIBAL RESOURCES** | | | | |
| Historical and Tribal Resources | **Impact 4.16-1:** Would implementation of the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:<br>• Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in | **Downtown Plan:** Significant<br><br>**New Zoning Code:** Less than significant | Refer to mitigation measure 4.4-2(a) through (d). Also, the following is required.<br><br>**4.16-1(a) Native American Consultation and Monitoring for Discretionary Projects**<br>For all discretionary projects where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified tribal monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

**TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | Public Resources Code section 5020.1(k), or<br>• A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | | resources. Construction activity may continue unimpeded on other portions of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.<br>**4.16-1(b) Notices for Non-Discretionary Projects.**<br>For all projects not subject to 4.16-1(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgment of receipt of the notice from applicants:<br>● Several federal and state laws regulate the treatment of tribal resources and make it a criminal violation to destroy those resources. These include, but are not limited to:<br>o California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."<br>o Public Resources Code Section 5097.5 (a) states, in part, that:<br>No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands.<br>● Best practices to ensure that tribal cultural resources are not damaged include but are not limited to the following steps: | |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | | ○ A qualified tribal monitor or archaeologist qualified to identify tribal resources would monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.<br>○ If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until an appropriate Tribal Representative has evaluated the find or, if no Tribal Representative is identified, the qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.<br>○ The found deposits shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative and in accordance with federal, state, and local guidelines.<br>○ An agreement will be reached with the Tribal Representative to mitigate or avoid any significant impacts to identified tribal cultural resources.<br>○ The location of the find of tribal cultural resources and the type and nature of the find will not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources, the qualified archaeologist, and tribal representatives.<br>○ Absent an agreement with the Tribal Representative, as provided in Public Resources code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should not occur unless testing or studies already completed have adequately recovered the scientifically consequential information form and about the resource and this | |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| | | | determination is document by a qualified archaeologist.<br>o Personnel of the project shall not collect or move any archaeological or tribal resources or associated materials, or publish the location of tribal cultural resources.<br>o Construction activity may continue unimpeded on other portions of the project site if cleared by the Tribal Representative or qualified archaeologist.<br>o Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Tribal Representative or, if not Tribal Representative is identified, a qualified archaeologist. | |
| **UTILITIES AND SERVICES** | | | | |
| Wastewater Treatment | **Impact 4.17-1:** Would implementation of the Proposed Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?<br><br>**Impact 4.17-2:** Would implementation of the Proposed Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

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| Impact Category | Checklist Threshold | Level of Impact Before Mitigation | Mitigation Measure | Level of Impact After Mitigation |
|---|---|---|---|---|
| Stormwater Drainage | **Impact 4.17-3:** Would implementation of the Proposed Project require or result in the relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Water Facilities and Supply | **Impact 4.17-4:** Would implementation of the Proposed Project require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects?<br><br>**Impact 4.17-5:** Would the Proposed Project have insufficient water supplies available to serve the project and reasonably or foreseeable future development during normal, dry and multiple dry years? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Solid Waste Standards and Capacity | **Impact 4.17-6:** Would the Proposed Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |
| Solid Waste Management and Reduction Regulations | **Impact 4.17-7:** Would the Proposed Project not comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | **Downtown Plan:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant |

| TABLE ES-3 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS | | | | |
|---|---|---|---|---|
| **Impact Category** | **Checklist Threshold** | **Level of Impact Before Mitigation** | **Mitigation Measure** | **Level of Impact After Mitigation** |
| | | **New Zoning Code:** Less than significant | | **New Zoning Code:** Less than significant |
| Electric Power, Natural Gas, or Telecommunication Facilities | **Impact 4.17-8:** Would implementation of the Proposed Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant | No mitigation required. | **Downtown Plan:** Less than significant<br><br>**New Zoning Code:** Less than significant |

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# 3.0 PROJECT DESCRIPTION

Consistent with the provisions of the California Environmental Quality Act (CEQA) Guidelines Section 15124, this chapter provides information regarding the Proposed Project, including the Downtown Plan and the New Zoning Code.

This chapter is required to contain the following information: the location of the Proposed Project; a statement of project objectives; a general description of the Proposed Project's technical, economic, and environmental characteristics; and a statement briefly describing the intended uses of the EIR. The *CEQA Guidelines* state a project description need not be exhaustive, but should provide the level of detail needed for the evaluation and review of potential environmental impacts.

The Project Description is the starting point for all environmental analysis required by the State CEQA Guidelines. Section 15146 of the CEQA Guidelines states that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR.

## 3.1 PROJECT OVERVIEW

The Proposed Project consists of two components:

1. **Update the City's Downtown Community Plans ("Downtown Plan").** This is the primary component of the Proposed Project, and the purpose is to update the Central City Community Plan and the Central City North Community Plan, the two community plans covering Downtown Los Angeles. The updates to these two community plans are part of the City's New Community Plan (NCP) Update program to update all 35 of the City's community plans. The City's 35 community plans make up the land use element of the City's General Plan. The community plan updates will require: (i) amending the text of the community plan, including the goals, policies, and programs, (see details in Section 3.6.1) (ii) amending the designations on the community plan land use maps, which express a range of development intensities, distribution of land uses, and provides zoning consistency tables (see details in Section 3.6.3) (iii) adopting zoning ordinances to facilitate implementation of the Community Plans, including adopting zone changes to amend the Zoning Map, and (iv) making all other necessary amendments to the Framework Elements, Mobility Plan, and other General Plan Elements, specific plans, the Los Angeles Municipal Code (LAMC), and other ordinances to implement the above. For the updates to the two community plans, instead of adopting zone changes utilizing existing zoning classifications in Chapter 1 of the LAMC (the City's Zoning Code), the City will adopt and utilize portions of a proposed new zoning code ("New Zoning Code"), discussed below.

   The component of the Proposed Project to update the Central City Community Plan and the Central City North Community Plan, including adopting changes to re-designate property in the Downtown Plan Area utilizing the zone classifications in the New Zoning Code, as well as all other required actions to update the community plans, is referred to in this EIR as the **'Downtown Plan'**.

2. **Adopt and implement the New Zoning Code for the Downtown Plan Area ("New Zoning Code")**[1]. This component of the Proposed Project is to adopt and implement part of the New Zoning

[1] The Notice of Preparation for this EIR referred to the New Zoning Code as defined in this EIR as the, "Downtown Zoning Code."

Code in the Downtown Plan Area. The New Zoning Code is part of a citywide program (the re:code LA program) to comprehensively update the City's zoning ordinances through amendments to the LAMC. The LAMC amendments will add a new Chapter 1A to the LAMC, which will establish a new zoning code for the City. The existing zoning code is found in Chapter 1 of the LAMC. Adoption of the full text of the New Zoning Code is expected to occur over multiple projects and is beyond the scope of the Proposed Project. Implementation of the New Zoning Code outside the Downtown Plan Area will occur through future zone changes to re-designate land utilizing the zoning designations from the new Chapter 1A and is expected to occur through the community plan update process, or other future planning and zoning efforts. As part of the Proposed Project, the City intends to adopt that portion of Chapter 1A that will allow the City to utilize and implement the New Zoning Code in the Downtown Plan Area. This component of the Proposed Project will require adopting or amending regulations in the new Chapter 1A that include at minimum: (i) the new zone districts to be used in the Downtown Plan Area, including substantive requirements for those zone districts, and (ii) adopting all of the background parts of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may include definitions, processes, development standard rules, rules for non-conforming uses, and zoning incentive programs, among others. (See details in Section 3.7.4)

The component of the Proposed Project to adopt or amend the new Chapter 1A to the LAMC is referred to in this EIR as the **"New Zoning Code."**

The designation of properties with zoning from Chapter 1A is intended to implement the updates to the Central City and Central City North Community Plans and is part of the "Downtown Plan" component. While the EIR will analyze indirect impacts of the adoption of the New Zoning Code as part of this Proposed Project, future zone changes utilizing the New Zoning Code that are not included in the zone changes made as part of the Downtown Plan component of the Proposed Project would be speculative at this time.

This chapter provides an overview of these two components of the Proposed Project, the Project location, the background for the Proposed Project, the Project objectives, a broad description of the existing environment, and a description of the Project components, and the proposed land use and zone changes for the Downtown Plan.

## Downtown Community Plan Updates

A community plan update generally refers to: (i) an amendment to the policies and land use designations in one or more of the City's 35 community plans, (which make up the Land Use Element of the City's General Plan); (ii) the adoption of zoning ordinances to implement the community plan amendments; and (iii) any other necessary and related actions to implement the community plan amendments, including adopting amendments to other elements of the City's General Plan (e.g., the Framework or Circulation Elements) to ensure consistency or adopting other land use related ordinances (such as amendments to housing regulations). A community plan, as a portion of the Land Use Element of the General Plan, is a vision statement for the City's desired growth and development of a particular area of the City. As a general matter, that vision is implemented through zoning ordinances that specifically regulate allowed land uses and standards for development and design for properties throughout the Community Plan Area (CPA).

The Proposed Plan would include amending both the text and the land use map of the Central City and Central City North Community Plans. The Proposed Plan would also adopt several zoning ordinances to implement the updates to the Community Plan, including amending the Zoning Map for all portions of the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, site configuration). The proposed zoning ordinances will primarily take the form of the New Zoning Code. No substantive changes are proposed for the following specific plans located in the Downtown Plan

Area: the Los Angeles Sports and Entertainment District Specific Plan (LASED), the Cornfield Arroyo Seco Specific Plan (CASP) and the Alameda District Specific Plan (ADP).

The amendments to the community plan text and the land use maps for the Downtown Plan are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Downtown Plan Area. The Downtown Plan is intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and state and regional policies.

No new development would be entitled or built as a direct result of adopting the Downtown Plan. Future development projects would require additional discretionary and/or ministerial approvals. These development projects are expected to occur over the next several decades. The exact type, pace, and intensity of each new development cannot be assured through the adoption of the Downtown Plan, as the level of activity will be determined largely by private investment in Downtown and the condition of the local economy.

## New Zoning Code

Realizing the objectives of the Downtown Plan as envisioned requires the application of New Zoning Code regulations, developed through re:code LA, the comprehensive revision of the City's zoning code. The New Zoning Code regulations include new zone designations, intended for application in the Downtown Plan, which require the bundling of several districts to make a zone including: Form, Frontage, Development Standards, Use and Density districts; development standard rules (such as landscaping requirements, on-site sign provisions, light and glare standards and others); definition of terms; rules of measurement (such as how to measure lot width and building height); zoning incentive system(s) tied to public benefits, nonconforming use and development provisions; maintenance of current rules for division of land; street/public right of way improvement requirements; incorporation of overlay district standards and regulations; and enabling language for Environmental Protection Measures, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines 15126.4(a)(2), in addition to other standards intended to protect the environment.

Even when adopted into the LAMC, the New Zoning Code is not effective until it is implemented through zone changes that apply the New Zoning Code zone designations (zone districts) on the City's Zoning Map for particular parcels of land in the City. The timing of the re:code LA initiative in relation to the Downtown Plan provides an opportunity to use the proposed New Zoning Code structure as part of the Downtown Plan and implement the New Zoning Code in the Downtown Plan Area. This Proposed Project will apply the New Zoning Code solely within the Downtown Plan Area. The application of the New Zoning Code outside of the Downtown Plan Area will be an incremental process over time. Ultimately, the New Zoning Code is intended to apply to the entire City of Los Angeles when all community plans and other applicable planning and regulatory documents are amended and adopted through the New Community Plan program. See Section 3.2, *Project Background*, and Section 3.7, *Project Components*, for more details about the New Zoning Code.

## Proposed Project Area

As discussed below, the two components of the Proposed Project apply to two different geographic areas.

Downtown Plan Project Area

The Project Area for the Downtown Plan component is the Central City Community Plan Area and the Central City North Community Plan Area (jointly referred to in this EIR as the, "CPAs," "Downtown Plan

Area," or "Plan Area"). The Downtown Plan Area is geographically contiguous, sharing a common boundary along Alameda Street. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Downtown Plan Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon. The Downtown Plan Area boundaries are shown in **Figure 3-1**.

New Zoning Code Project Area

The Proposed Project includes implementation of the New Zoning Code regulations applicable in the Downtown Plan Area with adoption of the Downtown Plan. The New Zoning Code regulations adopted with the Proposed Project could be applied or implemented elsewhere in the City through the community plan update process or other future planning and zoning efforts. This would require future legislative action to adopt plan amendments and zoning changes, as well as environmental review. Thus, the New Zoning Code component of the Proposed Project could affect all areas within the City's jurisdictional boundaries, shown in **Figure 3-2** and **Figure 3-3**. Importantly, as community plans are updated and amended to use the new zoning, amendments to the New Zoning Code can also be made to address the policy goals of the plans. The City of Los Angeles encompasses roughly 478 square miles, including about 5 square miles of water area for the Port of Los Angeles and just under 472 square miles of land area within the County of Los Angeles. The City is generally defined by the San Gabriel Mountains in the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean in the west, Pacific Ocean in the South, and Verdugo Mountains, San Rafael Hills, and Repetto Hills in the east. The Santa Monica Mountains and Los Angeles River bisect the City, separating the San Fernando Valley in the north from the Los Angeles metropolitan basin in the south. Approximately 76 percent of the City is developed and 24 percent is undeveloped, with 22 percent of the undeveloped portion dedicated to open space.

# 3.2 PROJECT BACKGROUND

## CITY OF LOS ANGELES GENERAL PLAN

California State law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term General Plan to direct future growth and development and accommodate projected increases in population and employment. The General Plan is a fundamental policy document. It defines how a city should use and manage its physical and economic resources over time. State law requires seven General Plan Elements: land use, circulation, housing, conservation, open space, noise, and safety. Government Code Section 65302(a) requires the General Plan to include a land use element described as follows:

> *(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan…*

**Figure 3-1 Downtown Plan Area Map**

**Figure 3-2 New Zoning Code/Citywide Project Area**

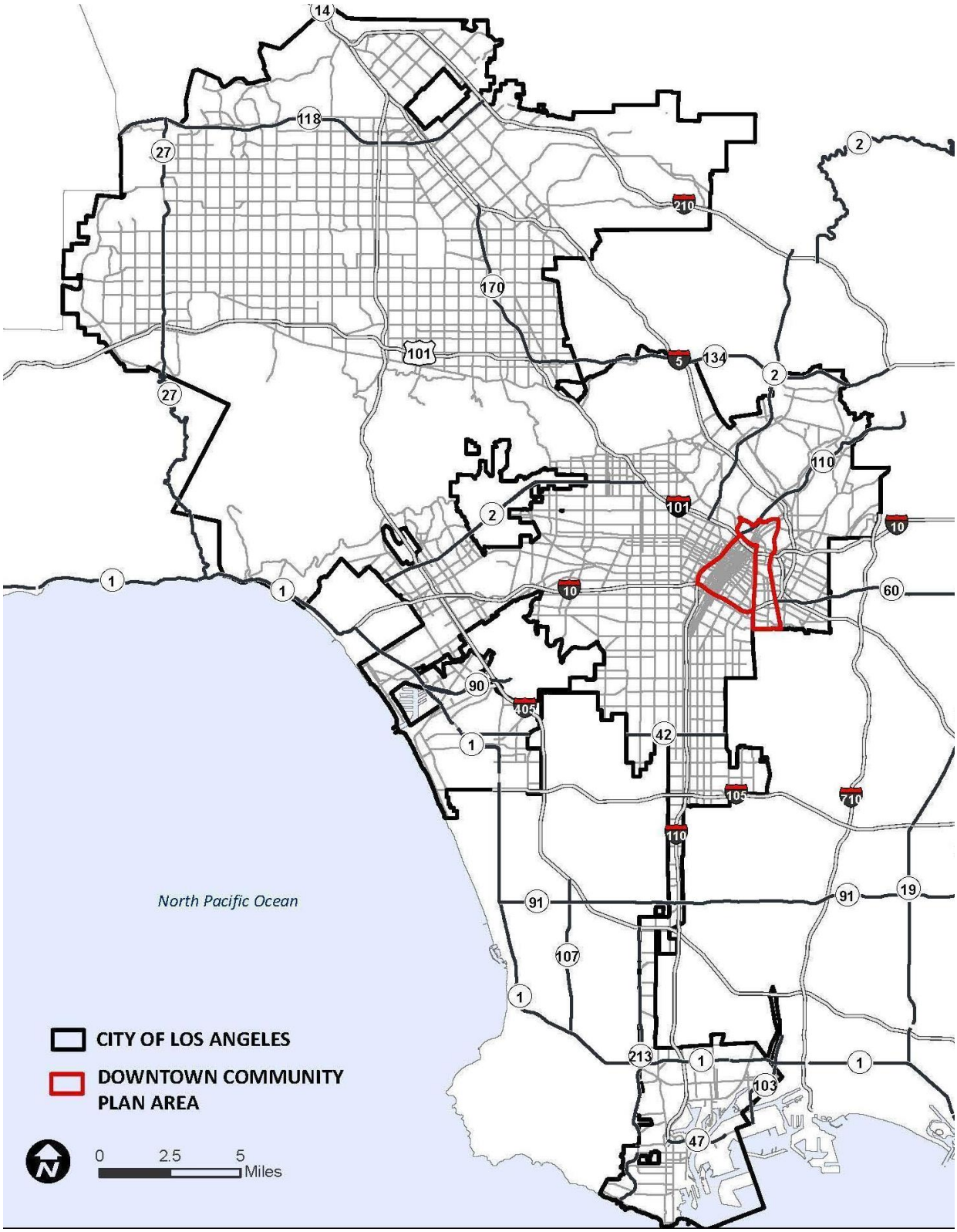
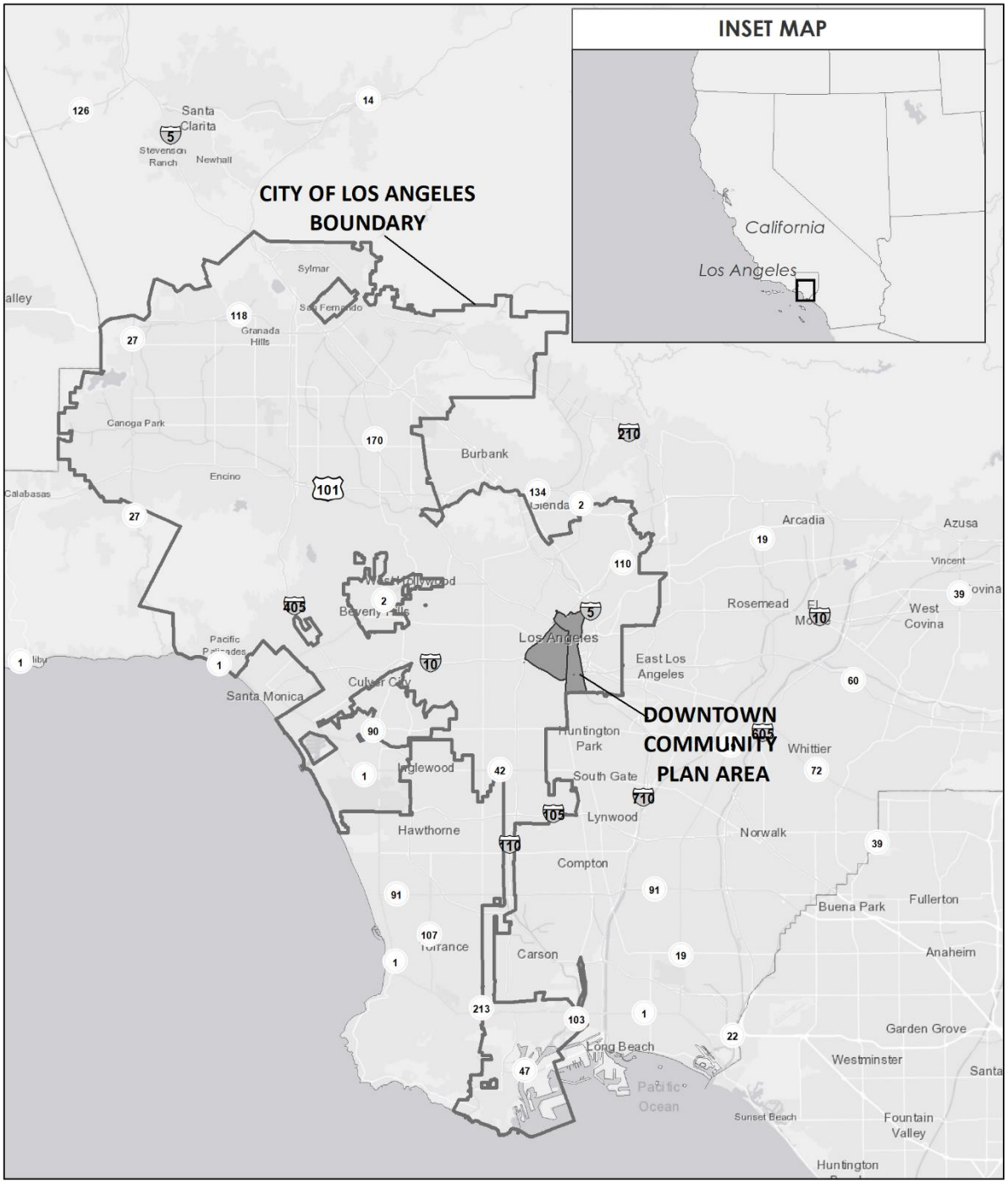


**Figure 3-3 Downtown Plan Area and the New Zoning Code Project Area**



The State requires that the General Plan be periodically revised to reflect new conditions, community input, and technological advances.

The Los Angeles Charter also requires that the City adopt a General Plan:

> *Sec. 554. General Plan – Purpose and Contents.*
>
> *The General Plan shall be a comprehensive declaration of goals, objectives, policies and programs for the development of the City and shall include, where applicable, diagrams, maps and text setting forth those and other features.*
>
> *(a) Purposes. The General Plan shall serve as a guide for:*
>
> *(1) the physical development of the City;*
>
> *(2) the development, correlation and coordination of official regulations, controls, programs and services; and*
>
> *(3) the coordination of planning and administration by all agencies of the City government, other governmental bodies and private organizations and individuals involved in the development of the City.*
>
> *(b) Content. The General Plan shall include those elements required by state law and any other elements determined to be appropriate by the Council, by resolution, after considering the recommendation of the City Planning Commission.*

The General Plan's guiding document for the City of Los Angeles is the **Framework Element**, which provides ***a strategy for long-range growth and development*** focused around the following guiding principles:

- grow strategically;
- conserve existing residential neighborhoods;
- balance the distribution of land uses;
- enhance neighborhood character through better development standards;
- create more small parks, pedestrian districts, and public plazas;
- focus growth around transit stations;
- improve mobility and access; and
- identify a hierarchy of commercial districts and centers.

The Framework Element, adopted in 1996, establishes a long-range land use strategy to support the City's viability and to accommodate projected growth. Framework Element policies reflect that where growth occurs, it is accommodated in a sustainable manner that protects residential neighborhoods and commercial districts, while guiding growth to higher-intensity commercial and mixed use centers that are served by transportation infrastructure. The Long-Range Land Use Diagram depicts this growth strategy with land use categories, including Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard, which reflect a conceptual relationship between land use patterns and transportation.

The Framework Element characterizes the majority of the Downtown Plan Area as the *Downtown Center*, "the primary economic, governmental, and social focal point of the region with an enhanced residential community." It is described as having uses that serve not only the region, but the state, nation, and the world. The Downtown Center has the largest government center in the region and is the location for major

cultural and entertainment facilities, hotels, high-rise residential towers, the City's Convention Center, and the center of a regional transportation network. As such, Downtown is a primary center for urban activity, with a distinguished built environment characterized by the greatest development densities in the City, the highest permitted FARs of up to 13:1, as well as safe and high quality streets and public realm. The Framework Element anticipates the Downtown Center to continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region. The big-picture goals established in the Framework Element are then further refined in other planning documents such as the community plans and the zoning code. In the City of Los Angeles, the Land Use Element is composed of 35 community plans. The 35 community plans guide the physical development of neighborhoods by establishing goals and policies for land use within each CPA. The community plans implement, at a community level, the citywide goals and policies established in the overarching Framework Element and all other elements of the General Plan.

## EXISTING CENTRAL CITY & CENTRAL CITY NORTH COMMUNITY PLANS

The existing Central City and Central City North Community Plans (Existing Plans) are two of the City's 35 Community Plans, which comprise the Land Use Element of the City's General Plan. Community Plans are intended to promote an arrangement of land uses, streets, and services in the Project Area to encourage economic vitality, social and physical well-being, and promote the general health, safety, welfare and convenience of people who live and work in the Project Area.

The Existing Plans were written to guide development occurring through 2010. The Existing Plans were designed to accommodate growth anticipated at that time. They designate the general distribution, general location, and extent of uses of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land.

The Central City Community Plan was last updated in 2003 and the Central City North Community Plan was last updated in 2000. Since then, substantial changes have occurred, most notably, completion of the Los Angeles County Metropolitan Transportation Authority (Metro) Gold and Expo Lines, and implementation of the Metro Bike share system; approval and construction of large-scale commercial and residential developments; development of future plans and infrastructural improvements that need to be accommodated, such as the Los Angeles Streetcar, Metro Regional Connector, and High Speed Rail[2]; and new growth forecasts through the year 2040, released by SCAG. The proposed update to the Downtown Plan responds to these new conditions and aims to maximize associated benefits from these large scale infrastructure improvements.

## DEPARTMENT OF CITY PLANNING'S NEW COMMUNITY PLAN PROGRAM

In 2006, the City established the New Community Plan (NCP) Program in order to update the current community plans. The intent of the NCP Program is to update the community plans regularly in order to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of the City of Los Angeles. *One of the primary goals of the NCP Program is to accommodate projected growth consistent with the Framework Element* (Framework Element, Page 1). The NCP Program also establishes an ongoing method to revise community plans with citizen input in order to address prevailing neighborhood and community issues consistent with the New

[2] Based on recent changes in direction at the State level, the High Speed Rail Station appears unlikely to be built in the foreseeable future.

Zoning Code framework. Recommended changes to Community Plans and their policies and programs are based on public input, as well as collaboration with other City departments and governmental agencies.

## NEW ZONING CODE AND *RE:CODE LA*

The current City of Los Angeles Zoning Code (Chapter 1 of the LAMC) was written in 1946, and several overlays and specific plans have been implemented over the 70 years since the code was adopted in order to adjust to changing community needs. As such, the re:code LA program is being undertaken by the City to comprehensively revise the City of Los Angeles Zoning Code. One of the goals of re:code LA is to simplify and clarify the existing zoning regulations and translate the existing zoning, overlays, and specific plan regulations into new regulations that address the unique contexts and forms found throughout the City.

Due to the size and scale of the City and the current Zoning Code, the re:code LA program is a substantial undertaking. It is expected that parts of the re:code LA program will be adopted and implemented incrementally. Specifically, the complete New Zoning Code (proposed to be in Chapter 1A of the LAMC) will not be adopted as a whole or all at once as a part of this Project. Only the new regulations specifically applicable to the Downtown Plan and the general regulations necessary to implement the Downtown Plan are being adopted at this time.

The general regulations of the New Zoning Code that will be adopted as part of the Proposed Project will also be available for use citywide through discretionary review processes, zone changes and general plan amendments, but would not be expected to be used at this time without a community plan update, amendment, and other future planning and zoning effort. These elements include definitions, administrative rules, development standard rules, and general use standards. Consistent with the intent of the re:code LA program, these regulations will be adopted before or simultaneously with the first ordinance to implement the new zone districts of the Downtown Plan. When the New Zoning Code content is adopted into the LAMC as part of this Project, none of the new zone districts, and their respective development standards and requirements, will be operative for any property in the City until the relevant community plan is updated or amendments are completed to utilize the new zoning, which would require environmental review pursuant to CEQA.

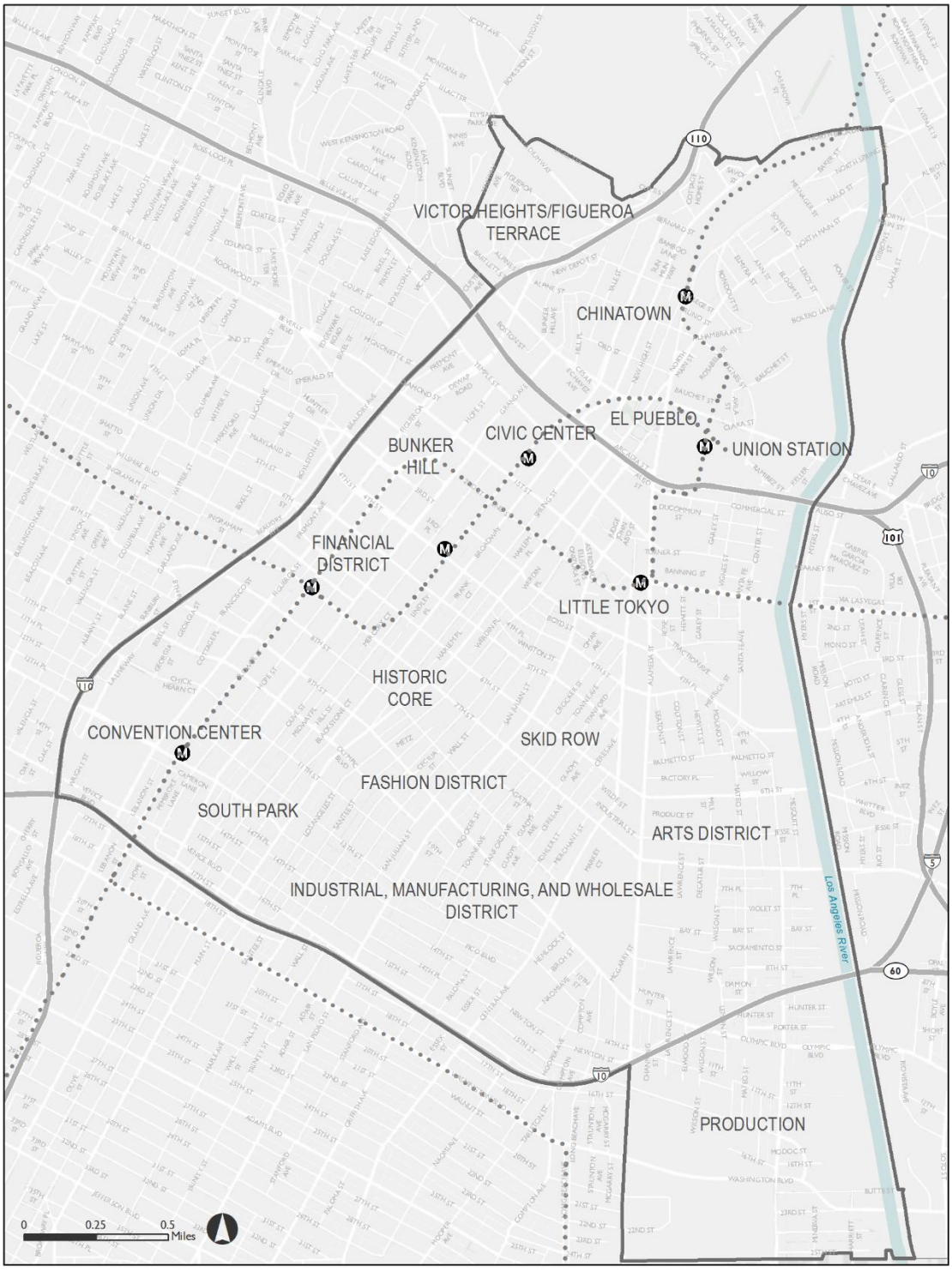
The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be in effect in Chapter 1 of the LAMC for those areas in which the new Zoning Code has not yet been applied. The existing Zoning Code would remain in place until all property in the City is rezoned and all the City's community plans are amended to apply the New Zoning Code.

Ultimately, when all property in the City is rezoned using the New Zoning Code, the existing Zoning Code will no longer apply to any property in the City. At that time, the existing Zoning Code could be repealed.

# 3.3 CURRENT LAND USE AND REGULATORY SETTING

The Downtown Plan Area contains a variety of residential, civic, commercial, hybrid industrial, industrial, cultural, and open space uses that exist within varying neighborhoods. While the specific names and boundaries of these neighborhoods are subject to interpretation and can vary widely across sources, they are identified here for the purpose of describing the Downtown Plan Area (**Figure 3-4**). These neighborhoods are categorized based on their unique characteristics and mix of uses and are independent of the General Plan designations. Nevertheless, they represent the existing composition of the Downtown Plan Area and are largely recognized by the general public. Consequently, existing uses, zoning and other regulatory controls within the Downtown Plan Area are described within the context of these neighborhoods as follows:

**Figure 3-4 Neighborhoods in the Downtown Plan Area**



***Financial District and Commercial Core.*** The Financial District and commercial core of Downtown is generally located in the central-west side of the Downtown Plan Area, and contains both modern and historic office buildings, hotels, restaurant and retail destinations, and entertainment and nighttime attractions. These areas have the highest intensity of land uses, with the tallest buildings in the City. This portion of the Downtown Plan Area is well-served by transit, including regional and local bus lines, as well as Metro Rail stations connecting Downtown to the rest of the City of Los Angeles through the Red, Purple, Blue, and Expo lines. Additional infrastructural improvements are proposed for this area, including streetscape improvements for 7th Street, the primary pedestrian corridor for this area, and the Downtown Streetcar route. Buildings are primarily mid- and high-rises and include many of the skyscrapers that define the Downtown Los Angeles skyline.

The Financial District is predominantly designated Regional Center Commercial with C2 Commercial zoning, allowing for commercial, office, retail, housing, hotel, schools, auto sales, and limited manufacturing uses. This area does not have density limitations, due to the Greater Downtown Housing Incentive Ordinance, which applies to the entirety of the Central City Community Plan Area. The area is predominantly assigned Height District 3-D and 4-D and can reach up to 13.0:1 FAR with no height limitations through a transfer of development rights process.

***Bunker Hill and Cultural Corridor.*** Bunker Hill is generally located in the western portion of the Downtown Plan Area and serves as both a center for office activity and a cultural corridor, featuring institutional and cultural landmarks including The Broad Museum, Walt Disney Concert Hall, and Dorothy Chandler Pavilion, and the Colburn School. Integrated with these uses are mixed-use commercial and residential buildings, and a Metro station currently under construction at 2nd Street and Hope Street that is part of the Metro Regional Connector Project.

Bunker Hill is predominantly designated Regional Center Commercial, and has R4 Multiple Dwelling and C4 Commercial zoning, which allows for C2 uses such as commercial, office, retail, multi-unit residential, hotel, schools, and auto sales, with limitations. A portion of this area is regulated by the Bunker Hill Specific Plan, which supports the development of Bunker Hill into a 24-hour environment with a mix of commercial, retail, residential, and cultural spaces, and includes urban design guidelines, transportation and parking regulations, as well as a pedestrian linkages network for the area. There are no density limitations and the area is assigned Height District 3-D and 4-D, allowing for up to 6.0:1 FAR with no height limitations. In certain portions of Bunker Hill, the Bunker Hill Specific Plan allow for up to 13:1 FAR with no height limitations through a transfer of development rights process.

***Historic Core and Entertainment Center.*** The Historic Core and Entertainment Center (including Broadway District), generally located in the heart of the Downtown Plan Area, has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country. As a result, the built environment is generally consistent, with 12-story Beaux Arts and Art Deco buildings built out to the property lines and ground floor active uses. While many of these structures were originally built to serve financial and commercial offices, much of the building stock has been adapted into residential apartments and condominiums.

The Historic Core is predominantly designated Regional Center Commercial with C4 and C2 zoning, and Height District 4-D, allowing for up to 13.0:1 FAR with no height limitations through a transfer of development rights process. Broadway between 1st and 12th Street is also governed by the Broadway Theater and Entertainment District Community Design Overlay, the Broadway Signage Supplemental Use District (SUD), and the Broadway Streetscape Master Plan. A description of these planning overlays can be found below, under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

***South Park.*** South Park is in the southwest portion of the Downtown Plan Area. It is a walkable, residential mixed-use neighborhood, supported by commercial, office, and medical uses, and served by a Metro transit

station. A majority of the development in South Park occurred in the past decade, with structures commonly between six and twelve stories with active uses on the ground floor.

South Park is predominantly designated High Density Residential, with R5 Restricted Density Multiple Dwelling zoning and Height District 3-D and 4-D, allowing for up to 13.0:1 FAR with no height limitations through a transfer of development rights process.

***Convention Center Area***. The Convention Center area sits in the southwestern portion of the Downtown Plan Area and is bounded by State Route 110/Harbor Freeway (110 Freeway) to the west. It is the site of several of Los Angeles' sports and entertainment venues and is regulated by the Los Angeles Sports and Entertainment District Specific Plan (LASED). The district includes the Los Angeles Convention Center, Staples Center, L.A. Live, Grammy Museum, and Microsoft Theater. It also includes hotel, commercial, office, entertainment, and residential uses.

The Convention Center area is predominantly designated Public Facilities with PF or CEC (Convention Event Center) zoning, allowing for a wide range of institutional, office, commercial, and public-serving uses.

***Skid Row.*** Skid Row is in the central portion of the Downtown Plan Area and is a residential neighborhood that has long served people in need. The community is home to family and social service organizations, permanent supportive housing, single room occupancy hotels, as well as homeless and unhoused community members. Structures in Skid Row range between one story to twelve stories in height.

The eastern portion of Skid Row is designated Light Manufacturing with M2 zoning and Height District 2D. The western portion of the neighborhood is designated High Medium Residential with R5 zoning and Height District 2D. Development in Skid Row can reach up to 3.0:1 FAR, and up to6.0:1 through a transfer of floor area process.

***Civic Center, El Pueblo, and Union Station.*** The Civic Center is home to Federal, State, County, and local agencies and is the second largest concentration of governmental offices in the country. It contains civic and architectural landmarks, as well as one of Downtown's primary open spaces, Grand Park.

El Pueblo de Los Angeles Historical Monument is a historical district that includes areas that once formed the original pueblo, or "town," from which Los Angeles later developed. El Pueblo encompasses approximately 44 acres surrounding the Los Angeles Plaza and is roughly bounded by Spring, Macy, Alameda, and Arcadia Streets, and Cesar Chavez Boulevard. It contains a number of historical buildings and features, including the Neustra Señora La Reina de Los Angeles Church (1822), Avila Adobe (1818), the Olvera Street market, and Pico House (1870) (City of Los Angeles 2018).[3]

Los Angeles Union Station is in the northeastern portion of the Downtown Plan Area, bounded by Alameda Street, Cesar Chavez Avenue, Vignes Street, and the U.S. 101. East of Union Station is the Los Angeles River and to the west is the City's historic Olvera Street and El Pueblo de Los Angeles State Historic Park, as well as the Civic Center. Union Station is the City's principal transportation hub, home to local, regional, and national transit providers, and the planned site for the California High Speed Rail (HSR) Los Angeles station.

The Civic Center and El Pueblo are predominantly designated Public Facilities with PF zoning, and Height District 2-D. Development in the Civic Center can reach up to 6:1 through a transfer of floor area process and development in El Pueblo can reach up to 3.0:1 FAR with unlimited height. The Union Station area is regulated by the Alameda District Specific Plan, which encourages a pedestrian-oriented and mixed-use

[3] City of Los Angeles. 2018. Historical Monument: El Pueblo de Los Angeles. http://elpueblo.lacity.org/. accessed April 2018

business district with hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.

***Little Tokyo.*** Little Tokyo is a historic-cultural neighborhood and the symbolic center for the Los Angeles Japanese-American community. The neighborhood contains a variety of religious and cultural institutions as well as a mix of residential, commercial, and other institutional uses. Small-scale shops, restaurants, and storefronts with unique architectural features occupy buildings that range between one and twenty stories in height. Little Tokyo contains the Little Tokyo First Street National Historic Landmark, which is a historic Japanese commercial district originally settled in the late 19th century (National Park Service [NPS] 2018). The historic district is roughly bounded by 301-349 East First St., 110-120 Judge John Aiso Street, and 119 S Central Avenue.

Little Tokyo is predominantly designated Regional Center Commercial with C2 Commercial zoning and Height District 4D, allowing for up to 6.0:1 FAR with no height limitations. The area has Qualifying [Q] Conditions which limit ground floor activity to neighborhood-serving uses. Little Tokyo is also regulated by the Little Tokyo Community Design Overlay District (CDO) which is further described under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

***Arts District.*** The Arts District is located in the eastern portion of the Downtown Plan Area and predominantly consists of industrial, manufacturing, and wholesale uses and has been transitioning to a more mixed-use environment in the recent past. Many of the existing low-scale warehouses and industrial buildings have been converted into live/work, commercial, and institutional uses. New mixed-use buildings with housing, commercial, light production, restaurants, retail establishments, and business incubation uses have been constructed and other similar projects have been proposed.

The Arts District is predominantly designated Heavy Manufacturing, with M3 Heavy Industrial zoning, which allows for the widest range of industrial uses including commercial, manufacturing uses, and storage. The area assigned Height District 1 allowing for up to 1.5:1 FAR with no height limitations.

The Los Angeles River is an important ecological feature, a portion of which is located in the Arts District on the eastern edge of the Downtown Plan Area. The Los Angeles River was once a free-flowing waterway but was encased in concrete in the 1930s as part of a flood control project undertaken by the United States Army Corps of Engineers ("CoE"). Efforts being led by the CoE and the City of Los Angeles are now underway to restore some of the river's natural qualities over the coming decades. The rail corridor that runs adjacent to the length of the River was constructed in the early 1900s, as part of the Atchison, Topeka & Santa Fe Railway operating a system of both passenger and freight services. The area adjacent to the river is regulated by the River Improvement Overlay (RIO) which is further described under *Regulatory Setting: Specific Plans, Planning Overlays, and Redevelopment Plans*.

***Chinatown and Victor Heights/Figueroa Terrace.*** Chinatown is located in the northern portion of the Downtown Plan Area and is home to a long-standing variety of small and family-owned businesses, family associations, and institutional services that serve the Chinese-American population throughout the region, as well as other communities. The historic center is characterized by walkable commercial corridors and internally oriented courtyard and mid-scale development. Victor Heights, also known as Figueroa Terrace, is a multi-generational residential community with primarily multi-family housing.

The commercial core of Chinatown is designated Regional Center Commercial with C2 Commercial zoning, and Height District 2, allowing for up to 6.0:1 FAR with no height limitations. Victor Heights and Figueroa Terrace are designated High Medium Residential with a mix of RD1.5, R3 and R4 Residential zoning, and Height District 1. The RD1.5 and R3 zoning with Height District 1 allows for up to 3.0:1 FAR and includes a height limit of 45 feet. The R4 zoning with Height District 1, allows for up to 3.0:1 FAR with no height limitations.

***Industrial, Manufacturing, and Wholesale Districts.*** These districts are located in the south-central portion of the Downtown Plan Area and are characterized by large-format and medium to low-scale buildings with wholesale, warehousing and distribution uses. These districts also include a mix of additional uses, including social services, supportive housing, nonprofit, and institutional organizations that serve as an anchor for employment in the City. Some sub-districts, such as the Flower Market and Fashion District, have high levels of pedestrian activity with fine-grained alleys and market halls that attract patrons from across the City and region.

***Production.*** The Production area is located in the southern most portion of the Downtown Plan Area with low-scale one to three story buildings that predominantly house industrial and manufacturing uses. The Production area serves as a jobs base for the region and offers employment in industries such as clean technology, heavy industrial, industrial manufacturing, and fabrication with very limited retail uses.

## REGULATORY SETTING: SPECIFIC PLANS, PLANNING OVERLAYS

Specific Plans, planning overlays, and redevelopment plans allow zoning regulations to be tailored to local areas and include various types of regulatory limitations. Examples of these limitations include land use restrictions, maximum heights, building form and massing requirements, intensity limits, etc.

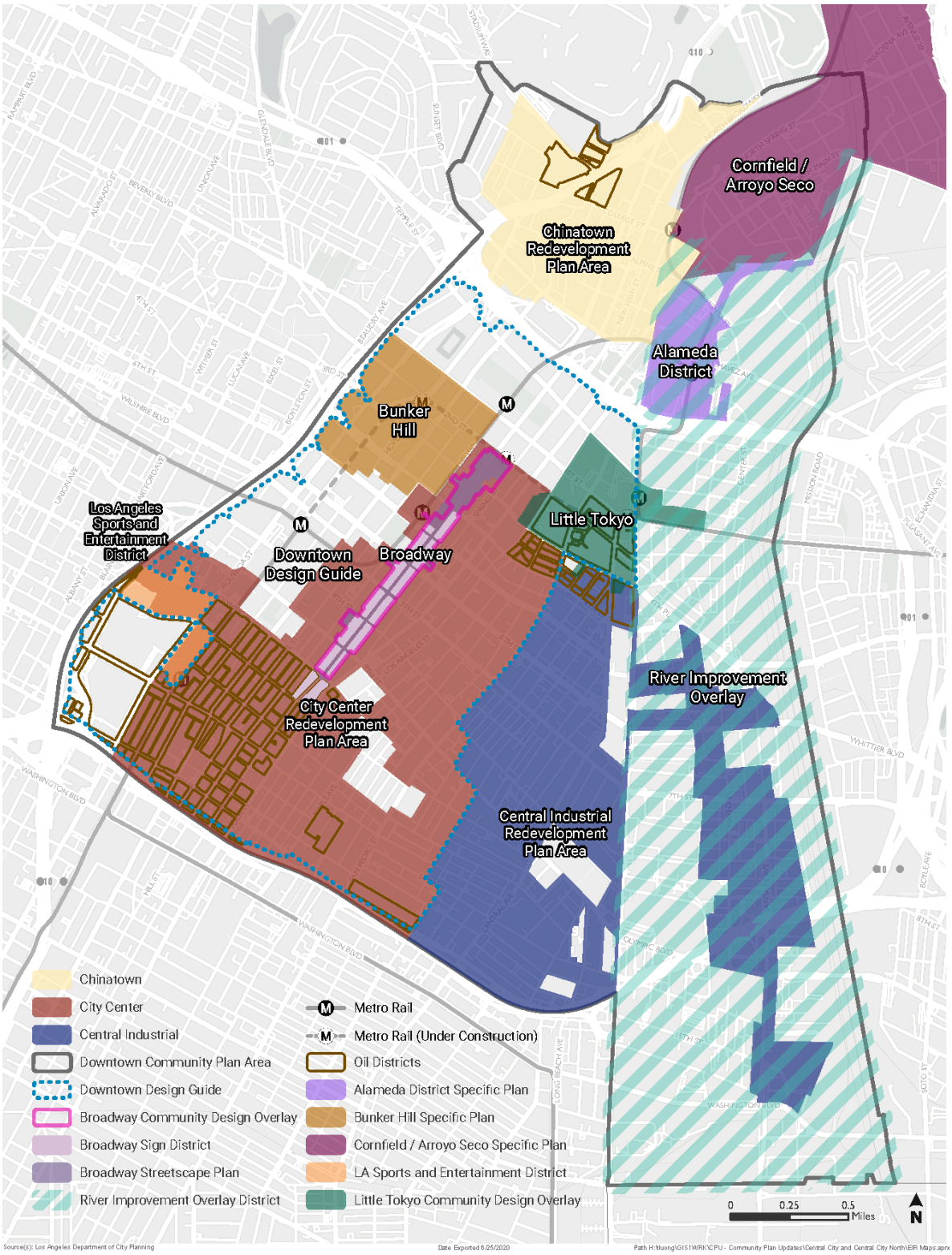
**Figure 3-5** shows the Specific Plans, and Overlays that currently exist in the Downtown Plan Area. Below is a description of the existing redevelopment plans, specific plans, overlays, and other such plans within the Downtown Plan Area.

As part of the Downtown Plan, a selection of these specific plans will be amended and/or will become integrated into the New Zoning Code. See Section 3.7.3 for a discussion of how these overlays will be addressed in the Downtown Plan.

### Specific Plans

- The **Alameda District Specific Plan (ADP)** applies to a northeastern portion of the Central City North Community Plan Area and includes Los Angeles Union Station. It is generally bounded by Alameda St., North Main St., Vignes St., and the Santa Ana 1-5/101 Freeway. The ADP encourages a pedestrian-oriented and mixed-use business district that is supported by an intermodal transportation center. Encourages hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.
- The **Cornfield Arroyo Seco Specific Plan (CASP)** applies to a northeastern portion of the Central City North Community Plan Area, just south of the Los Angeles State Historic Park (the Cornfield) and north of the ADP. It establishes four zones to facilitate a mix of light industrial, production, and public-serving uses with new commercial, retail, and residential uses. The zones utilize a system of floor area ratio minimums and density bonus options to incentivize development that provides community benefits, such as affordable housing.
- The **Los Angeles Sports and Entertainment District (LASED) Specific Plan** applies to the southwest portion of the Central City Community Plan Area. It seeks to expand the City's economic base and make Downtown a regional entertainment destination with regulations and incentives to promote tourism and entertainment. The LASED allows for mixed-use, hotel, office, commercial, retail, residential, live theaters, sound stages, and open space uses. It includes streetscape design guidelines and parking strategies for adequate and efficient use of space and resources in Downtown's entertainment district.

**Figure 3-5 Specific Plans and Overlays in the Downtown Plan Area**



- The **Bunker Hill Specific Plan** applies to Bunker Hill, in the Central City Community Plan Area. It was established to create a mixed-use district with expanded housing, commercial, retail, cultural uses, and to retain the area's identity as a cultural, office and employment center. The Specific Plan includes open space requirements for projects redeveloping a block or large site. It also includes public realm improvement requirements through building setback, ground floor frontage, and massing regulations, and a pedestrian plan to encourage a network of linkages.

**Planning Overlays**

- The **Broadway Theater and Entertainment Design Guide and Community Design Overlay (CDO)** applies to Broadway between 1st Street and 12th Street within the Central City Community Plan Area. The Broadway CDO encourages the rehabilitation of existing building and guides the design and development of new buildings. Regulations include guidance for building setbacks, form, roof lines, building articulations, storefront and window transparency, facade materials, and lighting.
- The **Little Tokyo Community Design Overlay (CDO)** applies to a portion of the Little Tokyo community within the Central City Community Plan Area. It establishes design and development guidelines to promote a pedestrian-friendly environment and enhance the physical appearance of the area, with a focus on reinforcing the cultural and historic aspects of the neighborhood through a set of design guidelines.
- The **Los Angeles River Implementation Overlay (RIO)** applies citywide to properties abutting the River. It includes development regulations, landscaping screening and fencing requirements, as well as lighting and access regulations to support the goals of the Los Angeles River Revitalization Master Plan and contribute to a positive and sustainable interface between river adjacent properties and the River.
- **Oil Drilling Districts** applies citywide to properties where the drilling of oil wells or the production from the wells of oil, gases or other hydrocarbon substances is permitted, subject to conditions by the Department of City Planning. Within the Downtown Plan Area, the Oil Drilling Districts are located generally in the south-west corner of the Downtown Plan Area, west of Main Street and south of Olympic Boulevard and the blocks generally bounded by Alameda Street to the east, East 4$^{th}$ Street to the south, Los Angeles Street to the west and East 1st Street to the north.

**Design Guidelines**

- The **Broadway Streetscape Master Plan** applies to Broadway between 1st Street and 12th Street within the Central City Community Plan Area. The Streetscape Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.
- The **Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide")** applies to a majority of the Central City Community Plan Area, excluding the central industrial area. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown.
- The **Downtown Street Standards** apply to the Central City Community Plan Area and were developed and adopted in tandem with the Downtown Design Guide. The Street Standards establish a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, *complete streets* within Downtown. The document consists of a series of cross sections establishing future curb and property lines, and in some cases additional sidewalk easements.

**Sign Supplemental Use District**

- The **Historic Broadway Sign Supplemental Use District (Broadway Sign District)** applies to the same portion of Broadway as the Broadway CDO and the Streetscape Master Plan, which is along Broadway between 1st Street and 12th Street. It includes standards for the design, placement, and orientation of signs along Broadway. The Sign District allows and provides guidance for sign types that are currently on Broadway but are not allowed by the existing Code regulation. It also includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements.

# CALIFORNIA REDEVELOPMENT PROJECT AREAS

Community Redevelopment Areas (CRA) are areas identified for revitalization through the building of new housing and commercial projects. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City (Urban Land Institute, Los Angeles 2012). The passage of AB1x-26 and the California Supreme Court's decision in *California Redevelopment Association v. Matosantos* in 2012 effectively abolished redevelopment agencies in the State. Any existing redevelopment plans remained in effect to be administered by the successor agency until they expired under their own terms. Following the dissolution of the CRA/LA, activities in the redevelopment project areas were administered through the Designated Local Authority (DLA), as the successor to the CRA/LA. On November 11, 2019, the City of Los Angeles adopted an ordinance and resolution to assume the land use authority to implement the land use related plans and functions of the CRA/LA and the successor agency, and currently implements the land use provisions of those redevelopment plans that are still in effect, as well as any related Designs for Development, or similar land use plans. The DLA, in its role as the successor agency, continues to address the financial and other legal obligations of the effective redevelopment plans. The Downtown Plan Area includes three CRAs: Chinatown (expires January 2022), City Center (expires May 2033), and Central Industrial (expires November 2033).

- The **Chinatown Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation (CRA/LA 2002a). This Redevelopment Plan Area is generally bounded by Cesar E Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.
- The **City Center Redevelopment Plan** designates land uses, specifies the Agency's powers and requirements in Redevelopment Plan implementation, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. This Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.
- The **Central Industrial Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

# 3.4 GROWTH TRENDS

The Downtown Plan, as an update to the City's land use element for the Downtown Plan Area, plans for and guides growth and development.[4] This section discusses how the City identifies forecasted growth in population, housing, and employment and why the Southern California Association of Governments (SCAG) is the City's primary source for current and forecasted population, housing, and employment numbers. It also describes the growth trends for the City of Los Angeles and the Downtown Plan Area.

## 2040 REGIONAL TRANSPORTATION PLAN (RTP) *SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)*

SCAG is designated as a Metropolitan Planning Organization (MPO) responsible for carrying out federal and state statutory duties within its region which encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles with over 18 million residents.

Federal and state laws require SCAG to develop regional plans for transportation, growth management, hazardous waste management and air quality[5]. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts, such as the Regional Transportation Plan (RTP). The RTP is a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends.

Federal laws require that land use allocation in an RTP reflect development patterns most likely to be built in the region. While federal and state laws do not mandate consistency with the RTP, state law does require SCAG to identify and quantify housing needs for the region, prepare the Regional Housing Needs Assessment (RHNA), and for local agencies to update their Housing Elements to plan and zone to accommodate the agency's RHNA. SB 375 coordinates land use and transportation planning to reduce greenhouse gas (GHG) emissions and, to that end, requires SCAG to prepare a Sustainable Communities Strategy (SCS) as an integral part of the RTP. SB 375 also requires the RHNA process to be consistent with an SCS, and that RHNA must be coordinated every eight years (RTP is updated every four years).[6]

A function of SCAG, in preparing the RTP/SCS, is to forecast or prepare population, housing and employment projections in consultation with cities in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional and state land use policies and growth strategies. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through joint efforts and collaboration among the various contributors. The 2016-2040 RTP/SCS is the most recently adopted RTP/SCS.[7]

Many municipalities and government agencies (including public service providers and other City departments) rely on the same source, i.e., the most current SCAG RTP/SCS data, for purposes of planning, both for estimates of current population, housing and employment, as well as for projections of future

[4] Note, the New Zoning Code component of the Proposed Project is not a land use planning project and does not guide growth and development. This discussion is not intended to speak to intent or indirect effects of the New Zoning Code.
[5]Government Code Section 65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations.
[6]Government Code Section 65080(b)(2)(B).
[7] In preparation for the next RTP/SCS, which is anticipated for adoption in mid to late 2020, at the time of preparation of this EIR SCAG had begun engaging with local jurisdictions, subregions, and other stakeholders to inform development of the upcoming Plan.

population, housing, and employment. Use of such data is a consistent and best practice for local governments. It is also the Department of City Planning's practice to use SCAG RTP/SCS data as a benchmark or as a reference point for estimates and projections locally.

## CITYWIDE POPULATION GROWTH PROJECTIONS

The City of Los Angeles is approximately 478 square miles and has a population of approximately 3.95 million. The population is anticipated to increase by 17 percent from the 2016 estimate to approximately 4.6 million persons by the year 2040, according to the SCAG 2016-2040 RTP/SCS (**Table 3-1**). Every four years, SCAG prepares socioeconomic projections that are used by various City departments and agencies for their long-range planning efforts. The growth projection for the City of Los Angeles is based on several factors, including historical development trends, land values, as well as smart growth strategies to direct development to areas in proximity to rail and major bus stations, community centers, regional centers, and Downtown Los Angeles.

**TABLE 3-1 PROJECTED POPULATION GROWTH FOR THE CITY**

| Geographic Planning Area | 2017 Estimated Population /a/ | 2040 Projected Population /a/ | Projected Population Growth (2017 – 2040) /a/ |
|---|---|---|---|
| **City of Los Angeles** | **3,950,000** | **4,609,000** | **659,000** |
| South Valley | 754,697 | 875,559 | 119,770 |
| South Los Angeles | 755,206 | 874,467 | 120,352 |
| North Valley | 716,405 | 795,498 | 79,093 |
| **Central** | **690,070** | **903,754** | **213,684** |
| West Los Angeles | 430,481 | 497,159 | 66,678 |
| East Los Angeles | 402,716 | 448,846 | 46,130 |
| Harbor | 200,100 | 213,603 | 13,503 |

/a/ The 2017 estimated population and the 2040 projected population are based on SCAG's 2016-2040 RTP/SCS. Due to rounding, percentages may not add up to 100 percent.

The City's 35 CPAs are divided into seven larger geographic areas for planning administration (**Figure 3-6**). Each of these geographic planning areas has an Area Planning Commission that reviews certain cases located within their planning area. The Project Area is located within the Central Los Angeles geography. According to the 2016-2040 RTP/SCS, the population in the Central Los Angeles geography, which includes the CPAs of Hollywood, Wilshire, Westlake, Central City, and Central City North, is anticipated to increase by approximately 220,000 by 2040. The Central Los Angeles geography represents approximately 20 percent of the anticipated population growth for the entire City (**Table 3-2**). The following tables summarize projected population growth for the City of Los Angeles.

**Figure 3-6 Community Plan Areas in the City of Los Angeles**

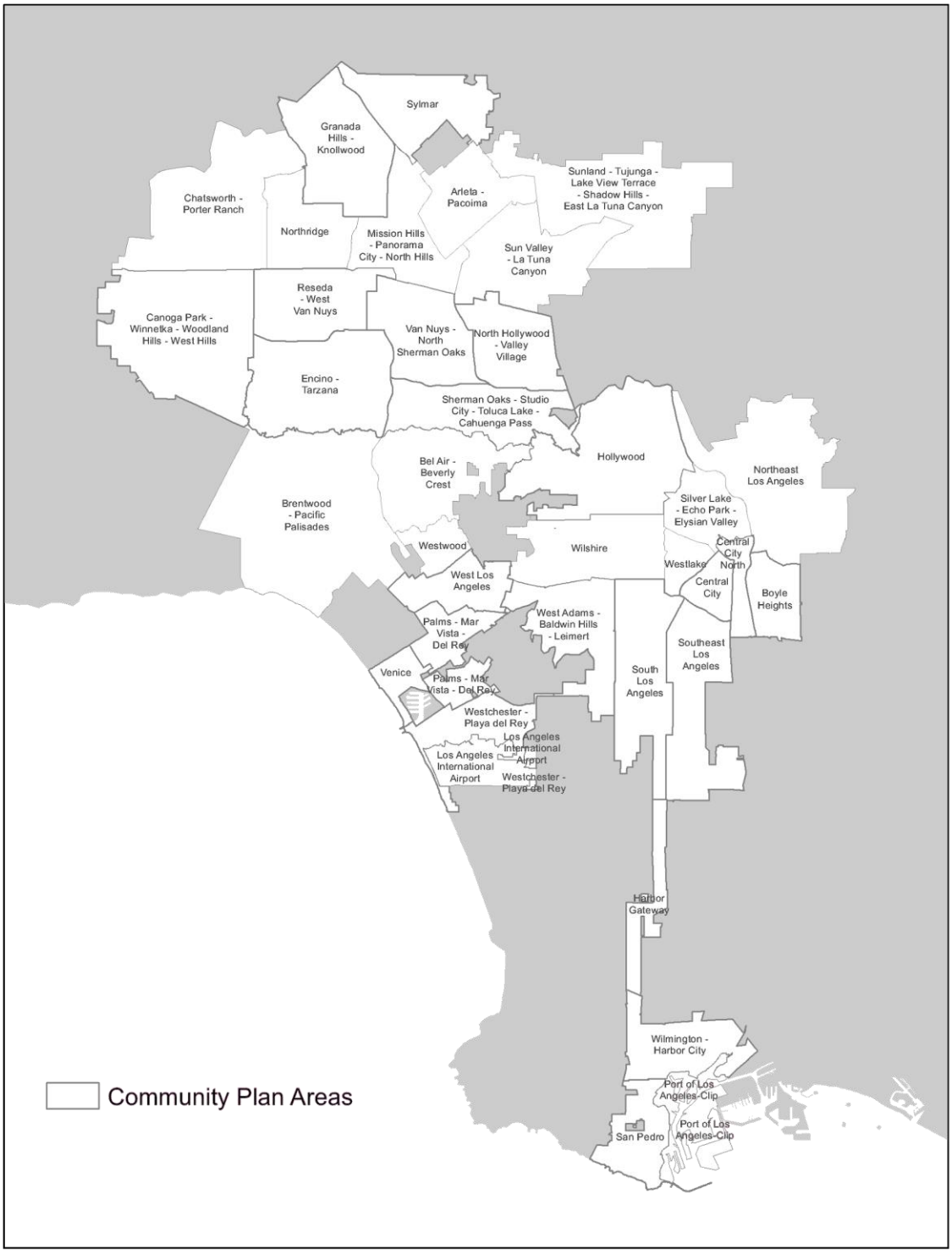


**TABLE 3-2 PERCENTAGE OF CITYWIDE POPULATION AND PROJECTED GROWTH**

| Geographic Planning Area | % of Citywide 2017 Population /a/ | % of Citywide 2040 Projected Population /a/ | % Change of Citywide Projected Population Growth (2017 – 2040) /a/ |
|---|---|---|---|
| **City of Los Angeles** | **100%** | **100%** | **100%** |
| South Valley | 19% | 19% | - |
| South Los Angeles | 19% | 19% | - |
| North Valley | 18% | 17% | -1% |
| **Central** | **17%** | **20%** | **3%** |
| West Los Angeles | 11% | 11% | - |
| East Los Angeles | 10% | 10% | - |
| Harbor | 5% | 5% | - |

/a/ The 2017 estimated population and the 2040 projected population are based on SCAG's 2016-2040 RTP/SCS. Due to rounding, percentages may not add up to 100 percent.

The purpose of forecasting future population is to describe the likely future population based on current trends and be able to plan for and accommodate change. In general, projections help City departments to understand where current policies might lead to and determine whether those policies are leading the City towards its stated objectives consistent with federal, state, and local policies. They are also used by each City department in preparing long-range plans, such as community plan updates and infrastructure plans. DCP uses anticipated population growth, or population projections as a benchmark, to determine the level of development that is needed to accommodate this future growth. Population growth is a fundamental consideration in making long-range land use planning decisions. However, it is important to note that these projections are calculations based in part on a number of assumptions and, as with any data reliant on assumptions, projections have limitations. For example, projections are often based on recent trends that may or may not continue as conditions change.

## DOWNTOWN PLAN AREA GROWTH PROJECTIONS

The State of California requires that cities plan for changes in demographics, including housing demand, population, and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. The Downtown Plan Area represents approximately one percent of the City of Los Angeles land area (nearly 6.6 square miles out of 478 square miles) and four percent of the City's population. Over the next few decades, population in the Downtown Plan Area is anticipated to increase by approximately 150 percent by year 2040, as identified by current SCAG projections in 2016 (see **Table 3-3**). The Downtown Plan Area is projected to continue growing at a faster rate than the City of Los Angeles as a whole.

The Downtown Plan would accommodate SCAG's 2040 population, housing, and employment projections based on the amount of development that is reasonably expected to occur during the life of the Downtown Plan, given the Downtown Plan's General Plan designations and policies.

| TABLE 3-3 PROJECTED POPULATION GROWTH FOR THE DOWNTOWN PLAN AREA | | | | | | |
|---|---|---|---|---|---|---|
| **Area** | **Existing Population (2017)** | **% of Citywide Existing Population** | **SCAG's 2040 Projected Population** | **Projected Population Growth (2017-2040)** | **% of Citywide 2040 Project Population** | **% Change in Project Population Growth (2017-2040)** |
| City of Los Angeles | 3,950,000 | 100% | 4,609,000 | 659,000 | 100% | 17% |
| Downtown Plan Area | 76,000 | 2% | 189,000 | 113,000 | 4% | 150% |
| Note: Numbers are rounded to the nearest thousand.<br>SOURCE: 2016-2040 SCAG RTP/SCS. | | | | | | |

CEQA requires an EIR to compare existing physical conditions ("baseline") to the physical conditions after implementation of a project. For purposes of the Downtown Plan, which is a long-range plan for growth and development, there is no expected direct effect from the Proposed Project (such as for a construction project), but there are expected indirect impacts from the reasonable anticipated development that will occur. To assess the impacts of the Downtown Plan requires determining reasonable anticipated development and identifying current conditions. Both of these determinations rely in part on estimates of the current population, housing and employment, and the forecasted growth in population, housing and employment (See Section 3.4, *Growth Trends*, above for a discussion of the Downtown Plan's forecasted growth).

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time the NOP is published. This environmental setting normally constitutes the baseline physical conditions to which the lead agency compares the impacts from the project and determines the significance of impacts. The NOP for this EIR was published on February 6, 2017 (see **Appendix A**). Thus, the Draft EIR uses 2017 as the baseline for existing conditions.

CEQA generally requires an analysis of the foreseeable impacts from a project against the existing environment or baseline conditions. However, there are some exceptions to this rule where that analysis would be misleading or not provide useful information for purposes of CEQA impacts from the project, and the lead agency provides a justification for using future baselines (Neighbors for Smart Rail v. Exposition Metro Line Const. Auth.). When this EIR does not analyze the impacts of the Proposed Project against the existing environment, such as in the GHG analysis, the alternative baselines is identified and a justification is provided for the use of the alternative baselines. A description of the methodology for analysis of impacts, including the use of alternative baselines, is included in Chapter 4 Environmental Analysis. The subject of baselines is not always established by population and housing information. The subject of the baseline is related to the particular impact area under consideration. For example, a baseline for purposes of agricultural and aesthetic impacts is related to current legal status and/or the physical condition of land in the project area (e.g., land that is designated prime farmland, a designated state scenic highway, or a valued scenic vista).

## 3.5 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by a project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project.

# UNDERLYING PURPOSE OF THE PROJECT

The underlying purpose of the Downtown Plan is to plan for and accommodate foreseeable growth in the City, including the Downtown Plan Area, consistent with the growth strategies of the City as provided in the Framework Elements, as well as the policies of SB 375 and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The underlying purpose of the New Zoning Code is to create the tools necessary to implement community visions expressed in adopted plans, including the Downtown Plan. The modular zoning tools of the New Zoning Code are designed to be adaptable to future needs throughout the City.

**Objectives of the Proposed Project - Downtown Plan and New Zoning Code**

The primary and secondary objectives of the Proposed Project are the following:

The **Primary Objectives** of the Proposed Project are to:

- **Primary Objective 1:** Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent to implement policies of the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations;
- **Primary Objective 2:** Provide for economic diversification and reinforce Downtown Plan Area as a primary center of employment for the City and the Southern California region;
- **Primary Objective 3**: Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses;
- **Primary Objective 4:** Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment;
- **Project Objective 5:** Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions;
- P**rimary Objective 6:** Support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options;
- **Primary Objective 7:** Celebrate and reinforce the character of each of the neighborhoods in the Downtown Plan Area;
- **Primary Objective 8:** Provide a set of implementation tools that are responsive to the range of physical and functional needs across the Downtown Plan Area, and enable the creation of similar tools across the City.

The **Secondary Objectives** of the Proposed Project are to:

- **Secondary Objective 1:** Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City;
- **Secondary Objective 2:** Maintain a meaningful amount of the Downtown Plan Area that is dedicated to production and high-intensity traditional industry;
- **Secondary Objective 3:** Promote a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living;

- **Secondary Objective 4:** Identify appropriate locations for housing and establish zoning tools that encourage a range of unit typologies;
- **Secondary Objective 5:** Ensure new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners; and
- **Secondary Objective 6:** Support and sustain Downtown's ongoing revitalization.

# 3.6 PROJECT COMPONENTS

This section describes the two components of the Proposed Project: the Downtown Plan and the New Zoning Code.

## DOWNTOWN PLAN LAND USE STRATEGY

The Downtown Plan includes updates to the Central City and Central City North Community Plans, including both the policy text (Plan Text) and the land use map (Plan Map), and adoption of implementing zoning ordinances, in order to accommodate anticipated growth through 2040, while promoting a sustainable Downtown core that is well-connected to the City and the region. The Downtown Plan Text (**Appendix C**) serves as a guide to achieve the vision for the Downtown Plan Area.

The Plan Text also seeks to implement the policies expressed in the City's General Plan Framework Element, regarding citywide sustainable growth strategies. The development patterns described in the Framework Element provide direction for how the City will grow in the future, and a citywide context for updates to the City's 35 community plans. The Framework Element provides guidance for Downtown Plan Area, describing its role to accommodate the highest development intensities in the City and serving as the principal transportation hub for the region.

The Plan Text goals and policies reflect this citywide policy, while creating a sustainable, equitable, and inclusive framework to accommodate anticipated growth in the Downtown Plan Area. The Plan Text also seeks to address challenges facing Downtown and the larger region, such as climate change, housing affordability, and a shifting economy, through strategies that will guide thoughtful growth.

The Downtown Plan articulates a strategy for land use planning that will accommodate projected growth by encouraging higher intensity development and the most expansive mix of uses in areas that are served by high-frequency transit service. This strategy promotes flexibility of uses over time, and a high-quality built environment, while reinforcing the range of unique places within the Downtown Plan Area. These strategies will guide the physical development in the Downtown Plan Area in a sustainable manner that will promote increased access to jobs, housing for all income levels, open space, services, and cultural resources while also implementing policies of SB 375 and SCAG's Sustainable Communities Strategy to reduce overall VMT and greenhouse gas emissions.

## DOWNTOWN PLAN "REASONABLY ANTICIPATED DEVELOPMENT"

The underlying purpose and a primary objective of the Downtown Plan is to accommodate future growth in the Downtown Plan Area, and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. With implementation of the Downtown Plan, the General Plan designations and intensities of the Downtown Plan Area would be revised to accommodate population growth, housing, and employment demand projected by SCAG through the year 2040. The Downtown Plan would also meet the other project objectives and underlying purpose to accommodate growth in the City consistent with the Framework Element policies, the SCS and SB 375, including locating growth in transit centers.

To assess potential environmental impacts of the Downtown Plan, the reasonably anticipated development that is anticipated to occur in 2040 as a result of the Downtown Plan was determined. The reasonably anticipated development of the Downtown Plan Area was determined based on assumptions about the level of development that can be anticipated to occur during the life of the Downtown Plan (through the year 2040, or approximately 20 years into the future, coincident with the most recently adopted RTP/SCS.) A key factor in determining reasonably anticipated development is the allocation of land and the distribution of uses to reflect the development patterns most likely to be built, or that are reasonably expected to occur, including through implementation of the City's growth strategies that are consistent with the Framework Element and SCAG's Sustainable Communities Strategy (SCS) (e.g., locating density near transit, and regional centers). This approach is consistent with the approach used by SCAG to comply with federal laws that require RTPs to reflect development patterns most likely to be built in the region. As SCAG is a guiding precept, it is the City's responsibility while planning for the entire City in light of the Framework Element, the Sustainable Communities Strategy, and SB 375 policies, to determine whether any given community plan should meet, exceed, or be under SCAG's expected projections for that community plan area, and prepare a community plan update in light of that responsibility.

The development growth assumptions for the Downtown Plan, shown in **Table 3-4**, are based on the acreage of land designated for each type of function (by General Plan Designations); allowable development capacity in each designation; anticipated levels of development in the life of the Downtown Plan; and development constraints, such as topography and historic preservation regulations. The City's methodology for determining the reasonably anticipated development and associated reasonably expected growth in population, housing, and employment is further discussed in **Appendix B**.

**TABLE 3-4 2040 REASONABLY ANTICIPATED DEVELOPMENT OF THE DOWNTOWN COMMUNITY PLAN COMPARED TO SCAG FORECAST**

| | 2017 Baseline /a/ | Existing Plan Reasonably anticipated development /b/ | Downtown Plan Reasonably anticipated development /b/ | SCAG 2040 Growth Forecast /c/ |
|---|---|---|---|---|
| Housing | 34,000 | 59,000 | 133,000 | 96,000 |
| Population | 76,000 | 112,000 | 252,000 | 189,000 |
| Employment | 219,000 | 278,000 | 305,000 | 257,000 |

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
/a/ 2017 Baselines – SCAG 2016-2040 RTP/SCS
/b/ LADCP 2018a
/c/ SCAG 2016-2040 RTP/SCS.

# DOWNTOWN PLAN DESIGNATIONS, ZONING, AND OTHER PLAN COMPONENTS

## Proposed General Plan Designations

The Plan Map (proposed land use maps for the Central City and Central City North Community Plans) includes the proposed general plan designations in the Downtown Plan Area, as well as a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (see **Figure 3-7**). The Downtown Plan also includes amendments to the General Plan Framework Element to introduce new land use designations of the Downtown Plan. These designations are designed to reflect the intent of the Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Downtown Plan. The Downtown Plan will also include new policies and other minor amendments to the General Plan Framework Element to reflect the evolving goals of the City since it was first adopted in 1996. General plan designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, and height. The plan map shows the locations of the proposed designations in the CPA. The proposed designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to already urbanized and transit-served areas.

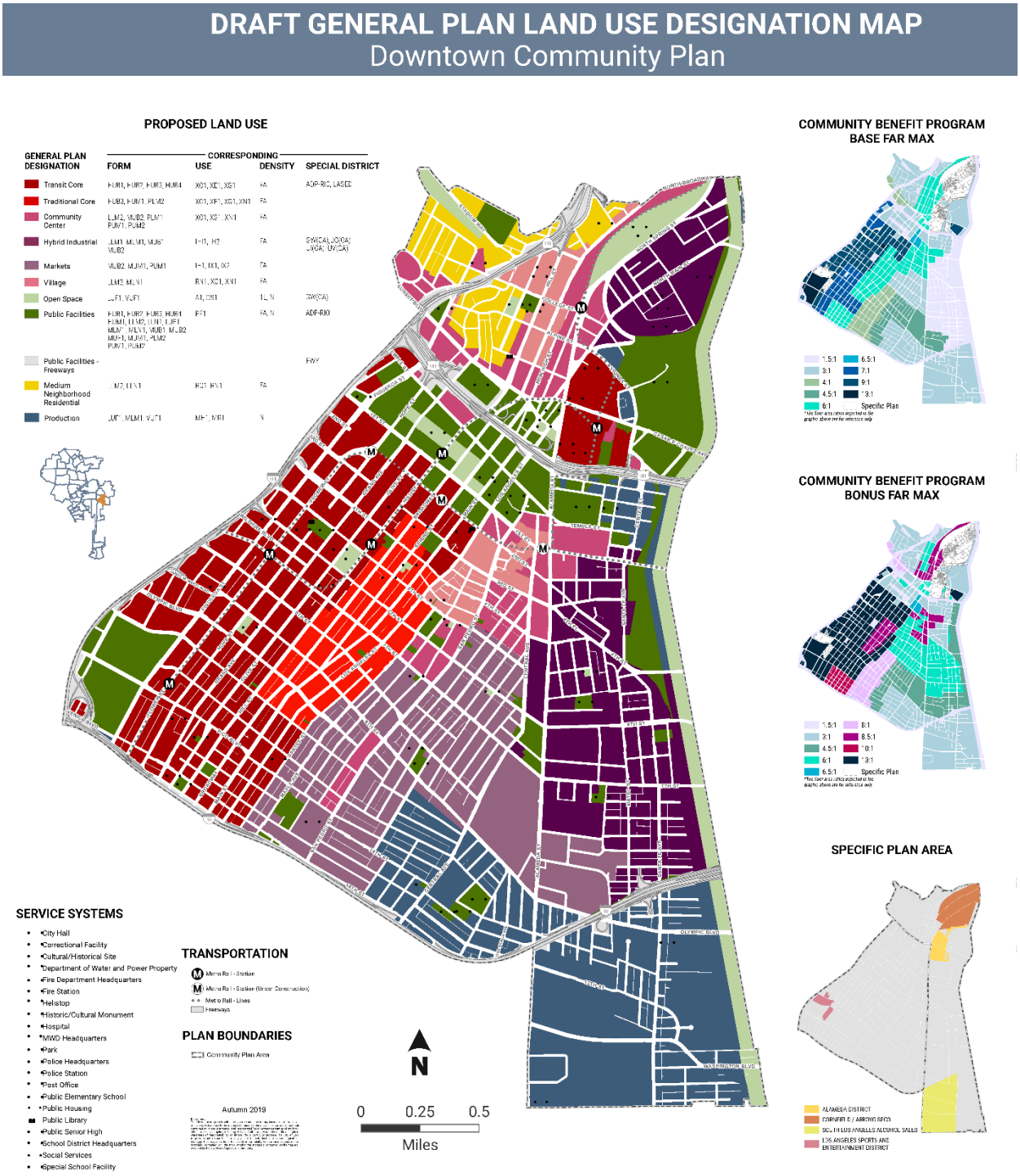
The underlying purpose of the Proposed Project is to accommodate foreseeable growth in the City and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. The principal way of achieving this underlying purpose and the Proposed Project Primary Objectives (see Chapter 3.6 Project Objectives) is through the creation and application of these proposed General Plan designations. The application of designations and zoning is intended to accommodate the planned projected growth for the Downtown Plan Area through the year 2040 and to implement the policy objectives described in the Community Plan text. This strategy would allow for infill development of additional housing units and job-producing uses in areas with existing transportation infrastructure such as Metro Rail Line stops. Locating jobs and housing near transit to reduce automobile reliance and improve mobility is consistent with state mandates for sustainability. As a result, growth is directed away from low-density areas. The changes would also result in a more pedestrian-friendly environment, protect historical resources, and address updates that have occurred since the last Community Plan updates.

## Proposed New Zoning Regulations (Updates to the LAMC as Part of re:code LA)

To implement the Downtown Plan, the Downtown Plan Area, excluding areas governed by the LASED, CASP and ADP Specific Plans will be assigned a set of new zone districts tailored to guide a range of conditions within the Downtown Plan Area. These zone districts are being created as part of the New Zoning Code. All areas within the Downtown Plan Area, excluding areas governed by the CASP, will be assigned a set of new General Plan designations.

As further discussed in Section 3.7.4, *New Zoning Code*, the new zoning system is comprised of a modular zoning system that requires the bundling of multiple districts to compose a complete zone string. The required "base" districts that establish a zone will include: Form, Frontage, Development Standards, Use, and Density districts. An optional Overlay district may be included in the zone string as well. The first three components of the zone string address the built environment, and the second two components address the activity within the structure. When there is a policy need to regulate aspects not covered in the base zoning, Overlay districts may be appropriate, which would allow for overlays such as a Community Plan Implementation Overlay (CPIO). There are many potential district combinations that can be applied to properties to make a zone.

**Figure 3-7 Proposed General Plan Land Use Designation Map**



A description of the proposed general plan designations and corresponding zone districts for the Downtown Plan Area can be found below. Form and Use Districts reflect a range of development capacities and land uses. See **Table 3-5,** *Proposed General Plan Designation and Zone District Correspondence*, for a general summary of proposed designations and corresponding zones and **Table 3-6** for the land area by designation. See Section 3.7.4, *New Zoning Code,* for more information on the new zoning system.

Transit Core (15% of Downtown Plan Area)

Transit Core areas are dense centers of activity built around regional transit hubs that connect pedestrians, cyclists, and transit users to a variety of attractions. The building form ranges from Moderate Scale to High Rise, with ground floor treatments that contribute to an enhanced and walkable streetscape. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

Transit Core encompasses the largest share of the Downtown Plan Area to reinforce Downtown as a center of activity built around a regional transportation network. The purpose of this designation is to create centers of employment by prioritizing space for office uses, and allowing for entertainment, multi-unit housing, and cultural, retail, and commercial uses. It is intended to create an environment that provides easy access for pedestrians, transit users, and cyclists to a variety of experiences and activities. Transit Core areas are generally characterized by Form Districts with maximum permitted FARs ranging from 6:1 to 13:1 and does not include height limits which fosters an intensive built environment that defines and activates the streets, while supporting development of a distinctive and visually interesting skyline in transit-supported areas. The High-Rise Form Class accounts for the greatest development capacities in the Downtown Plan Area. Regulations for this form class requires high lot coverage, and minimum street walls with no height limitations to frame the street and encourage walkability. Building frontages reinforce a compact and active urban environment.

Transit Core areas are characterized by the 'Commercial Mixed" Use Class which allows for a palette of uses that serve as an attraction to the wider region.

**Commercial-Mixed General 1 (XG1)** is the most permissive commercial 'Mixed' Use District in the Downtown Plan Area. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this use district.

**Commercial-Mixed Community 1 (XC1)** allows for uses necessary for a community's primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Tenant size for establishments in the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales use groups are limited to 50,000 square feet.

**Commercial-Mixed Entertainment 1 (XE1)** allows for a range of uses similar to Community Mixed 1 (XC1), but prioritizes entertainment-serving uses that attract visitors and support high levels of pedestrian activity. XE1 incorporates use performance standards and a streamlined process to make it easier for these visitor-serving activities to exist in targeted entertainment focused areas.

Traditional Core (6% of Downtown Plan Area)

Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate Scale to High Rise. Traditional Core areas often include residential and office use, neighborhood-serving uses, as well as dining and entertainment that draw visitors and tourists, supporting activity around the clock. New development contributes to a pedestrian-oriented environment with active alleys and inviting shopfronts.

Traditional Core areas are characterized by the Form Districts with maximum permitted FARs ranging from 6:1 to 13:1 and generally includes height limits which guide development that is responsive to the predominant form and encourage the reuse of existing structures. Regulations for these Form Districts include high lot coverage standards, and the building frontages encourage an engaging street life with transparent ground floors, and fine-grained building length facades.

Traditional Core areas are characterized by the **Mixed Use Districts** and apply use districts encouraging mixed-use communities that have entertainment and nighttime serving uses.

**Commercial-Mixed General 1 (XG1)** is the most permissive commercial 'Mixed' Use District in the Downtown Plan Area. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this use district.

**Commercial-Mixed Community 1 (XC1)** allows for uses necessary for a community's primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Tenant size for ground floor establishments in the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales use groups are limited to 50,000 square feet.

**Commercial-Mixed Entertainment 1(XE1)** allows for visitor-oriented uses such as entertainment venues, hotel, live theaters, professional office, dining, and tourism activities by integrating performance standards into the use standards and streamlining the process for allowing these activities.

**Commercial-Mixed Neighborhood 1 (XN1)** allows for clusters of commercial, cultural, and institutional uses catering to the local community. In order to maintain space for a high concentration of different uses to enliven the streets, certain commercial uses on the ground floor would have an establishment size limit of 5,000 square feet. These include the Financial Services, Personal Services, Indoor Recreation, Eating and Drinking Establishment, and Retail Sales Use Groups.

Community Center (8% of Downtown Plan Area)

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Scale to Mid Rise and may extend to Moderate Rise in the Downtown Community Plan. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

The purpose of this designation is to promote medium-scale and dense urban environments with a flexible mix of multi-unit housing, office, commercial, and service uses to create balanced centers of activity. The Community Center designation provides a transition in scale between areas of high intensity development and activity, such as Transit Core designation, and areas of lower-scale urban forms, such as Village designation.

Community Center areas are characterized by Form Districts, with maximum allowable FARs ranging from 3:1 to 8.5:1 and includes height limits in the core areas while allowing for unlimited height in proximity to transit along the periphery. Development regulations support a variety of forms in a moderate and mid-scale walkable environment. These Form Districts establish a street-wall, shallow setbacks, and high facade transparency to create pedestrian-friendly activity on the street.

Community Center areas are characterized by the Mixed Use Class, specifically the **Commercial-Mixed General 1 (XG1), Commercial-Mixed Community 1 (XC1),** and **Commercial-Mixed Neighborhood 1 (XN1).** As described above, the range of uses allows for retail shops, eating establishments, services, and

residential uses and includes establishment size limits for certain uses on the ground floor. This mix of uses provides opportunities for housing and small business that complement one another.

Hybrid Industrial (13% of Downtown Plan Area)

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Very Low Scale to Mid Rise. Uses include light industrial, commercial, and office, with selective live/work uses.

The purpose of this designation is to balance live/work residential uses, with production and employment activity that is supported by commercial, retail, hotel, and community amenities. Hybrid Industrial areas are characterized by the Form Districts with maximum allowable FARs ranging from 3:1 to 6:1, with height limits for portions located in proximity to the river**.** Development regulations emphasize high-quality new construction and repurposed structures to promote a resourceful approach to urban development that can evolve over time. These Form Classes shape development patterns in traditionally industrial areas, and require that large blocks include new pedestrian connections to maintain a balance between facilitating goods movement activity and achieving pedestrian safety and comfort.

Hybrid Industrial areas are characterized by the **Industrial Mixed Use District, specifically, Industrial-Mixed Hybrid 1 (IH1) and Industrial-Mixed Hybrid 2 (IH2)**. These variations require each development to dedicate a base amount of floor area towards production spaces such as office, research & development, clean-tech, wholesale, heavy commercial, and light industrial uses supported by daily retail and service needs. Live/work units and adaptive reuse to household living are the only permitted types of housing in IH2, and IH1 allows for all types of housing. The IH2 use district includes regulations for the size of live/work units and requires a minimum area allocated towards non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories.

Markets (18% of Downtown Plan Area)

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Very Low Rise to Low Rise, and Mid Rise to Moderate Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities. Markets areas are characterized by the Form Districts with maximum allowable FARs ranging from 4.5:1 to 8:1. Development regulations include minimum street walls, high ground floor transparency, and fine-grained blocks with multiple building entrances to create a porous environment. These Form Districts encourage adaptive reuse and rehabilitation of existing structures to promote a resourceful and sustainable approach to development. These Form Districts allow for building frontages that facilitate active alleys and shopfronts to encourage an active pedestrian environment.

Markets areas are characterized by the **Industrial Mixed Use Class**, **specifically, Industrial-Mixed Hybrid 1 (IH1), Industrial-Mixed 1 (IX1) and Industrial-Mixed 2 (IX2)** allowing for a mix of residential hotel, live/work, retail, creative office, wholesale, heavy commercial, assembly and light manufacturing, and warehousing, institutional, or urban agricultural uses to function in close proximity to one another, or in the same structure.

**Hybrid Industrial 1 (IH1)** allows for a range of production and light industrial uses, and allows for residential uses as long a minimum amount of floor area is dedicated to non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories.

**Industrial-Mixed 1 (IX1)** allows for a mixed use community with a focus on light industrial uses, office, research & development uses, social services, and multi-family housing limited only to restricted affordable income levels.

**Industrial-Mixed 2 (IX2)** use district supports the ability for productive sectors to cluster - such as product fabrication, wholesale, retail, distributions use, and professional office. The only type of housing allowed is through adaptive reuse of existing buildings to live/work units.

Village (5% of Downtown Plan Area)

Village areas are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Very Low Scale, Low Scale, or Mid-Scale. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas.

The purpose of this designation is to encourage a range of housing types for all incomes and family sizes that are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods and active streets and alleys to retain a lively and safe pedestrian atmosphere.

Village areas are characterized by the Form Districts with maximum permitted FARs ranging from 3:1 to 6:1 and height limits of 5 to 8 stories. Development standards guide the development of low-scale structures and ensure that adaptive reuse of historic structures and infill development are responsive to the historic and cultural legacy of these areas. These Form Districts reinforce inward orientation and allow for a range of outdoor amenity spaces to be incorporated into its overall development pattern.

Village areas are characterized by the **Residential Mixed** and **Commercial Mixed Use Districts**.

**Commercial-Mixed Neighborhood 1 (XN1)** supports a range of housing types along with clusters of commercial, cultural, institutional uses catering to the local community. Establishment sizes for ground floor commercial uses are predominantly limited to 5,000 square feet.

**Community Mixed (XC1)** allows for a broad mix of uses necessary for a community's primary commercial district, including commercial and service uses, and housing uses, while also serving as a regional destination. Establishment sizes for ground floor commercial uses are predominantly limited to 50,000 square feet.

**Residential Neighborhood Amenity 1 (RN1)** are primarily residential neighborhoods with limited commercial uses such as grocery stores and personal services. Such commercial establishments on the ground floor are limited to 1,500 square feet.

Medium Neighborhood Residential (4% of Downtown Plan Area)

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Low Scale, and buildings are typically oriented toward the street.

Medium Neighborhood Residential areas are characterized by the Form Districts with FARs of 3:1 and a height limit of up to 8 stories.

Regulations for these form districts guide development of traditional housing forms and neighborhood features. This includes multi-family duplex, triplex, apartment buildings, and single-family homes with front yard setbacks, and landscaping that contribute to an inviting public realm.

Medium Neighborhood Residential areas are characterized by the **Residential Use District** particularly the **Residential General 1 (RG1) and Residential Neighborhood Amenity 1 (RN1)** use districts.

RG1 prioritizes household living and multi-family residential uses and allows for limited institutional uses such as community centers, garden centers, and parks.

RN1 are primarily residential neighborhoods with limited commercial uses such as grocery stores and personal services. Such commercial establishments on the ground floor are limited to 1,500 square feet.

Production (17% of Downtown Plan Area)

Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low Scale to Low Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

Production areas are characterized by the low scale Form Districts with FAR's generally limited to a maximum of 3:1. Regulations for this form district guide development of large-format structures in flexible lot configurations to balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users.

Production areas are characterized by the **Industrial Use Class**, particularly **Industrial Restricted 1 (MR1)** and **Industrial Heavy 1 (MH1)** use districts. MR1 is intended to be a center of employment for heavy commercial and light manufacturing activity including research and development facilities, clean technology incubators, production, and distribution, wholesale and manufacturing uses. MH1 allows for the same breadth of heavy commercial and light industrial uses as MR1 while also accommodating the highest intensity of industrial activity, such as heavy manufacturing and storage, resource extraction, and dismantling facilities.

Public Facilities (9% of Downtown Plan Area)

Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, from Residential Agriculture to High Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.

Public Facilities –Freeways (5% of Downtown Plan Area)

Public Facilities – Freeways comprises of land dedicated to freeways, including storage and parking uses that is owned by the California Department of Transportation (Caltrans).

Open Space (1% of Downtown Plan Area)

Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

**TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE**

| General Plan Designation | Form Districts (2020 current) | Base FAR (max) | Bonus FAR (max) | Min Story Height | Max Story Height | Corresponding Use Districts |
|---|---|---|---|---|---|---|
| Transit Core | High-Unspecified-Broad 1 (HUB1) | 6.0 | 10.0 | 4 | -- | Commercial-Mixed Use Community 1 (XC1) |
| | High-Unspecified-Broad 2 (HUB2) | 7.0 | 13.0 | 6 | -- | Commercial-Mixed Community 1 (XC1); Commercial-Mixed General 1 (XG1); |
| | High-Unspecified-Broad 3 (HUB3) | 9.0 | 13.0 | 10 | -- | Commercial-Mixed General 1 (XG1); Commercial-Mixed Entertainment 1(XE1) |
| | High-Unspecified-Broad 4 High-Unspecified-Broad 4 (HUB4) | 13.0 | -- | -- | -- | Commercial-Mixed General 1 (XG1); |
| | | | | | | |
| Traditional Core | Medium Plus-Limited-Medium 2 (PLM2) | 6.0 | 8.5 | 6 | 15 | Commercial-Mixed Entertainment 1(XE1) Commercial-Mixed Neighborhood 1 (XN1) |
| | High-Unspecified-Broad 3 (HUB3) | 9 | 13 | 10 | | Commercial-Mixed General 1 (XG1); |
| | High-Unspecified-Medium 1 (HUM1) | 6.0 | 13.0 | 10 | -- | Commercial-Mixed Use Districts 1 (XC1); Commercial-Mixed Entertainment 1(XE1); Commercial-Mixed General 1 (XG1) |
| | | | | | | |
| Community Center | High-Unspecified-Broad 2 (HUB2) | 7.0 | 13.0 | 6 | -- | Commercial-Mixed Use Community 1 (XC1); |
| | Medium Plus-Limited-Medium 1 (PLM1) | 6.0 | 8.5 | -- | 15 | Commercial-Mixed Neighborhood 1 (XN1) |
| | Medium Plus-Unspecified-Medium 1 (PUM1) | 4.0 | 8.0 | -- | -- | Commercial-Mixed Use Community 1 (XC1); Commercial-Mixed General 1 (XG1); |
| | Medium Plus-Unspecified-Medium 2 (PUM2) | 6.0 | 8.5 | -- | -- | Commercial-Mixed Use Districts (XC1); |

**TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE**

| General Plan Designation | Form Districts (2020 current) | Base FAR (max) | Bonus FAR (max) | Min Story Height | Max Story Height | Corresponding Use Districts |
|---|---|---|---|---|---|---|
| | | | | | | Commercial-Mixed Neighborhood 1 (XN1) |
| | Low-Limited-Medium 2 (LLM2) | 3.0 | -- | -- | 8 | Commercial-Mixed Use Community 1 (XC1); Commercial-Mixed Neighborhood 1 (XN1) |
| | Medium-Unspecified-Broad 2 (MUB2) | 3.0 | 6.0 | -- | -- | Commercial-Mixed Use Districts 1 (XC1); Commercial-Mixed General 1 (XG1) |
| | | | | | | |
| Hybrid Industrial | Low-Limited-Medium 1 (LLM1) | 1.5 | 3.0 | -- | 10 | Industrial-Mixed Hybrid 2 (IH2) |
| | Medium-Limited-Medium 1 (MLM1) | 1.5 | 4.5 | -- | 18 | Industrial-Mixed Hybrid 2 (IH2) |
| | Medium-Unspecified-Broad 1 (MUB1) | 1.5 | 6.0 | -- | -- | Industrial-Mixed Hybrid 2 (IH2) |
| | Medium-Unspecified-Broad 2 (MUB2) | 3.0 | 6.0 | -- | -- | Industrial-Mixed Hybrid 2 (IH2); Industrial-Mixed Hybrid 1 (IH1) |
| | | | | | | |
| Markets | Medium Plus-Unspecified-Medium 1 (PUM1) | 4.0 | 8.0 | -- | -- | Industrial-Mixed Hybrid 1 (IH1) |
| | Medium-Unspecified-Broad 2 (MUB2) | 3.0 | 6.0 | -- | -- | Industrial-Mixed 1 (IX1) |
| | Medium-Unspecified-Medium 1 (MUM1) | 4.5 | -- | -- | -- | Industrial-Mixed Use Districts (IX2) |
| | | | | | | |
| Village | Low-Limited-Medium 2 (LLM2) | 3.0 | -- | -- | 8 | Commercial-Mixed Neighborhood 1 (XN1); Commercial-Mixed Use Community 1 (XC1); |

**TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE**

| General Plan Designation | Form Districts (2020 current) | Base FAR (max) | Bonus FAR (max) | Min Story Height | Max Story Height | Corresponding Use Districts |
|---|---|---|---|---|---|---|
| | Medium-Limited-Narrow 1 (MLN1) | 6.0 | -- | -- | 5 | Commercial-Mixed Neighborhood 1 (XN1); Commercial-Mixed Use Community 1 (XC1); Residential Neighborhood Amenity (RN1) |
| | | | | | | |
| Medium Neighborhood Residential | Low-Limited-Medium 2 (LLM2) | 3.0 | -- | -- | 8 | Residential General 1 (RG1); Residential Neighborhood Amenity (RN1) |
| | Low-Limited-Narrow 1 (LLN1) | 3.0 | -- | -- | 8 | Residential General 1 (RG1); Residential Neighborhood Amenity (RN1) |
| | | | | | | |
| Production | Low-Unspecified-Full 1 (LUF1) | 3.0 | -- | -- | -- | Industrial Heavy 1 (MH1); Industrial Restricted 1 (MR1) |
| | | | | | | |
| Public Facilities | Medium Plus-Limited-Medium 2 (PLM2) | 6.0 | 8.5 | 6 | 15 | Public Facilities 1 (PF1) |
| | Medium Plus-Unspecified-Medium 2 (PUM2) | 6.0 | 8.5 | -- | -- | Public Facilities 1 (PF1) |
| | Medium Plus-Unspecified-Medium 1 (PUM1) | 4.0 | 8.0 | -- | -- | Public Facilities 1 (PF1) |
| | High-Unspecified-Medium 1 (HUM1) | 6.0 | 13.0 | 10 | -- | Public Facilities 1 (PF1) |
| | High-Unspecified-Broad 1 (HUB1) | 6.0 | 10.0 | 4 | -- | Public Facilities 1 (PF1) |
| | High-Unspecified-Broad 2 (HUB2) | 7.0 | 13.0 | 6 | -- | Public Facilities 1 (PF1) |
| | High-Unspecified-Broad 3 (HUB3) | 9.0 | 13.0 | 10 | -- | Public Facilities 1 (PF1) |
| | High-Unspecified-Broad 4 High- | 13.0 | -- | -- | -- | Public Facilities 1 (PF1) |

**TABLE 3-5 PROPOSED GENERAL PLAN DESIGNATION AND ZONE DISTRICT CORRESPONDENCE**

| General Plan Designation | Form Districts (2020 current) | Base FAR (max) | Bonus FAR (max) | Min Story Height | Max Story Height | Corresponding Use Districts |
|---|---|---|---|---|---|---|
| | Unspecified-Broad 4 (HUB4) | | | | | |
| | Low-Limited-Medium 2 (LLM2) | 3.0 | -- | -- | 8 | Public Facilities 1 (PF1) |
| | Low-Limited-Narrow 1 (LLN1) | 3.0 | -- | -- | 8 | Public Facilities 1 (PF1) |
| | Low-Unspecified-Full 1 (LUF1) | 3.0 | -- | -- | -- | Public Facilities 1 (PF1) |
| | Medium-Limited-Medium 1 (MLM1) | 1.5 | 4.5 | -- | 18 | Public Facilities 1 (PF1) |
| | Medium-Limited-Narrow 1 (MLN1) | 6.0 | -- | -- | 5 | Public Facilities 1 (PF1) |
| | Medium-Unspecified-Broad 1 (MUB1) | 1.5 | 6.0 | -- | -- | Public Facilities 1 (PF1) |
| | Medium-Unspecified-Broad 2 (MUB2) | 3.0 | 6.0 | -- | -- | Public Facilities 1 (PF1) |
| | Medium-Unspecified-Medium 1 (MUM1) | 4.5 | -- | -- | -- | Public Facilities 1 (PF1) |
| | Medium-Unspecified-Full 1 (MUF1) | 6.5 | -- | -- | -- | Public Facilities 1 (PF1) |
| | | | | | | |
| Public Facilities - Freeways | Very Low-Unspecified-Full 1 (VUF1) | 1.5 | -- | -- | -- | Public Facilities Freeways (FWY) |
| | | | | | | |
| Open Space | Low-Unspecified-Full 1 (LUF1) | 3.0 | -- | -- | | Agricultural 1 (A1) |
| | Very Low-Unspecified-Full 1 (VUF1) | 1.5 | -- | -- | -- | Open Space 1 (OS1) |

| TABLE 3-6 DOWNTOWN PLAN AREA, LAND AREA BY GENERAL PLAN DESIGNATION | | |
|---|---|---|
| **Proposed General Plan Designation** | **Area (acres)** | **Percent of Plan Area** |
| Transit Core | 516 | 15% |
| Traditional Core | 126 | 6% |
| Production | 557 | 17% |
| Markets | 389 | 18% |
| Medium Neighborhood Residential | 100 | 4% |
| Village | 85 | 5% |
| Hybrid Industrial | 425 | 13% |
| Community Center | 195 | 8% |
| Public Facilities | 428 | 9% |
| Public Facilities - Freeways | 197 | 5% |
| Open Space | 214 | 1% |
| **Total** | | **100%** |

## Proposed Frontage Districts

Each parcel will be assigned a Frontage District designation, which further implements the goals and policies for each General Plan Designation by governing how a building facade interfaces with the street and shapes the built environment. The Frontage District regulates setbacks from the primary and side street lot lines, ground floor story height, the amount of transparency (such as windows) required, pedestrian entry requirements and spacing. There are 12 Frontage Districts being applied throughout the Downtown Plan Area. Their application throughout the Downtown Plan Area is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and reinforcing existing built patterns and architectural features.

Frontage Districts are applied to properties within Downtown Plan Area based on a number of factors, including existing uses and development patterns, transit accessibility, and anticipated, future uses and development patterns. Much of the Downtown Plan Area is transit accessible and walkable today and Frontage Districts that encourage and reinforce this pattern will be prevalent. Frontage Districts such as Alley Shopfront and Markets recognize the unique development patterns that exist in Downtown today and are designed to ensure new development continues, and in some instances expands existing desirable development patterns. Frontages are also used to reinforce the unique features of Downtown neighborhoods that contribute to their distinct character.

## Downtown Frontage Districts

Multi-Unit Frontages (Multi-Unit (MU1), Multi-Unit (MU2)) require higher ground floor elevations, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for ground floor

tenants while promoting natural surveillance of the public realm. Frequent entrances activate the public realm with pedestrian activity and visual interest.

General Frontages (General 1 (G1)) require moderate to high build-to widths while allowing a wide range of modifications for pedestrian amenity spaces. These frontage districts have a moderate transparency requirement with flexible entrance spacing standards while ensuring a high-quality pedestrian environment and providing flexibly for a variety of ground story tenants.

Shopfront Frontages (Shopfront 1(SH1), Shopfront 2 (SH2), Ally Shopfront (AL2)) require high build-to widths, high levels of transparency, frequent entrance spacing and ground floor elevations at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space.

Market Frontages (Market 1 (MK1), Ally Market (AL1)) require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activates the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern.

Warehouse Frontages (Warehouse 1 (WH1)) have few standards and allow for a high level of flexibility. These frontage districts are designed for freight service. Warehouse Frontages are intended for areas where pedestrian-friendly environments are not a priority.

Character Frontages (Historic Core (CHC1), Daylight Factory (CDF1), Daylight Factory/River (CDR1)) provide standards for facade articulation, entry features, window design, siding materials, and roof form, in order to reinforce the prevailing architectural characteristics of the city's historically and culturally significant neighborhoods and districts.

## Proposed Development Standards Districts

Each parcel will be assigned a Development Standards District, which distinguish areas within the City based on their physical built environment and functional aspects relating to mobility options. These districts package together requirements relating to pedestrian and automobile access, parking requirements, parking structure design treatments, and on-site sign requirements.

**Development Standards District 5** is being applied to a majority of the Downtown Plan Area. It is designed to account for walking, biking, and transit as the primary modes of transportation, and thus requires no minimum parking. See Section 3.7.4 for a discussion of proposed Development Standards Districts.

**Development Standards District 6** is being applied to the southeastern portion of the Downtown Plan Area, where the Production Designation is being applied. This district is intended to support industrial activity and facilitate goods movement and thus mandates no minimum parking. Parking can be provided in surface lots or other configurations to accommodate a range of functions including loading, distribution and goods movement.

## Development Standard Rules

The New Zoning Code also includes Development Standards Rules that are not unique to a specific built environment or context. These standards include regulations for the following: Pedestrian and Motor Vehicle Access; Bicycle and Automobile Parking; Transportation Demand Management; Plants; Fences & Walls; Screening; Grading & Retaining Walls; Outdoor Lighting & Glare; Signs and project review

threshold. See Section 3.7.4 for a discussion of development standards. These development standards will apply to the Downtown Plan Area based on the designated zone districts and relevant regulations.

### Density District

Each parcel in the Downtown Plan Area is assigned a Density District, which specifies the maximum allowable density. For a majority of the parcels within Downtown Plan Area, however, density will be limited by the allowable floor area and would not be governed by any additional density limitations.

### Community Plan Implementation Overlay

The New Zoning Code enables the Downtown Plan to utilize a Community Plan Implementation Overlay District (CPIO), which identifies sub-areas in the Downtown Plan Area and applicable supplemental development regulations. The CPIO (**Appendix F**) primarily comprises of the Downtown Plan Community Benefits Program and offers neighborhood-specific design best practices that are not mandatory, which are described in detail further below. While Article 9 of the New Zoning Code establishes the framework for a standardized Community Benefits Program, the Downtown Plan CPIO will provide additional standards tailored to the unique conditions of the Downtown Plan Area.

### Proposed Zoning Incentive System for Community Benefits

A feature of the Downtown Plan is an integrated zoning incentive system that links development capacity and public benefits. Under this system, proposed developments would be eligible for increased floor area or height in exchange for providing additional public benefits. **Table 3-5** illustrates the zones with a maximum base and maximum allowable floor area ratio (FAR). The base allowable floor area ratio would be permitted by-right. In order to take advantage of the maximum allowable FAR, the project would need to provide public benefits in the form of affordable housing, open space, historic preservation, or community facilities. The proposed menu of public benefits including affordable housing; publicly accessible open space; preservation of historic resources; community amenities; and transit-related infrastructure, are tailored to the needs of Downtown and support the Project Objectives (Section 3.6). In order to encourage projects and streamline their approval process, project review thresholds (same as the current Site Plan Review in Chapter 1 of the LAMC) for projects in the Downtown Plan Area utilizing this program would be higher than the existing threshold of 50 residential dwelling units or 50,000 square feet of non-residential development. For a project on a property zoned with Development Standards District 5 and participating in the Community Benefits Program, the threshold for project review pursuant to the New Zoning Code will be 500 residential dwelling units or 500,000 square feet of non-residential development. Projects located within areas designated as Transit Core in the General Plan and participating in the Community Benefits Program may access the Buildable Area calculation as established in the Downtown Plan CPIO, provided they meet the conditions outlined therein. At this time it is too speculative to identify which projects would participate in the Community Benefits program, so for the purpose of this analysis it is assumed all projects on a property zoned with Development Standards District 5 with a bonus floor area ratio would access the increased project review threshold and all projects within the Transit Core designation would access the Buildable Area calculation.

Additionally, properties outside of the Downtown Plan will not be able to utilize the increased threshold unless the respective community plan is updated or amendments are completed to utilize the new zoning, (specifically Development Standards District 5), which would require environmental review pursuant to CEQA. It is speculative as to whether and where Development Standards District 5 would be utilized outside of the Downtown Plan.

The process and requirements for utilizing this zoning incentive system are outlined in Article 9 (Public Benefits Program) of the New Zoning Code. Additional standards and guidelines specific to the Downtown Plan Area are described in the Downtown Plan CPIO.

### Adaptive Reuse

The City's current Adaptive Reuse Programs allows for the retention and conversion of existing, historically significant buildings to dwelling units. Under the Downtown Plan, the proposed Downtown Adaptive Reuse Program will be expanded through the New Zoning Code to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. Projects that meet at least one of the following criteria may qualify for this program:

- Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974
- Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if five years have elapsed since the date of issuance of final Certificates of Occupancy.
- Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Division 13B.8. (Historic Preservation) of this Chapter.
- Any parking garage or structure, or parking area of any existing building, built at least 10 years prior to the date of application, in excess of any required minimum parking.

## UPDATES TO SPECIFIC PLANS AND PLANNING OVERLAYS

As part of the Downtown Plan, a selection of the existing specific plans, planning overlays, and redevelopment plans would be amended. See Section 3.3, *Current Land Use and Regulatory Setting*, for a description of the existing specific plans, planning overlays, and redevelopment plans in the Downtown Plan Area.

Below is a discussion of the proposed updates to planning overlays as part of the Downtown Plan.

- **Design Guidelines**

  The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide" or "Design Guide") would be revised as part of the Downtown Plan. The applicability of the Design Guide would be clarified, such that the content would apply only to discretionary projects within the Downtown Plan Area, excluding properties that have a Production land use designation. Content within the existing Design Guide that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards, is proposed to be removed. The Design Guide will include additional content that would provide design guidance tailored to specific neighborhoods. These neighborhood specific guidelines, although not mandatory or enforceable, will serve as informational resource to help guide new infill development towards reinforcing the unique identity of these neighborhoods and complement existing built patterns. See **Appendix F** for proposed amendments to the Downtown design Guide.

- **Community Design Overlays**

  The guidelines and standards of both the Broadway Theater and Entertainment District Guide Community Design Overlay (Broadway CDO) and Little Tokyo Community Design Overlay (Little Tokyo CDO) will be amended to remove content that is redundant to proposed New Zoning

Code provisions, such as Form District, Frontage, or Development Standards. In addition, amendments to address consistency with the New Zoning Code as to form, numeration, and implementation are also proposed. See **Appendix N** and **Appendix O** for the proposed amendments to the Broadway and Little Tokyo CDO, respectively.

- **Specific Plans and other Overlays**

  The Bunker Hill Specific Plan will be rescinded as part of the Proposed Downtown Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the New Zoning Code provisions.

  Applicable development regulations and measures to protect sensitive biological resources in the existing The Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and development standard rules of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Downtown Plan Area to avoid redundancy with the New Zoning Code provisions.

The following overlays will not be amended as part of the Proposed Project, except as may be necessary to address consistency with the New Zoning Code as to form, numeration, cross-references and implementation:

- Three Specific Plans in the Downtown Plan Area, the Los Angeles Sports and Entertainment District (LASED), the Cornfield Arroyo-Seco Specific Plan (CASP), and the Alameda District Specific Plan (ADP) will remain unchanged under the Downtown Plan.
- The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.
- The Broadway Sign Supplemental Use District (Broadway Sign District) will remain unchanged and continue to be in effect as part of the proposed Downtown Plan.
- The Downtown Street Standards will continue to be in effect as part of the proposed Downtown Plan.
- The Oil Drilling Districts will remain unchanged and continue to be in effect as part of the proposed Downtown Plan.

## CALIFORNIA REDEVELOPMENT AREAS

As discussed earlier in the Regulatory Setting of this Chapter, the Downtown Plan Area includes three redevelopment areas, namely the Chinatown, City Center and Central Industrial Redevelopment Areas.

The Downtown Plan allows for a wide mix of land uses, which generally align with the types of uses allowed under the three Redevelopment Plans in the Downtown Plan Area and would be generally consistent with the overall goals and policies of these Redevelopment Plans. Although the broad goals and policies between the Redevelopment Plans and the Downtown Plan are similar, certain regulations and procedures in the Redevelopment Plans are inconsistent or conflict with the goals, objectives, and policies of the Downtown Plan.

The Downtown Plan does not support carrying forward the requirements in the three Redevelopment Plans that are in conflict with the Downtown Plan. For a detailed discussion of regulations and procedures in the Redevelopment Plans that are not entirely consistent with the goals, objectives, and policies of the Downtown Plan, and how those will be addressed, please see Chapter 4.10, *Land Use and Planning*, of this EIR.

# OTHER PLAN COMPONENTS

In addition to the General Plan Land Use Map amendments, Community Plan text amendments, Zoning Changes, and Downtown Design Guidelines described above, the Proposed Downtown Plan includes a number of other components.

- As part of the Downtown Plan, certain streets in the CPA will be redesignated in the Transportation Element (Mobility Plan 2035).
- The Greater Downtown Housing Incentive Area will be amended to remove the portions that are currently in the Downtown Plan Area.
- The Downtown Plan proposes a new Community Benefits Program designed to apply for the entire Downtown Plan Area and will provide a pathway for projects to provide for affordable housing in exchange for development potential beyond what's available by-right.
- The Transfer of Floor Area Rights (TFAR) will be replaced with the new Downtown Plan Community Benefits Program.

# NEW ZONING CODE

The Proposed Project includes the adoption of those portions of the New Zoning Code (**Appendix G**) needed to implement the Downtown Plan. This portion of the Project Description describes the new "base zoning" districts and the additional New Zoning Code regulations that are required to implement the new zoning proposed for the Downtown Plan Area.

## Modularity of the New Zoning System

The new zoning system is modular, requiring the bundling of multiple districts to make a zone. The zoning system includes the following five (5) districts, referred to collectively as the "base zoning": **Form, Frontage, Development Standards, Use, and Density districts**. These are organized within the New Zoning Code into two separate bracket sets addressing the built environment and activities. The diagram below (**Figure 3-8**) outlines the base districts of the new zone string. The first five (5) components of the zone string are mandatory. Not shown in the zone string diagram is an optional third bracket containing a sixth district, **Overlay**. Many of the requirements currently mandated by existing overlays, will be addressed by the first five (5) districts of the zone string, reducing the need for overlays in the new system. However, when there is a policy need to regulate aspects not covered in the base zoning, overlays may apply.

As described in further detail below, there are many potential combinations of Form, Frontage, Development Standards, Use, and Density districts that can be applied to properties to make a zone. Ultimately, the appropriate combinations for any neighborhood or property will be determined by the goals and policies outlined in future community plan updates or other future planning and zoning efforts.

**Figure 3-8 Base Zoning Diagram**

## Content and Organization of New Zoning Code

The New Zoning Code consists of 15 Articles. The five new "base zone" districts for the Downtown Plan are described and contained in Articles 2, 3, 4, 5, and 6. The remaining articles of the New Zoning Code include the optional specific plans and supplemental use districts (Article 8) and the general provisions and standards to implement these new districts, such as definitions. **Appendix G** contains the preliminary draft of the New Zoning Code, including the details about the exact regulations proposed.

**Article 1 - Introductory Provisions:** Article 1 provides an overview of the Zoning Code, including the intent and applicability of the Code. The intent of the Zoning Code is to provide a comprehensive zoning system that regulates the form and use of buildings and land, balances conservation and development, achieves design excellence in the built environment, and guides the City to a prosperous and sustainable future. Generally, the New Zoning Code will only apply in parts of the City where property has been rezoned and community plans have been amended. The Downtown Plan is the first community plan update; other areas of the City will become subject to the New Zoning Code through future community plan updates or other future planning and zoning efforts. Article 1 also describes the organization of the Zoning Code, establishes zoning districts, and introduces the Zoning Code Atlas, as well as emergency provisions. The Zoning Code Atlas establishes the zoning map, rules regarding zone boundaries, and maps that trigger the application of certain development standards or regulations (e.g. Hillside Area Map, Primary Street Map, Coastal Zone Map, and High Fire Severity Zone Map).

**Articles 2 - Forms:** Article 2 establishes Form Districts, the first district in the zone string shown above in **Figure 3-8**. Form Districts generally govern the shape and size of buildings. There are two (2) standardized types of regulations, or "metrics" in each Form District: "Lot Parameters" and "Bulk and Mass," as shown in **Figure 3-9** on the following page.

The intent, applicability, measurement, standards, and relief mechanism for each metric shown above in **Figure 3-9** can be found in Part 2C – Form Rules of Article 2 of the New Zoning Code provided in **Appendix G**.

Form Districts are organized into groups by their maximum FAR and maximum building width. These groupings are reflected in the naming of the districts. The FAR categories are Very-Low, Low, Medium, Medium Plus, and High. There are also two categories included in the name that pertain to height: Unspecified, the size of which is primarily regulated by FAR; and Limited, the size of which is primarily regulated by FAR and height limits. The building width categories are Narrow, Medium, Broad, and Full.

**Figure 3-9 Example Form District**

SEC. 2B.11.1. **MEDIUM-LIMITED-MEDIUM 1 (MLM1)**

A. Lot Parameters

| 1. LOT SIZE | Div. 2C.1. |
|---|---|
| Lot area (min) | n/a |
| Ⓐ Lot width (min) | 25' |
| **2. COVERAGE** | **Div. 2C.2.** |
| Ⓑ Building coverage (max) | 90% |
| Building setbacks | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | **Div. 2C.3.** |
| Ⓕ Lot amenity space (min) | 15% |
| Residential amenity space (min) | 10% |

B. Bulk and Mass

| 1. FAR & HEIGHT | Div. 2C.4. |
|---|---|
| Base FAR (max) | 1.5 |
| Ⓐ Base height in stories (max) | 15 |
| Bonus FAR (max) | 4.5 |
| Ⓑ Bonus height in stories (max) | 18 |
| **2. BUILDING MASS** | **Div. 2C.6.** |
| Ⓒ Building width (max) | 160' |
| Building break (min) | 15' |

As part of the Proposed Project, this Article includes a variety of Form Districts appropriate for the range of areas across the Downtown Plan. There are 13 different groups of Form Districts and 23 individual Form Districts that represent the varying scales, intensities and building massing that are found in, and characteristic of the Downtown Plan Area. These Form Districts are further described in Part 2B – Form Districts of the New Zoning Code provided in **Appendix G**. Please also see Section 3.7.3 of the Project Description, which describes in greater detail the proposed Form Districts and how and where they are being applied to implement the goals and policies of the Downtown Plan.

Ultimately, a wide range of Form Districts will be needed to accommodate the variety in scale of development found in the City, including those forms appropriate for areas ranging from rural, single family neighborhoods to high intensity, high rise areas. With future community plan updates, additional Form Districts may be added into Article 2 in order to meet the policy needs across the City. Form Districts that are not being applied in the Downtown Plan Area are not a part of the Proposed Project.

Article 2 also includes Form Rules that provide supporting standards, definitions, and measurements for the metrics included in the Form Districts. For example, Form Rules will outline how Lot Size, Coverage, Amenity, Height and FAR, Upper-Story Bulk, and Building Mass are defined and measured. The FAR rules will also enable to Downtown Community Plan Implementation Overlay to include and utilize a definition of Buildable Area as described in Section 3.7.3.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) bases the requirement for useable open space on the number of residential units provided in a building. The New Zoning Code will base the requirement for Amenity Space on a percentage of lot size in addition to including an additive requirement based on the amount of residential floor area. Each Form District specifies the amount of Amenity Space required.

**Article 3 - Frontage:** Article 3 establishes Frontage Districts, the second part of the zone string diagram shown in **Figure 3-8**. The Frontage District governs how a site or building addresses abutting street(s) or right-of-way(s). There are two (2) types of regulations, or "metrics" in each Frontage District: "Lot" and "Facade" as shown in **Figure 3-10**.

The intent, applicability, measurement, standards, and relief mechanism for each metric shown above in **Figure 3-10** can be found in Part 3C, General Frontage Standards, of Article of the New Zoning Code provided in **Appendix G**.

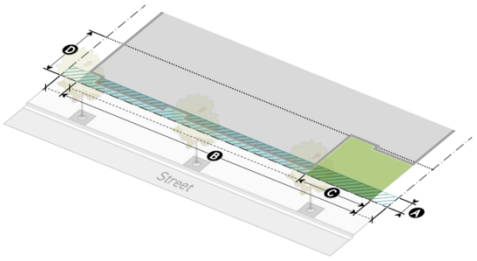
Certain Frontage Districts are called "Character Frontages", which will include additional metrics (regulations) pertaining to articulation and architectural features as well as specific standards for entry features, window transparency and design, cladding materials, and roof design.

A wide range of Frontage Districts are needed to fit the wide-ranging development patterns and uses found citywide, acknowledging differences between areas, for example, that are more transit accessible and walkable from those that have more automobile-oriented development patterns. Frontage Districts ranging from the Shopfront Frontage to the Warehouse Frontage are included in this Proposed Project. The Shopfront Frontage is appropriate for highly walkable places and requires frequent pedestrian entrances and high levels of ground floor transparency to contribute to an active pedestrian environment. The Warehouse frontage requires very little transparency, allows large amounts of blank wall area, and orients to access for freight trucks. Frontage Districts are outlined in Part 3B of the New Zoning Code provided in **Appendix G**; the first section in each of the divisions provides an overview of the range and intent of the groups of Frontage Districts proposed for use in the Downtown Plan Area. See Section 3.7.3 for further discussion of the application of Frontage Districts in the Downtown Plan.

**Figure 3-10 Example Frontage District**

SEC. 3B.4.2. **SHOPFRONT 1 (SH1)**

## A. Lot




| | Primary St. | Side St. |
|---|---|---|
| 1. BUILD-TO | Sec. 3C.2. | |
| Applicable stories (min) | 5 | 5 |
| Ⓐ Build-to range (min/max) | 0'/5' | 0'/10' |
| Ⓑ Build-to width (min) | 90% | 70% |
| Ⓒ Pedestrian amenity modification (max) | 20% | 10% |
| 2. PARKING | Sec. 3C.3. | |
| Ⓓ Street setback (min) | 20' | 5' |
| 3. LANDSCAPING | Sec. 3C.4. | |
| Planted area (min) | 30% | 30% |
| Privacy Screen allowed: | A1 | A1 |

## B. Facade

| | Primary St. | Side St. |
|---|---|---|
| 1. TRANSPARENCY | Sec. 3C.5. | |
| Ⓐ Ground story (min) | 70% | 50% |
| Ⓑ Upper stories (min) | 30% | 30% |
| Ⓒ Blank wall width (max) | 20' | 30' |
| 2. ENTRANCES | Sec. 3C.6. | |
| Ⓓ Street-facing entrance | Required | Required |
| Ⓔ Entrance spacing (max) | 50' | 75' |
| Required entry feature | No | No |
| 3. GROUND STORY | Sec. 3C.7. | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 16' | 16' |
| Nonresidential (min) | 16' | 16' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/2' | -2'/2' |
| Nonresidential (min) | -2'/2' | -2'/2' |

With future community plan updates and other planning and zoning efforts, additional Frontage Districts may be added into Article 3 in order to meet the policy needs across the City. Frontage Districts that are not being applied in the Downtown Plan Area are not part of this Project.

**Article 4 - Development Standards:** Article 4 first establishes Development Standards Districts[8], the third district in the zone string diagram shown in **Figure 3-8**. Development Standards Districts will regulate the following aspects of zoning: pedestrian and motor vehicle access, automobile parking quantities; parking design treatments; on-site signs; project review threshold. Other regulations may be added as needed in future planning efforts that are part of the broader regulatory framework that is needed to guide development. These key regulations will be bundled together into sets that are suited to the many types of places in the City, acknowledging that one set of rules for the entire City may not result in desirable development outcomes. There are two (2) Development Standards Districts that will be applied in the Downtown Plan. Development Standards Districts that would be applicable to the Downtown Plan Area would be designed for the intensely urban nature of the area and will eliminate parking quantity requirements; encompass pedestrian and motor access provisions that reinforce the walkable nature of most of the Downtown Plan Area; and, similarly, tailor regulations like parking design and on-site sign provisions to be more fitting of the intense, urban environment. A variety of additional and future Development Standards Districts will be required to accommodate the range of conditions found across the City of Los Angeles; Development Standards Districts that are not being applied in the Downtown Plan Area are not part of this Project. See Section 3.7.3 for more detail on the application of the specific Development Standards Districts in the Downtown Plan.

Article 4 also establishes Development Standards Rules, which are standards that provide further detail on the regulations included in the Development Standards Districts in addition to general standards that apply anywhere the New Zoning Code is applied. The Development Standards Rules include standards on pedestrian and motor vehicle access, bicycle and automobile parking, transportation demand management, plants, fences & walls, screening, grading & retaining walls, outdoor lighting & glare, signs, and enabling language for Environmental Protection Measures. Additional detail for the Development Standard Rules is included in Part 4C of the New Zoning Code provided in **Appendix G**. Overarching changes to development standards from the existing Zoning Code to the New Zoning Code are discussed below for information purposes.

**Pedestrian Access:** The intent of the Pedestrian Access Division is to promote walkability, improve pedestrian access from the public realm to the interior of buildings, and ensure that required entrances are conveniently and effectively accessible to pedestrians. The division includes a range of pedestrian access packages which are designated through the Development Standards Districts. The pedestrian access packages range from those intended for highly walkable and pedestrian-oriented areas to those intended for more auto-oriented areas. The division also includes pedestrian passageway requirements, which promote walkability and are intended to improve pedestrian circulation through large sites. The Development Standards Districts designate whether pedestrian passageways are required and the minimum distance allowed between pedestrian passageways.

**Motor Vehicle Access:** The intent of the Motor Vehicle Access Division is to ensure driveways are located as to minimize conflicts with pedestrians, cyclists, and vehicular traffic on the abutting public right-of-way and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to parking and vehicle use areas. The division includes a range of motor vehicle access packages, which are designated through the Development Standards Districts. The motor vehicle access packages range from those intended for highly walkable areas to those intended for highly walkable and pedestrian-oriented areas

[8] Note that the Notice of Preparation referred to Development Standard Sets as "Context."

to those intended for more auto-oriented areas. The division also includes standards on motor vehicle use area design, loading, and queueing.

**Bicycle Parking:** The Bicycle Parking Division incorporates the standards from the current Zoning Code regarding the requirements for the provision of bicycle parking spaces, short-term bicycle parking design, and long-term bicycle parking design.

**Automobile Parking:** The intent of the automobile parking division is to regulate the provision of parking and parking amenity design requirements. The automobile parking section includes requirements for the quantity of automobile parking stalls required, alternative parking strategies, parking area design, parking lot design, and parking structure design.

The automobile parking division includes tandem and valet parking requirements, electric vehicle charging requirements; the location, maintenance, landscaping, lighting, and surfacing of parking lots; parking space and aisle dimensions; and parking structure design and screening. Parking quantity requirements are addressed in specific Development Standards Districts and defined in the Development Standards Rules.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) mandates that required parking spaces in many single-family zones be provided within a private garage. The New Zoning Code will not carry this existing requirement forward. Additionally, the current Zoning Code allows parking for non-residential uses to be provided off-site within 750' of the use the parking is intended to serve. The New Zoning Code will extend this provision to include residential uses as well.

**Transportation Demand Management:** The intent of the Transportation Demand Management (TDM) Division is to reduce vehicle trips generated by developments by encouraging the use of alternatives to single-occupant vehicles. No substantive changes to the content or standards of the existing TDM standards are proposed as part of the Proposed Project; however, the Department of City Planning is, through a separate effort, updating the TDM ordinance. It is the intent of this Project to incorporate the most recently adopted version of the TDM ordinance into the New Zoning Code.

**Plants:** The intent of the Plants Division is to maintain and increase the City's tree canopy, reduce the consumption of electricity, improve air quality, promote infiltration of stormwater runoff, offset urban heat island effect, mitigate noise pollution, sequester carbon and support urban biodiversity. The Plants Division includes requirements for tree planting and plant design & installation. The Plants Division includes standards that are applicable in lots, amenity spaces, Frontage Districts, parking lots, fences & walls, and screenings. The landscaping standard establishes the types of plants to be planted (e.g., shrubs, trees, etc.), the locations and dimensions of landscaped elements, and supports the State Model Water Efficiency Landscape Ordinance (MWELO) water management and irrigation maintenance requirements.

For informational purposes, the current Zoning Code (Chapter 1 of the LAMC) requires trees to be planted based on the number of residential units provided in a building. The New Zoning Code bases the number of trees that have to be planted on the square footage of floor area provided in a building.

**Fences & Walls:** The Fences & Walls Division is intended to balance the needs for natural surveillance and visual interest along the public realm with security and privacy for private ground floor uses. The Division includes a range of fence and wall types, which are designated by the Frontage District. The Division also includes standards for side /rear yard fences and walls, in addition to standards for fence and wall design & installation.

**Screening:** The Screening Division includes a range of screening types to protect the public realm from adjacent uses and abutting lots from impactful uses; to screen outdoor storage, roof-mounted equipment, ground-mounted equipment, and wall-mounted equipment.

**Grading & Retaining Walls:** The New Zoning Code includes a placeholder for grading regulations which will be needed outside of the Project Area in the future. The intent of the retaining wall standards is to stabilize the soil of a slope. The New Zoning Code will carry forward the retaining wall standards from the current Zoning Code (Chapter 1 of the LAMC) with some minor changes to ensure the regulations are consistent with the other requirements of the new Zoning Code. The New Zoning Code retaining wall standards will only apply where community plans are updated to utilize the New Zoning Code, through the community plan update process and other planning and zoning efforts within the CPAs where the New Zoning Code has been adopted.

For informational purposes, the current Zoning Code retaining wall standards are applicable within the Hillside Area as defined in the Bureau of Engineering Basic Grid Map No. A-13372, while the retaining wall standards in the New Zoning Code will be applicable within the Hillside Area as defined by the Department of City Planning Hillside Area map.

**Outdoor Lighting & Glare:** The intent of the Outdoor Lighting and Glare Division is to minimize light trespass, shield adjacent properties and the night sky from outdoor lighting, provide lighting standards to support a range of environments, and minimize glare. The division includes regulations preventing the trespass of light onto adjacent properties and includes additional requirements on the amount of illumination allowed in certain zone districts and required for certain uses. The glare standards prohibit the use of materials that typically create high levels of glare and generate excessive heat.

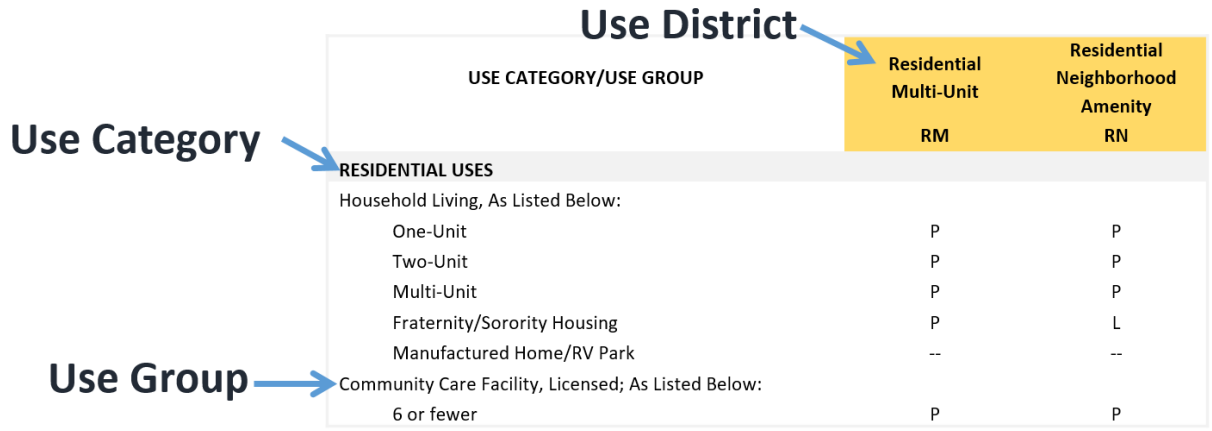
**Signs:** The intent of the Signs Division is to regulate sign placement, size, and type. The division includes requirements for sign height, placement, materials, and safety (e.g., illumination of signs near roadways). For informational purposes, the sign regulations in the New Zoning Code include minor changes to existing sign standards, such as clarifications of some existing regulations, additional definitions for sign types, and the elimination of content-related regulations. The division include two Sign Packages that regulate on-site signs and are designated through the Development Standards Districts. Sign Package 1 generally maintains the rules for on-site signs from the current Zoning Code, while Sign Package 2 incorporates provisions from other policy documents such as overlays.

**Ridgeline Protection:** The Ridgeline Protection Division is a placeholder for regulations anticipated to be added into the New Zoning Code through a separate code amendment.

**Environmental Protection:** The Development Standards Rules will include enabling language for Environmental Protection Measures, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines 15126.4(a)(2), and create a framework to adopt other standards intended to protect the environment through administrative guidelines for future community plan updates or environmental planning projects.

**Article 5 - Use**: Article 5 outlines standards for Use Districts, the fourth district in the zone string diagram shown in **Figure 3-8**. Use Districts establish which uses are permitted, permitted with limitations, conditionally permitted, or not allowed on a property. The permission levels are communicated in a visual table format where uses are shown on the far left column and each Use District is displayed across the top row, creating a matrix (see **Figure 3-11**). On the far left column are Use Categories, Use Groups, and Call-Out Uses. Use Categories simply organize similar uses together, and carry no regulatory meaning (e.g., Residential Uses). Below Use Categories are Use Groups. Use Groups are a broad term for many uses that fall under that group. All uses within that group are regulated at the same permission level, found by following the Use Group row across the Use Districts. In some instances, Use Groups are broken up into separate components as indicated by the phrase "As Listed Below." In other instances, the phrase "Except as Listed Below" indicates that certain uses within the group have been called out because they are regulated uniquely or differently from the rest of the Use Group. Each use (i.e., Use Group) in the table has a definition which can be found in Division 5D.2 (Definitions) of Article 5. By creating groupings of uses

**Figure 3-11 Use Districts**




with clear definitions, it is easier to determine if one uses is similar to another and thus how it may be regulated. This creates a use system that is adaptable to considering and regulating new uses.

Use Districts appear on the top row of the table. Each Use District has an intent, as outlined in Part 5B of the New Zoning Code provided in **Appendix G**.

With future community plan updates, additional Use Districts are anticipated to be added into Article 5 in order to meet the policy needs across the City. Use Districts that are not applied in the Downtown Plan Area are not part of this Project.

Article 5 also contains all of the General Use Standards and Use Rules required across all applicable projects and Use Districts. General Use Standards are organized by Use Category and are tied to Use Groups referenced in Part 5B under each Use District. Use Rules, however, are not tied to any specific Use Group, and act as standalone requirements that apply to a variety of uses and circumstances. Use Rules include requirements for how an activity may be conducted. For example, there is a Use Rule requiring that certain industrial uses be enclosed by a 6 to 8 foot tall solid wall and be located at least 500 feet away from Agriculture and Residential Use Districts.

**Article 6 - Density:** Article 6 contains provisions pertaining to Density, the fifth district in the zone string diagram shown in **Figure 3-8**. The Article contains the Density Districts that may appear in the zone string along with their corresponding density limit. The density limit indicator sets either the amount of lot area required for a Dwelling Unit or Guest Room, or the number of Dwelling Units permitted per lot. If a parcel were to have a Density District of 2, for instance, that would mean one Dwelling Unit is allowed per every 200 square feet of lot area. Division 6B of the New Zoning Code provided in **Appendix G** outlines the range of Density Districts available in the New Zoning Code. Most areas in the Downtown Plan Area do not have existing density limitations and will accordingly not include density limitations in the future as part of the Downtown Plan.

**Article 7 – Alternate Typologies:** Along with the rights allotted by the zone of a property, some particular situations will allow for the use of what is referred to as "Alternate Typologies." Alternate Typologies are prepackaged exceptions to the different districts of a zone that are intended on producing specific built outcomes for certain types of uses or activities. There is one Alternate Typology intended for application within the Project Area, the Civic Institution 1 Typology.

The Civic Institution 1 Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This typology allows greater design flexibility for civic institutions to

differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

**Article 8 – Specific Plans & Supplemental Districts:** Article 8 contains provisions pertaining to preparing, processing, adopting, implementing and amending supplemental districts and Specific Plans. The new zoning system will carry forward several types of supplemental districts from Chapter 1 of the LAMC, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. However, many of the requirements currently mandated by existing overlays, will be addressed by the first five (5) districts of the zone string, reducing the use of supplemental districts in the new system. When there is a policy need to regulate aspects not covered in the base zoning, supplemental districts implemented through this Article 8 may be appropriate.

As described in further detail in Section 3.7.3, most Downtown overlay plans and regulations will remain intact. Where applicable, some provisions of these plans will be incorporated into the new zoning that will be applied to properties in the respective plan areas, while the remainder of the regulations will remain in the separate regulatory document. Examples of this instance include the Broadway Theater and Entertainment District Community Design Overlay, and the Little Tokyo Community Design Overlay.

In the case of some specific plans, such as the Alameda District Specific Plan, the Cornfield Arroyo Seco Specific Plan, and the Los Angeles Sports and Entertainment District Specific Plan, the specific plan zoning will remain. In other instances, such as the community design overlays, the presence of a supplemental district will be noted in the sixth and final component of the zone string.

**Article 9 – Public Benefit Systems:** Article 9 establishes a range of Public Benefit Systems including affordable housing incentive programs, public benefits incentive programs, housing incentives programs and Adaptive Reuse, the intents of which are described within Divisions 9.2, 9.3, and 9.4 of the New Zoning Code provided in **Appendix G**. For informational purposes, in the current Zoning Code, the Adaptive Reuse Program generally only allows for the conversion from eligible buildings within specific zones to dwelling units and joint live work quarters. Under the New Zoning Code, the Citywide and Downtown Adaptive Reuse Programs will be expanded beyond their current provisions to allow for the conversion and retention of existing or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property. For the Citywide Adaptive Reuse Program, a discretionary action will be required. See Section 3.7.3 for further details of the Downtown Adaptive Reuse Program.

The Form Districts described in Article 2 includes a base and bonus Floor Area Ratio. A maximum base and bonus FAR is set for each Form District. A project applicant may utilize the maximum base FAR by-right. In order to access the maximum bonus FAR, an applicant must provide public benefits per a set menu of options from the Affordable Housing Incentive Programs and Community Benefits Programs. The proposed menu of public benefits is tailored to the needs of Downtown as described in Section 3.7.3 of the Project Description. The categories of proposed benefits may include: affordable housing, open space, historic preservation, and community facilities. This Article also outlines additional incentive programs that waiver other development or use requirements in exchange for providing other benefits to the community.

**Article 10 – Streets and Parks:** Article 10 contains provisions pertaining to street improvement requirements (public or private) and park dedications. For informational purposes, the regulations from the existing City of Los Angeles Zoning Code pertaining to street improvements and park dedications will be carried forward into the New Zoning Code.

**Article 11- Division of Land:** The Division of Land Article contains the City's regulations regarding Subdivision Maps. The Article contains regulations pertaining to tract maps, the Advisory Agency,

Subdivision Committee, design standards, tentative maps, final maps, street lighting maintenance assessments, sewer pumping and / or drainage facilities and maintenance, improvements, reversion to acreage, merger and re-subdivision, local drainage districts, modifications, park and recreation site acquisition and development provisions, subdivision requiring import or export of earth, modification of recorded final maps, vesting tentative maps, general provisions for parcel maps, filing of preliminary parcel maps, authority of Advisory Agency regarding parcel maps, approvals of preliminary parcel maps, appeals, map identification and reproduction, parcel maps, and other related topics. The regulations contained within the existing City of Los Angeles Zoning Code Article 11 (Division of Land) will be carried forward into the New Zoning Code with nominal modifications to ensure consistency with the New Zoning Code.

**Article 12 - Nonconformities:** Article 12 outlines modifications to existing nonconforming provisions to ensure consistency with the New Zoning Code.

**Article 13 - Administration:** Article 13 contains the provisions for administration, general procedural elements, legislative action, quasi-judicial action, clearance, specific plan implementation, relief, compliance, general administration, subdivision review, historic preservation, coastal development, CEQA administration, and definitions for the Zoning Code. The Department of City Planning is currently updating the administration provisions from the current zoning code, the update of which is being undertaken through a separate effort. It is the intent of the Proposed Project to carry forward these updated provisions without making substantive changes.

**Article 14 – General Definitions & Measurement:** Article 14 defines terms used throughout the New Zoning Code.

Floor Area is an example of a term that is defined in Article 14. For informational purposes, in the Development Standards Districts being used in the Downtown Plan Area, all above-grade parking will count toward Floor Area, while on the ground-floor, all active uses will be exempt from Floor Area.

Additionally, the current Zoning Code generally does not allow spaces that are covered to be exempt from Floor Area. The New Zoning Code would allow for certain types of covered spaces that meet the standards for Outdoor Amenity Space to be exempt from Floor Area. In order to ensure meaningful outdoor spaces, the Outdoor Amenity Spaces would have to be unenclosed and meet a minimum height to depth ratio in order to be covered.

**Article 15 - Fees:** Article 15 contains fees for submitting applications and approvals to the City. Fees are an on-going, regularly updated portion of the existing zoning code and will continue to be updated regularly through a different process in the New Zoning Code. Article 15 is not part of this Project.

## 3.7 CONSTRUCTION SCHEDULE AND PHASING

The Downtown Plan is an update to the existing Central City and Central City North Community Plans that would guide development in the Plan Area through 2040. No specifically planned development is proposed as part of the Downtown Plan. Therefore, the Downtown Plan has no construction schedule or phasing. The proposed Downtown Community Plan Update is anticipated to be adopted in 2021 with implementation starting after adoption and continuing through 2040.

## 3.8 DISCRETIONARY ACTIONS AND APPROVALS

Approval of the following would be required by the City Council in order to implement the Proposed Project:

- Certification of the Downtown Plan Update EIR; and
- Adoption of the proposed Downtown Plan Update and all related documents including:
  - Amendments to the General Plan, consisting of the Central City Community Plan and Central City North Community Plan text and land use maps (including changes to the footnotes and map symbols);
  - Adoption of the New Zoning Code as Municipal Code Chapter 1A;
  - Amendment of the Zoning Map to rezone Downtown with zone classifications from the New Zoning Code;
  - Adoption of the Downtown Community Plan Implementation Overlay (Downtown CPIO)
  - Repealing the Bunker Hill Specific Plan;
  - Amendments to the Downtown Design Guide Urban Design Standards and Guidelines (Downtown Design Guide), the Broadway Theater and Entertainment District Community Design Overlay (Broadway CDO) and Little Tokyo Community Design Overlay (Little Tokyo CDO), and the Greater Downtown Housing Incentive Area;
  - Minor amendments to the Los Angeles River Improvement Overlay (RIO) to address consistency with the New Zoning Code;
  - Amendments to the General Plan Framework, Circulation Map (**Appendix E**), Mobility Plan and other Citywide General Plan Elements, and ordinances, as necessary; and
  - Amendments to all other relevant ordinances and actions as necessary to ensure consistency of regulations and implementation of the Community Plan amendments.

Approval of the Proposed Project would not require action by any agency other than the City of Los Angeles.

# 4.0 ENVIRONMENTAL ANALYSIS

## 4.0.1 INTRODUCTION TO THE ANALYSIS

This chapter, Environmental Analysis, is the primary focus of this Draft EIR. The following Sections 4.1 to 4.18 contain discussions of the potential environmental effects of implementation of the Proposed Project. Each environmental issue is considered in a separate section, which contains a discussion of the environmental setting, the regulatory setting, the methodology, and the thresholds of significance applicable to the environmental issue being analyzed. Each section also includes the impact analyses for the Proposed Project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impact analyses for each of the environmental issues.

## 4.0.2 SCOPE OF IMPACTS

### IMPACT ANALYSIS

In the following sections, the analysis considers the indirect impacts from the approval of the Proposed Project.

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Biological Resources
- 4.4 Cultural Resources
- 4.5 Energy
- 4.6 Geology and Soils
- 4.7 Greenhouse Gas Emissions
- 4.8 Hazards and Hazardous Materials
- 4.9 Hydrology and Water Quality
- 4.10 Land Use and Planning
- 4.11 Noise
- 4.12 Population, Housing and Employment
- 4.13 Public Services
- 4.14 Recreation
- 4.15 Transportation and Traffic
- 4.16 Tribal Cultural Resources
- 4.17 Utilities and Service Systems
- 4.18 Effects Found not to be Significant

# 4.0.3 FORMAT OF SECTIONS

The analysis of each environmental impact category is organized to include the following subsections:

## EXISTING SETTING

This subsection includes a description of existing conditions in the area of potential impact under baseline conditions. CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a proposed project as they exist at the time the Notice of Preparation (NOP) is published. The NOP for this EIR was published on February 6, 2017. Thus, the Draft EIR uses 2017 as the baseline existing conditions.

## REGULATORY FRAMEWORK

This subsection includes an identification of federal, state, and local laws, regulations, policies, plans, and in some instances, regulating agencies, that regulate, plan or have jurisdiction over the environmental area of concern.

## THRESHOLDS OF SIGNIFICANCE

This subsection identifies the criteria by which the components of the Proposed Project are measured to determine if the Proposed Project would cause a substantial or potentially substantial adverse change in the existing environmental conditions.

This EIR relies upon CEQA Guidelines Appendix G thresholds as the threshold of significance unless another is specifically identified in the EIR. The City may rely on thresholds of significance adopted by regulatory agencies, such as South Coast Air Quality Management District (SCAQMD) or any others deemed appropriate by the Cityand supported by substantial evidence.

Discussion in both thresholds and methodology subsections found in the sections associated with each individual impact area provide further explanation of which thresholds are used. As to each environmental topic, the City has selected the thresholds that ensure as comprehensive an analysis of the Proposed Project's potential environmental impacts as possible, given the constraints of attempting to analyze a Community Plan that will be implemented over 20 years or more and a new Zoning Code.

Finally, all impact questions, except as indicated below, are interpreted to take into account the following mandatory findings of significance from CEQA Guidelines Section 15065(a):

> *(1) The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory. [Considered in Sections 4.3, Biological Resources, and 4.4, Cultural Resources.]*
>
> *(2) The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. [Considered in impact analysis in Sections 4.1 through 4.18.]*

*(3) The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. [Considered in the cumulative analysis in each impact Sections 4.1 through 4.18.]*

*(4) The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly. [Considered in all impact analysis Sections 4.1 through 4.18.]*

## METHODOLOGY

This subsection summarizes the methods, procedures and techniques used to estimate the impacts of the Proposed Project.

As described in the "Thresholds of Significance" discussion above, the methodology subsection also further clarifies which thresholds—Appendix G or the City thresholds or others—are used when describing the methods, procedures and techniques used to estimate the Proposed Project's impacts. Generally, a methodology discussion notes whether the environmental impacts being analyzed identify potential impacts that are localized (e.g., population, housing, employment; land use) or would generally affect the entire Downtown Plan Area, City, or region (e.g., air quality or greenhouse gas emissions). Consequently, this subsection may describe the geographic extent to which the Proposed Project could potentially affect for each environmental topic area. In some instances where applicable , the methodology includes consideration of a broader geographic area beyond the boundaries of the Downtown Plan Area or City.

## IMPACTS

This subsection analyzes the effects of the Proposed Project against the baseline conditions to determine whether the Proposed Project would result in significant impacts to the environment. Separate evaluations of the Downtown Plan and the New Zoning Code are included in each impact discussion. As discussed in prior chapters, the baseline, unless expressly provided otherwise in this EIR, is the existing conditions at the time the NOP was published.

For each significant impact or potentially significant impact identified, this subsection also recommends appropriate and reasonable mitigation measures to avoid or minimize impacts to the extent feasible. In addition, this subsection includes a discussion of whether a significant and unavoidable impact would be reduced to a less-than-significant level after mitigation or would remain significant and unavoidable.

The analysis of the Downtown Plan is quantified using growth projections (i.e., housing, population, and employment numbers) for many of the impact areas. As discussed in Chapter 3, Project Description , the EIR identifies and analyzes reasonably anticipated housing, population, and employment in the future.

The following terms are used to describe the level of significance of impacts, including before and after mitigation measures are imposed:

***No Impact***

No Impact applies where an environmental issue is evaluated, and it is determined that the Proposed Project would have no effect or impact in that category. No Impact conclusions are supported by information showing that the impact does not apply to the Proposed Project (e.g., the Project Area falls outside a fault rupture zone).

***Less-Than-Significant Impact***

Less-Than-Significant Impact applies where the Proposed Project would create only less than significant impacts that do not exceed the defined threshold of significance. CEQA does not require mitigation for less-than-significant impacts.

***Less-Than-Significant with Mitigation Incorporated Impact***

Less-Than-Significant with Mitigation Incorporated Impact applies to an impact that exceeds the defined threshold of significance, but for which mitigation is identified to reduce the impact to a less-than-significant level.

***Significant and Unavoidable Impact***

Significant and Unavoidable Impact applies to an impact that exceeds the defined threshold of significance and cannot be eliminated or reduced to a less-than-significant level through implementation of feasible mitigation measures.

The Impact Analysis discussion includes the following parts:

**a. Discussion**
Provides discussion presenting evidence that substantiates the impact conclusion.

**b. Mitigation Measures**
When an impact is initially identified as significant or potentially significant, feasible mitigation measures that would avoid or reduce the magnitude of impact are identified. If the impact conclusion is no impact or less than significant after the impact analysis discussion, this part is not included or is identified as not applicable.

**c. Significance of Impacts/Summary of Impacts After Mitigation**
This part identifies the level of significance after mitigation. If the Proposed Project would have a potentially significant impact before mitigation, a discussion will be provided to determine whether the potentially significant impact would be reduced to a less-than-significant level after mitigation or would remain significant and unavoidable.

# CUMULATIVE IMPACTS

This subsection analyzes cumulative impacts associated with the Proposed Project. Pursuant to CEQA Guidelines Section 15130, an EIR shall discuss cumulative impacts of a project when its incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of the Proposed Project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A finding of No Impact would also mean that the effect is not cumulatively considerable.

Cumulative impacts are the changes in the environment that result from the incremental impact of development of the Proposed Project and other projects with related impacts. For example, transportation

impacts of two nearby projects may be insignificant when analyzed separately but could have a significant impact when analyzed together.

CEQA Guidelines Section 15130 allows that the discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone.

CEQA Guidelines Section 15130 allows for two approaches to study cumulative impacts: using a list of past, current and probable future projects or relying on a summary of projections (growth forecasts) from adopted local, regional or statewide plans. Because the Proposed Project is community plan update covering a large area of the City over a 20-year planning period and a new Zoning Code, unless otherwise indicated, the cumulative impacts analysis in this EIR relies on the summary of projections method, utilizing the Southern California Association of Governments (SCAG) projections as discussed in Appendix B.

## REFERENCES

This subsection identifies the sources and technical studies utilized in the preparation of this EIR. These reports are referenced throughout the document where appropriate.

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# 4.1 AESTHETICS

This section provides an overview of aesthetics and evaluates the impacts related with the Downtown Plan and New Zoning Code. Topics addressed include visual character, views and vistas, scenic resources, and light and glare.

# ENVIRONMENTAL SETTING

## GENERAL VISUAL CHARACTER

### Citywide

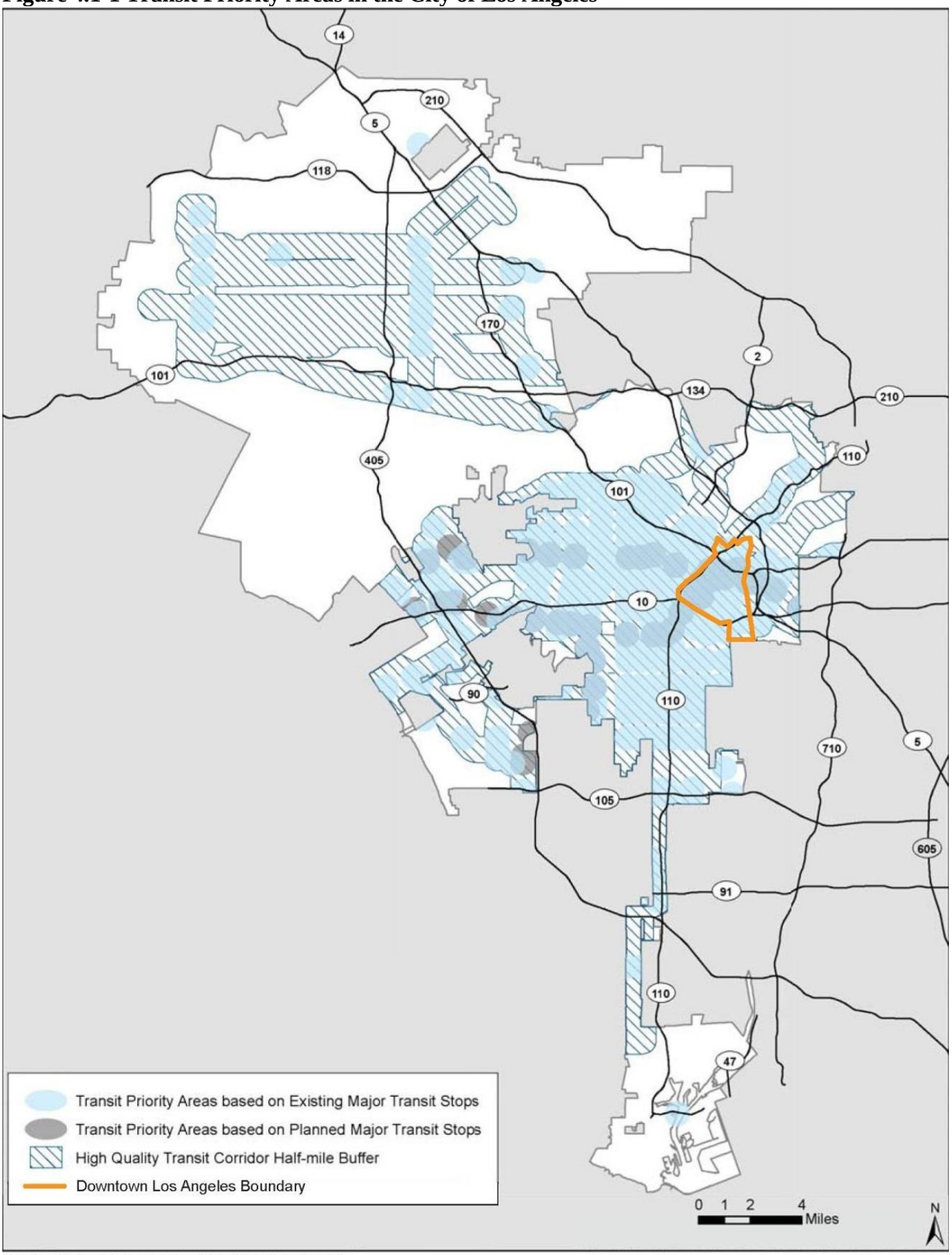
The City of Los Angeles is visually and aesthetically diverse. The City is generally defined by the San Gabriel Mountains in the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean in the west, Pacific Ocean in the South, and Verdugo Mountains, San Rafael Hills, and San Gabriel Valley in the east. The Santa Monica Mountains and Los Angeles River bisect the City, separating the San Fernando Valley in the north from the Los Angeles metropolitan basin in the south. Generally, northern Los Angeles, specifically the San Fernando Valley, is comprised of larger areas of open space and natural elements. Central Los Angeles to the southern tip of the City is highly urbanized.

### Downtown Plan Area

The Downtown Plan Area is located in the eastern portion of Los Angeles and a majority of the area is a Transit Priority Area (TPA), as shown on **Figure 4.1-1**. The Downtown Plan Area is generally bounded to the north by Stadium Way, Lilac Terrace, and North Broadway, on the west by the Harbor Freeway (Interstate 110), on the south by the Santa Monica Freeway (Interstate 110) and the City of Vernon, and on the east by the Los Angeles River. The Downtown Plan Area is almost entirely urbanized and primarily characterized by a variety of high and low intensity development areas with an assortment of different development scales and a variety of visual character, including scattered parks, small pockets of residential neighborhoods, commercial districts, restaurants, high-rise skyscrapers, governmental buildings, and industrial manufacturing facilities. The Downtown Plan Area is generally flat and does not contain substantial geographic features as the northern boundary of the Downtown Plan Area ends just south of the Santa Monica Mountains in Elysian Park. However, the Downtown Plan Area provides limited views of the nearby mountain ranges that border Los Angeles. The visual character of the Downtown Plan Area consists of urban development and streetscapes characterized by different cultural and architectural enclaves that have become iconic to the city landscape. **Figure 4.1-2** shows the general geographical layout of districts[1] within the Downtown Plan Area, though it should be recognized that there are no hard boundaries between districts and the boundaries illustrated are for purposes of description and analysis of the variety of built environment conditions found in the Downtown Plan Area. Further information on the Downtown Plan Area districts can be found in **Table 4.1-1. Figure 4.1-3** shows the locations of the Downtown Plan Area photos provided in **Figures 4.1-4** through **4.1-28**.

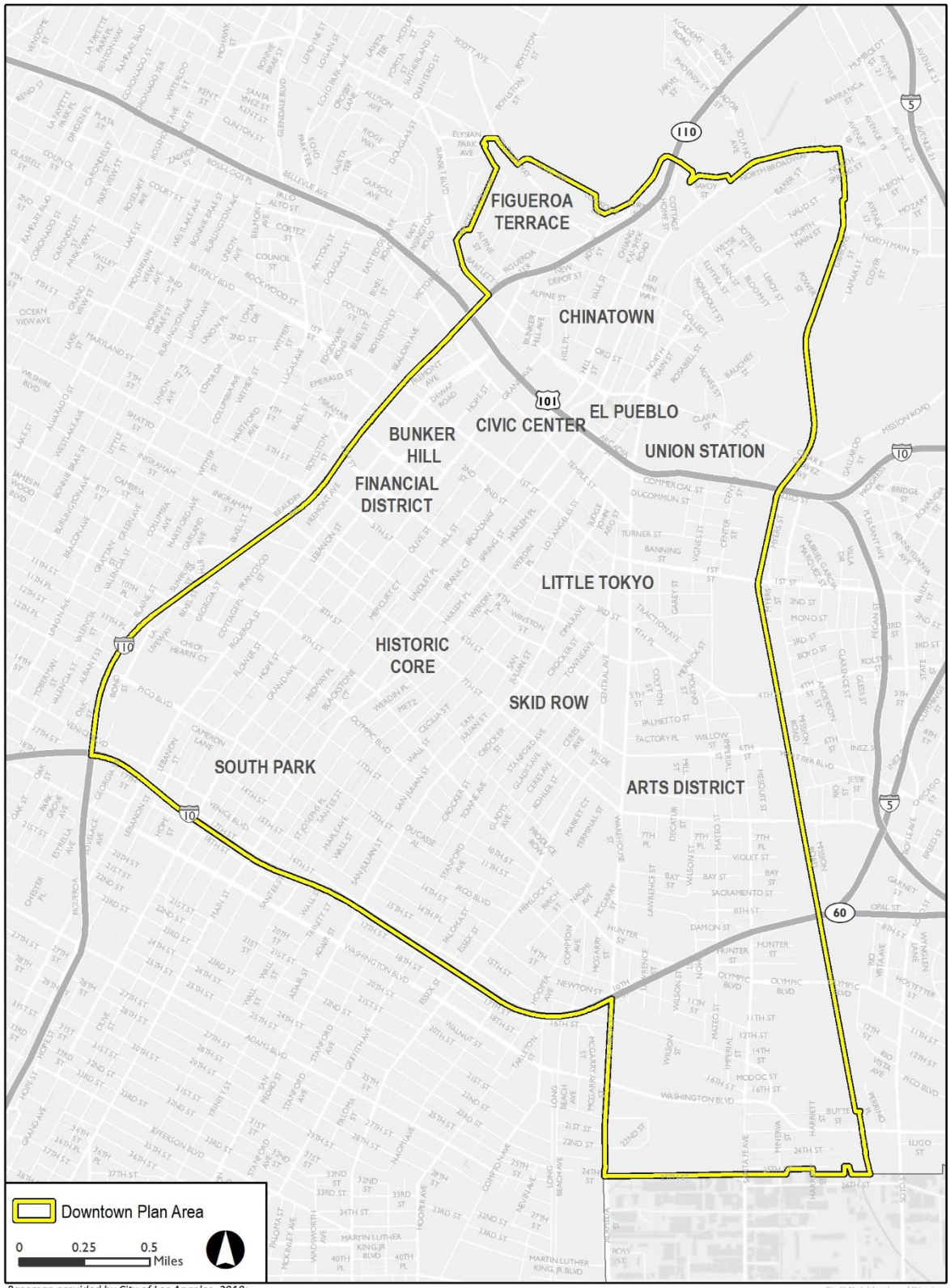
[1] Districts are defined as areas with a common built environment and characteristics rather than specific areas with boundaries.

**Figure 4.1-1 Transit Priority Areas in the City of Los Angeles**




*Source: City of Los Angeles Planning Department*

**Figure 4.1-2 Downtown Plan Neighborhood Districts**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by Los Angeles County, 2017.*

Fig X Neighborhood Districts

**Figure 4.1-3 Photo Locations**

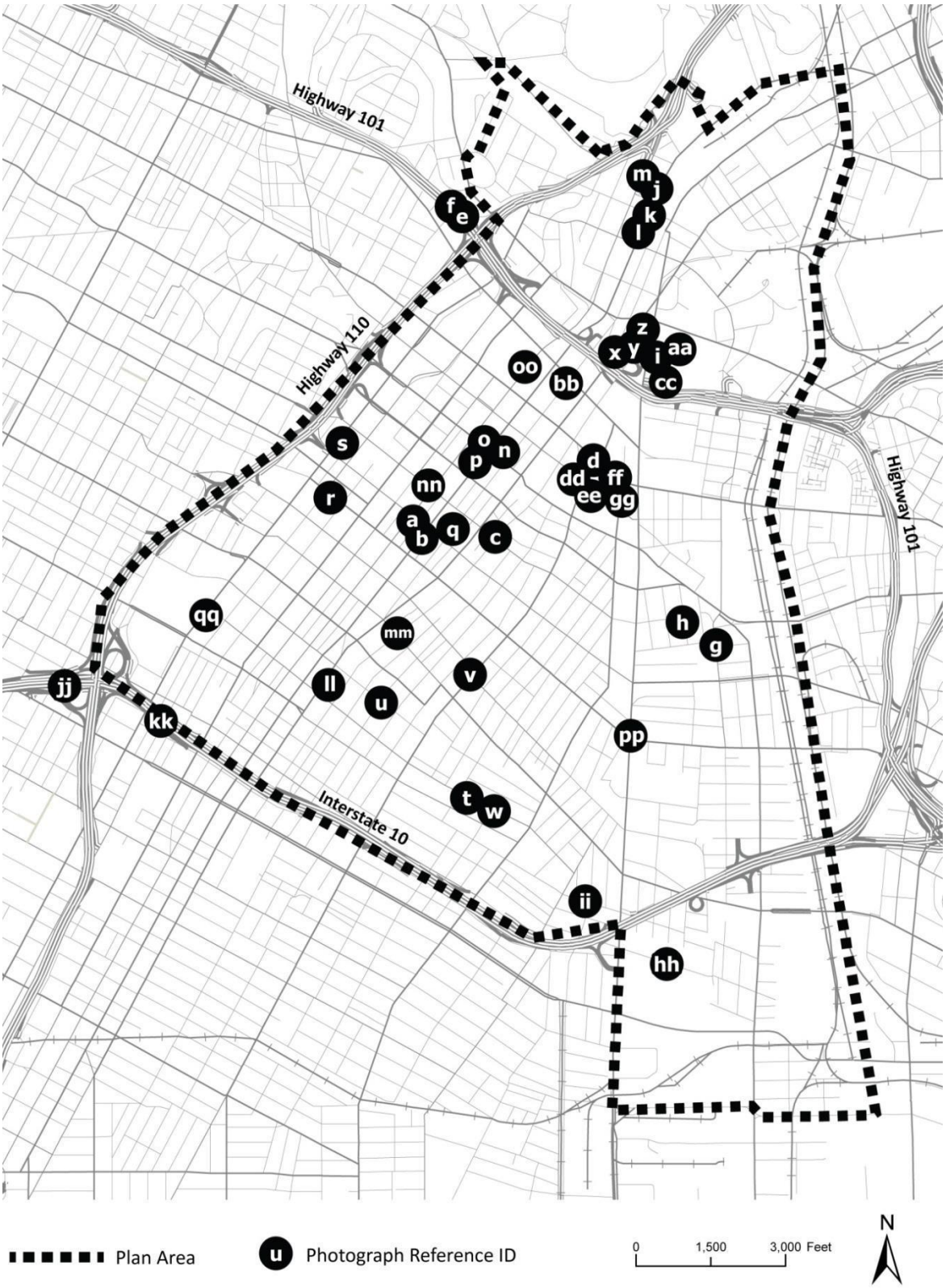


**Figure 4.1-4 Downtown Plan Area Views**

Photo 1: View of Downtown Plan Area Looking Southeast from Griffith Park

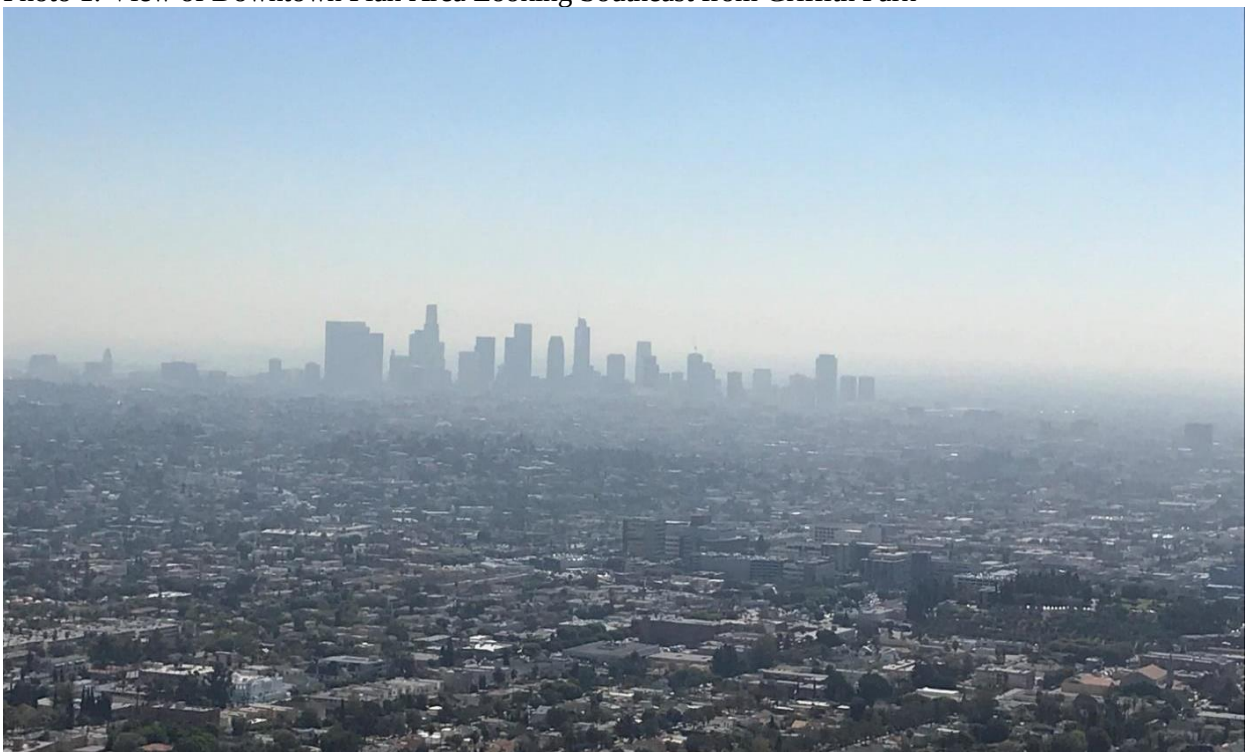


Photo 2: View of Financial District Skyscrapers from Civic Center District

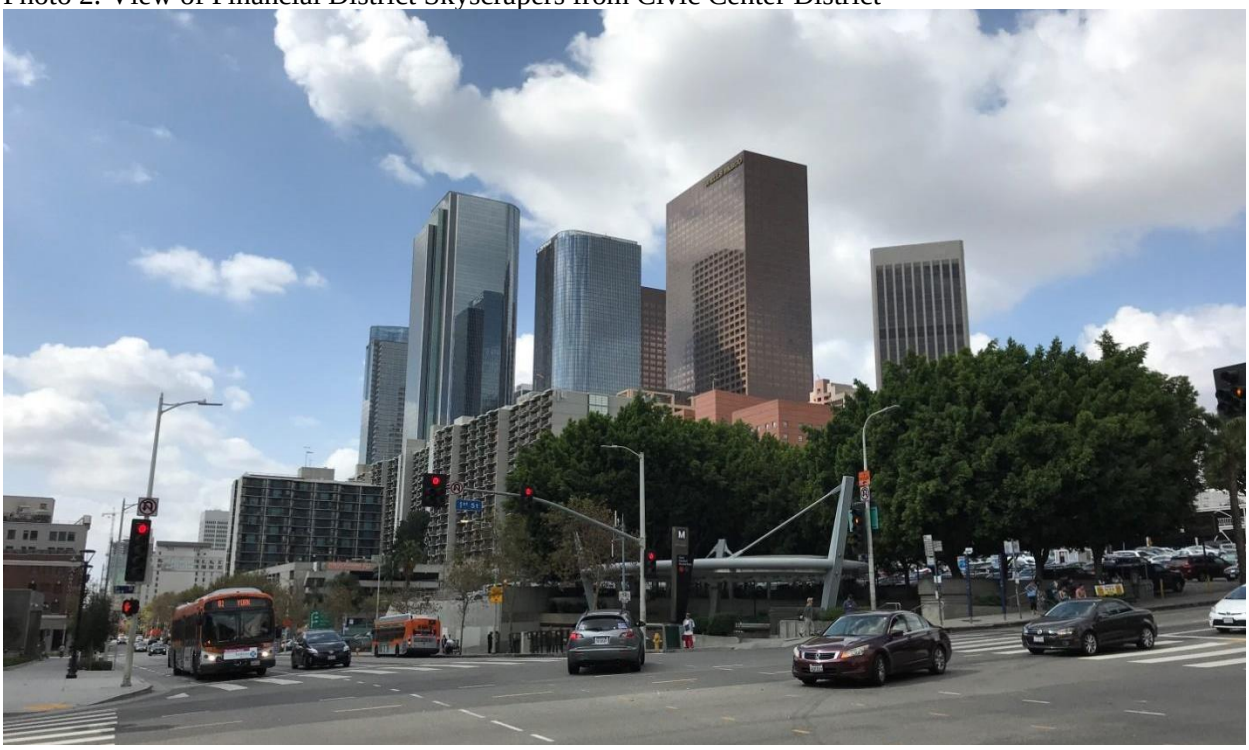


**Figure 4.1-5 Downtown Plan Area Views**

Photo 1: View of Historic Buildings in Broadway Theater District (a)

Photo 2: View of Historic Buildings in Broadway Theater District (b)

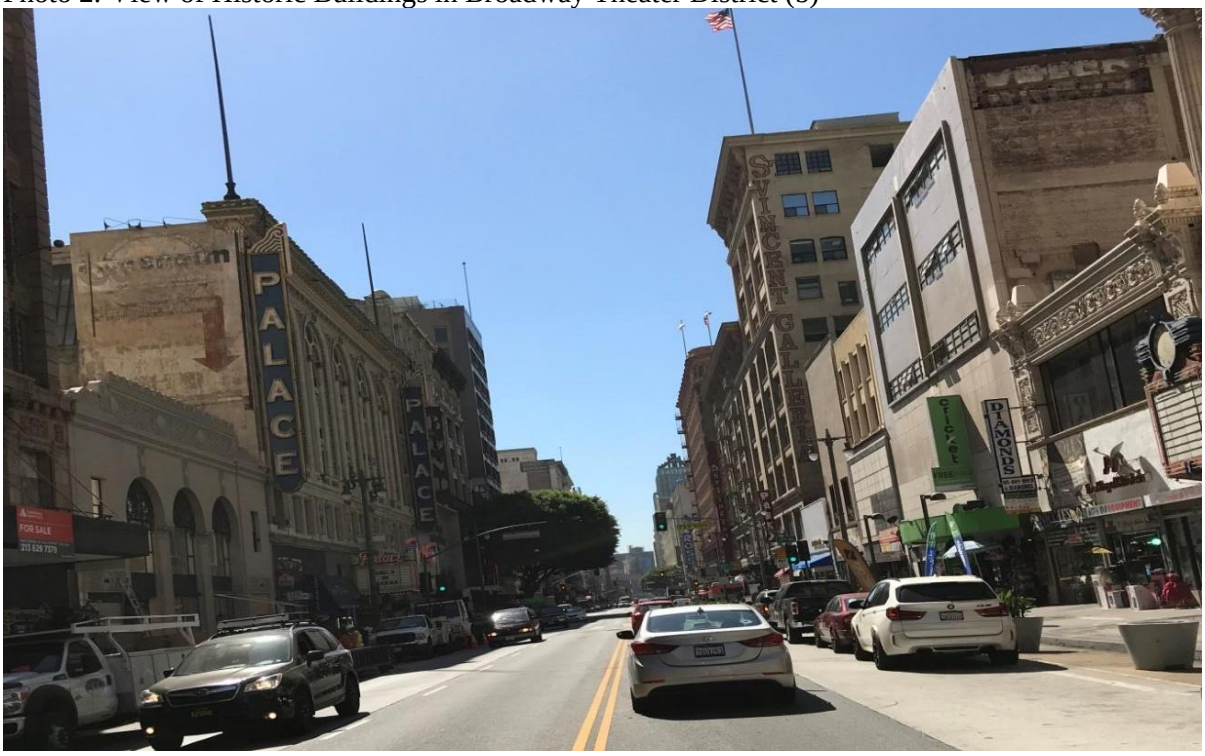


**Figure 4.1-6 Downtown Plan Area Views**

Photo 1: View of Historic Buildings along Los Angeles Street near the Fashion District (c)

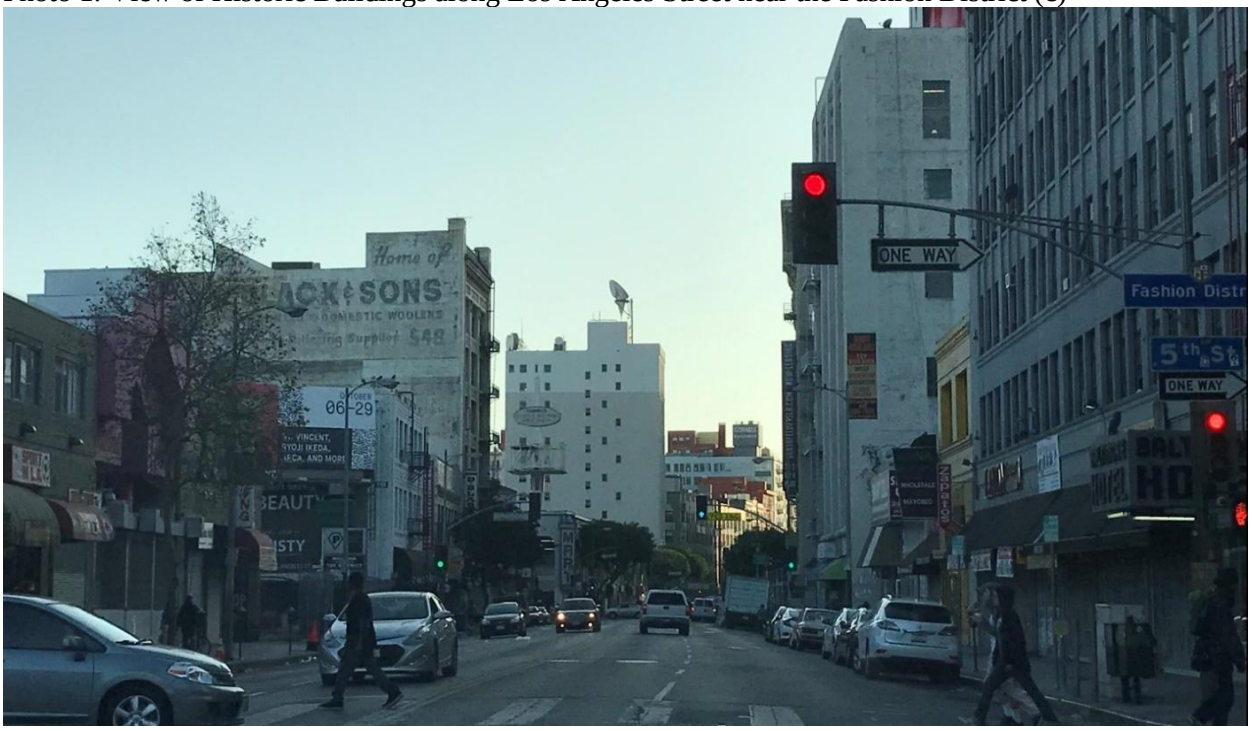



Photo 2: View of Commercial Development on East 1st Street in Little Tokyo (d) First Street National Register Historic District

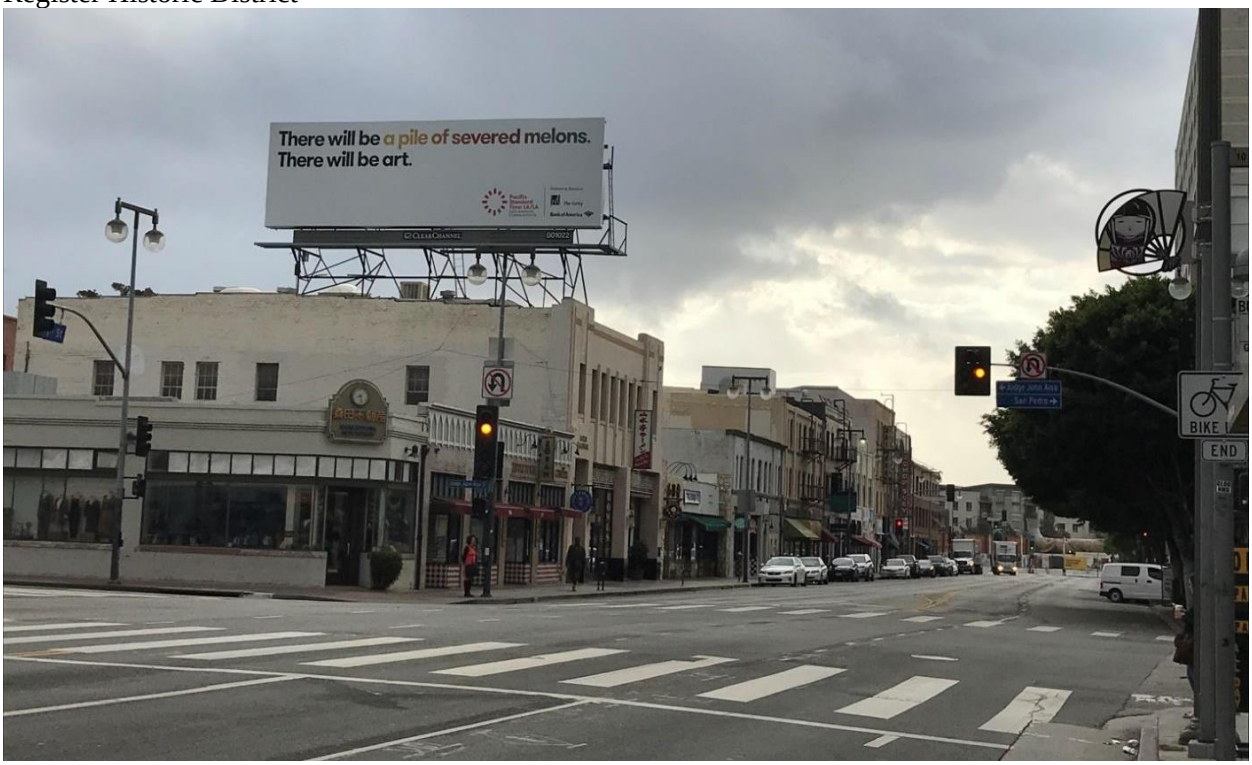


**Figure 4.1-7 Downtown Plan Area Views**

Photo 1: View of Residential Uses North of U.S. 101 Freeway in Figueroa Terrace Subarea (e)

Photo 2: View of Residential Uses North of U.S. 101 Freeway in Figueroa Terrace Subarea (f)

**Figure 4.1-8 Downtown Plan Area Views**

Building at Intersection of Mateo Street and Palmetto Street in Arts District (g)

**Figure 4.1-9 Downtown Plan Area Views**

Arts District Park (h)

**Figure 4.1-10 Downtown Plan Area Views**

Photo 1: Main Union Station Entrance along Alameda Street (i)

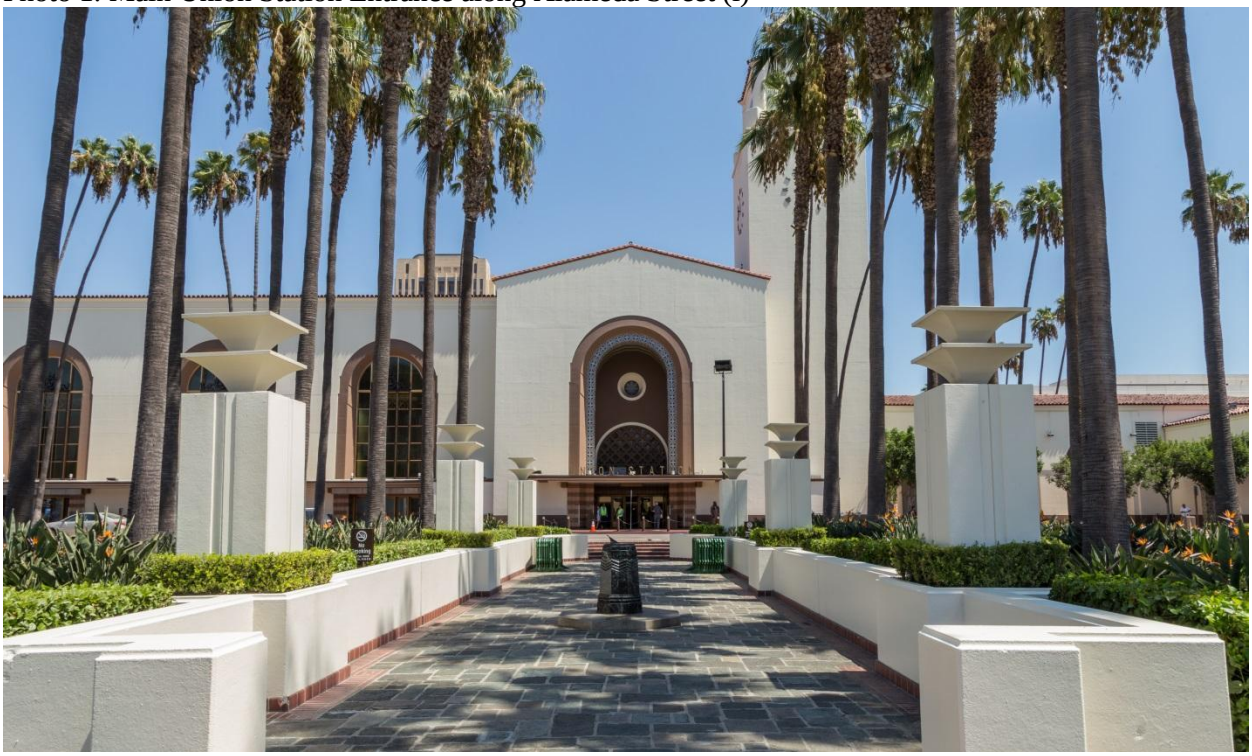


Photo 2: Chinatown Central Plaza Entrance on Broadway and Gin Ling Way (j)

**Figure 4.1-11 Downtown Plan Area Views**

Photo 1: Chinatown Shopfront on Corner of N. Broadway and College Street (k)

Photo 2: Chinatown Shopfront at 839 North Broadway (l)

**Figure 4.1-12 Downtown Plan Area Views**

Photo 1: View of Chinatown Gold Line Station Platform from Blossom Plaza

Photo 2: Chinatown Central Plaza, Gin Ling Way and Sun Mun Way (m)

**Figure 4.1-13 Downtown Plan Area Views**

Photo 1: Historic Core, Broadway and 3rd, View of Bradbury Building from 3rd Street looking southwest (n)

Photo 2: Historic Core, Grand Central Square Building (o)

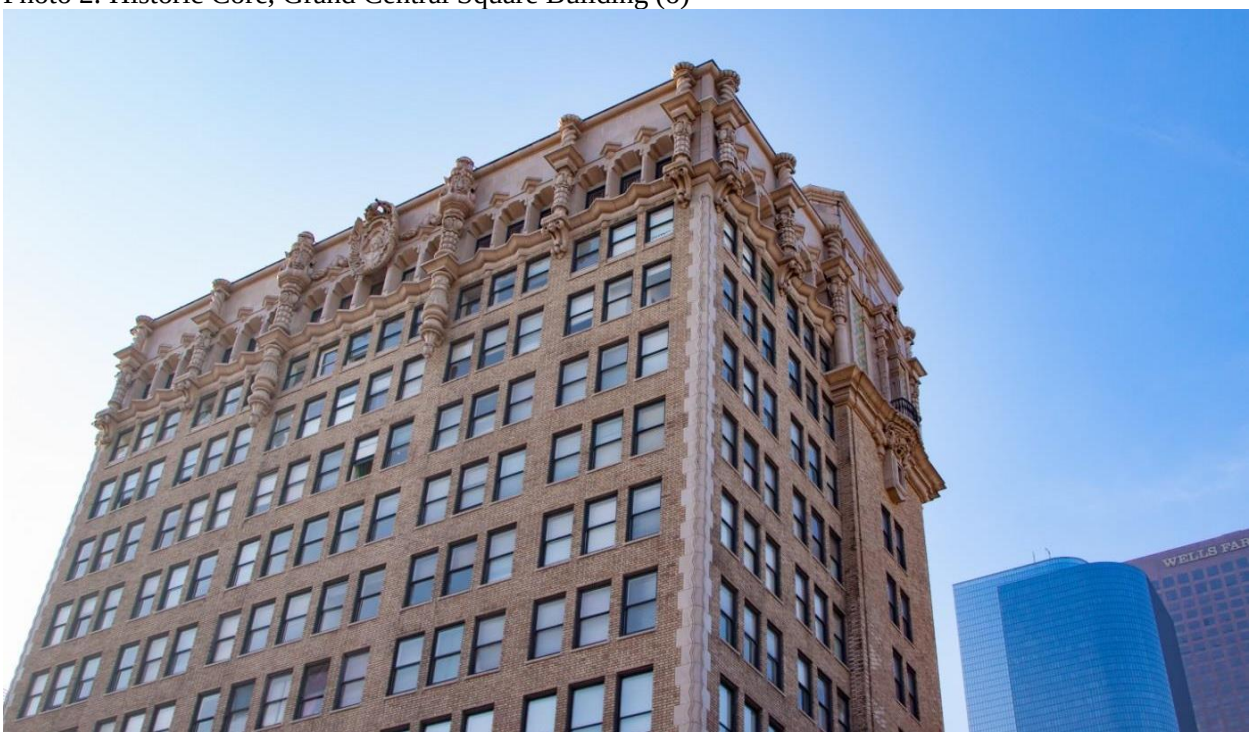


**Figure 4.1-14 Downtown Plan Area Views**

Photo 1: Historic Core, Broadway and 3rd, view of sidewalk fronting Grand Central Market looking south (p)

Photo 2: Spring Street Arcade at 541 Spring Street (q)

**Figure 4.1-15 Downtown Plan Area Views**

Photo 1: Financial District, the Bloc on 7th Street between 7th and Hope Streets looking south (r)

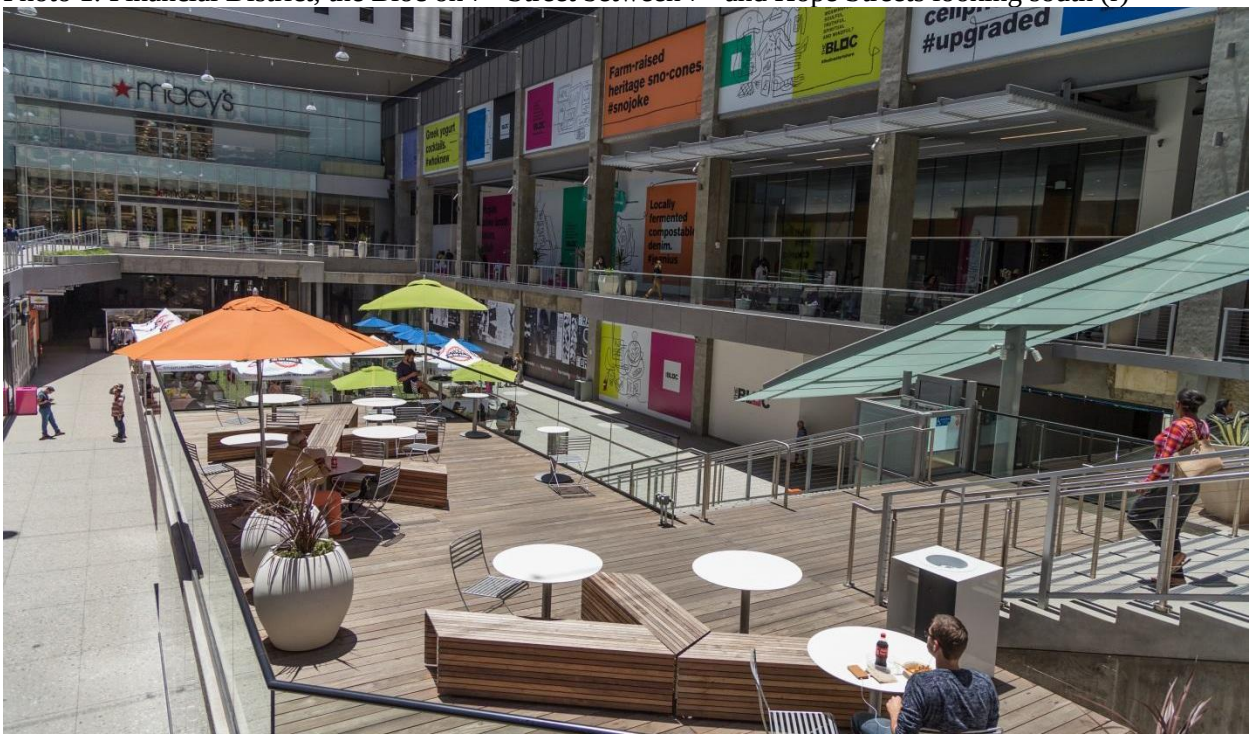



Photo 2: Financial District, City National Plaza looking west (s)

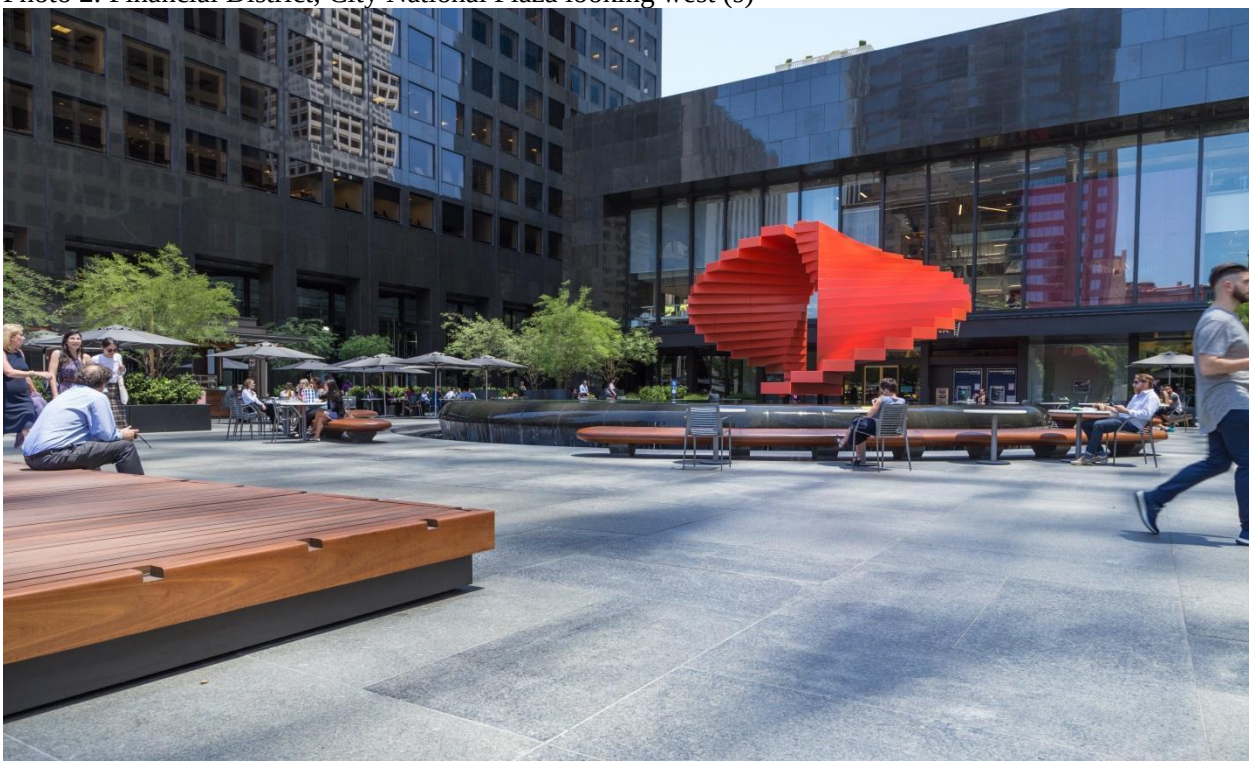


**Figure 4.1-16 Downtown Plan Area Views**

Photo 1: Shops along 12th Street in the Fashion District looking southeast (t)

Photo 2: Fashion District, 400 E. 11th Street looking south (u)

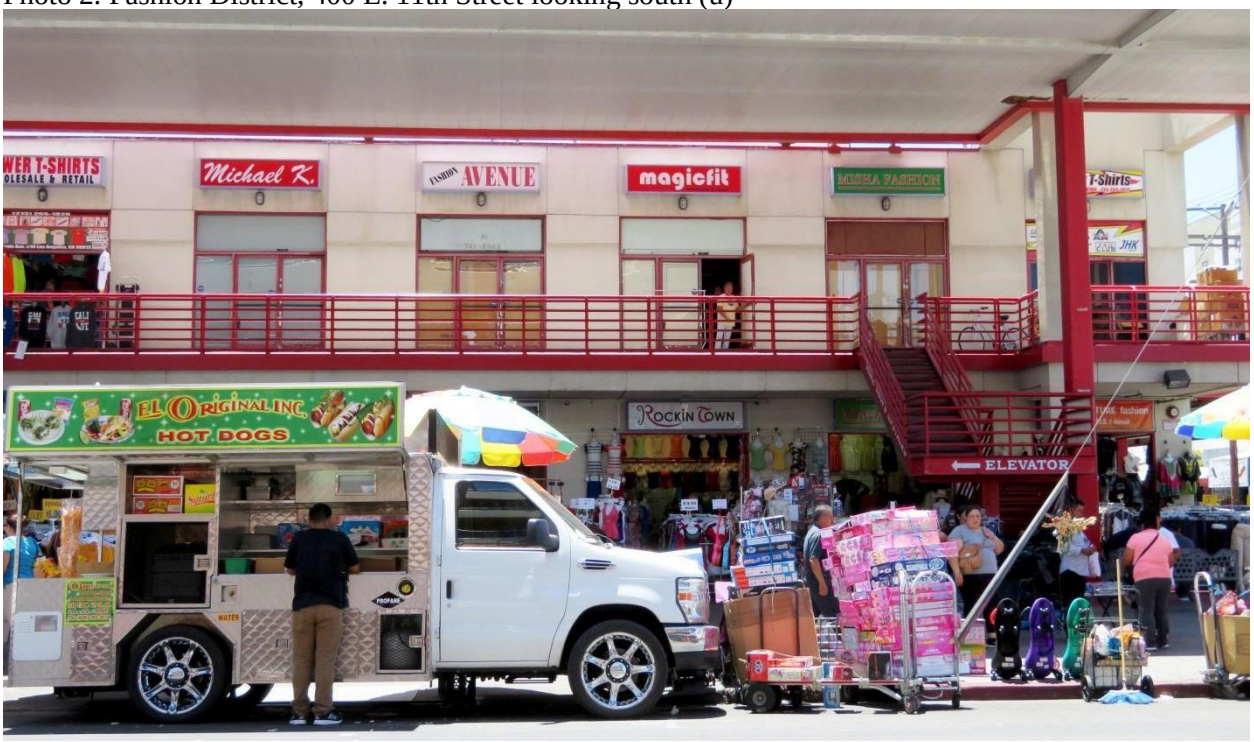


**Figure 4.1-17 Downtown Plan Area Views**

Photo 1: Flower District, 817 San Pedro Street looking south (v)

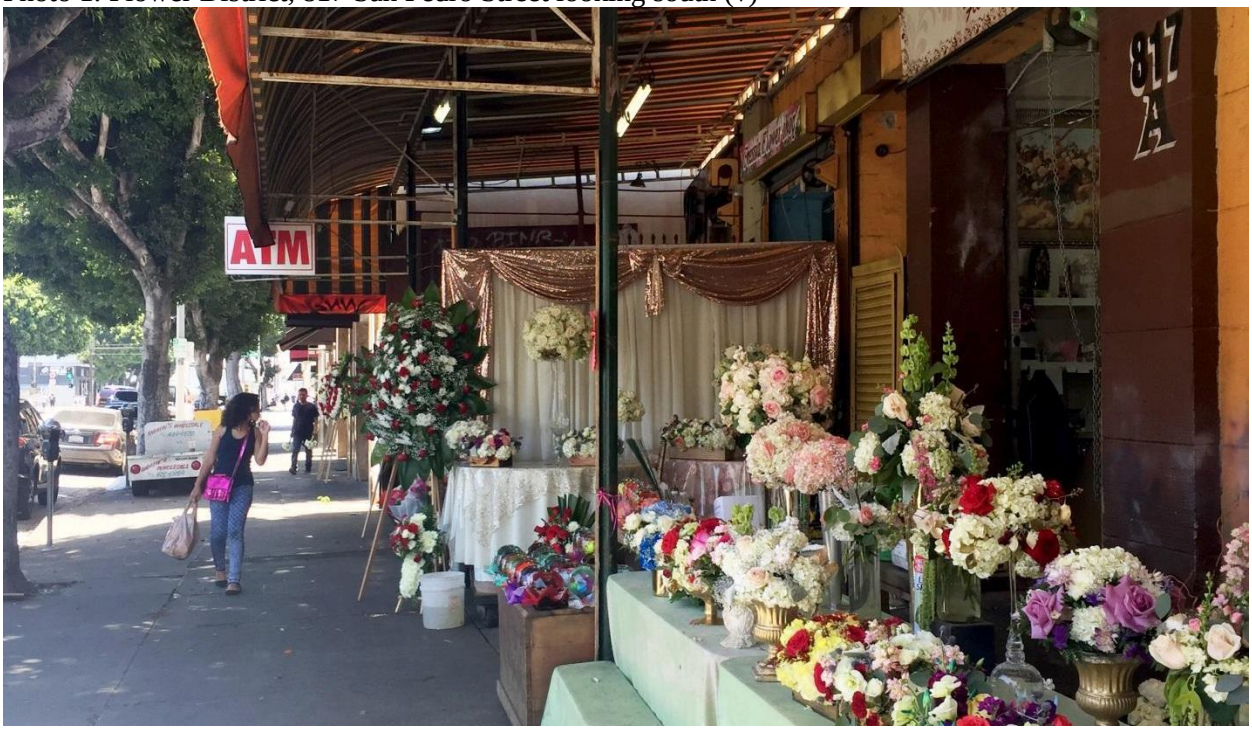



Photo 2: Fashion District, shopfronts on 12th Street and Paloma Street corner looking east (w)

**Figure 4.1-18 Downtown Plan Area Views**

Photo 1: El Pueblo Historical Monument, 535 N. Main Street, La Plaza del Cultura Y Artes (x)

Photo 2: El Pueblo del Los Angeles Historical Monument, Plaza Park (y)

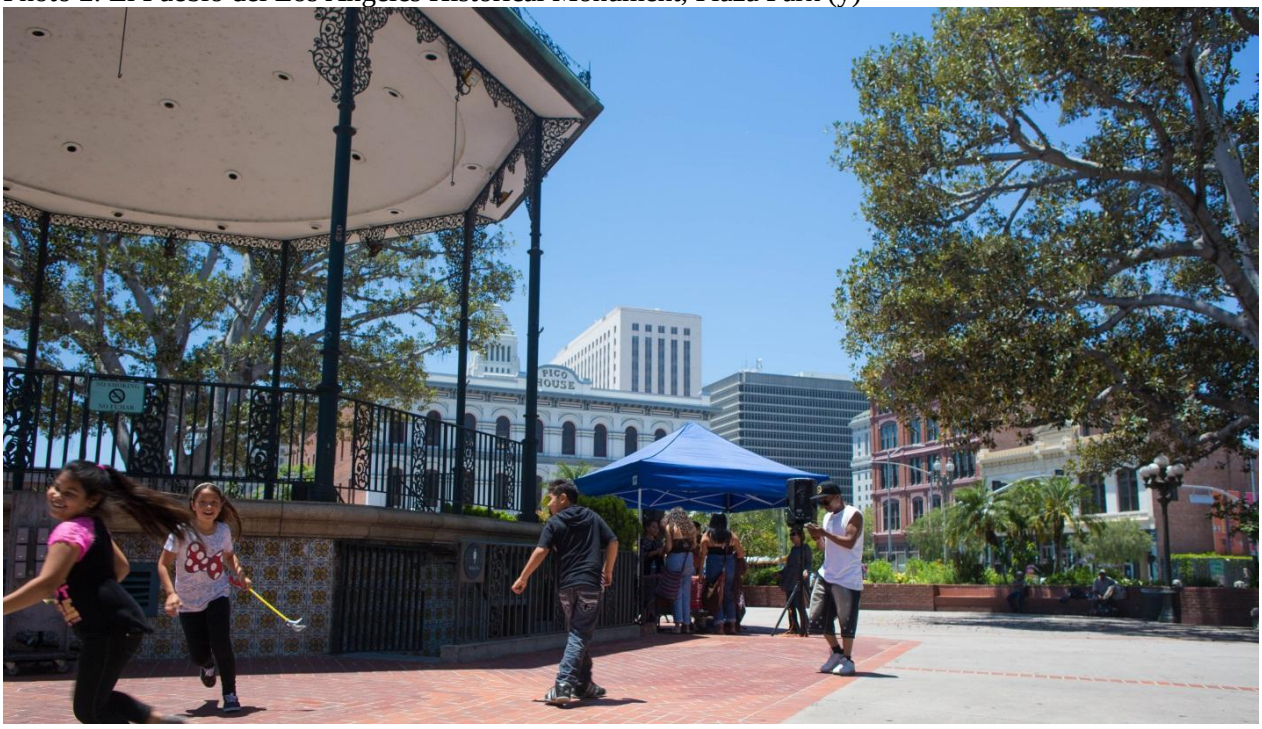


**Figure 4.1-19 Downtown Plan Area Views**

Photo 1: Olvera Street between Main Street and Alameda Street (z)

Photo 2: Union Station (aa)

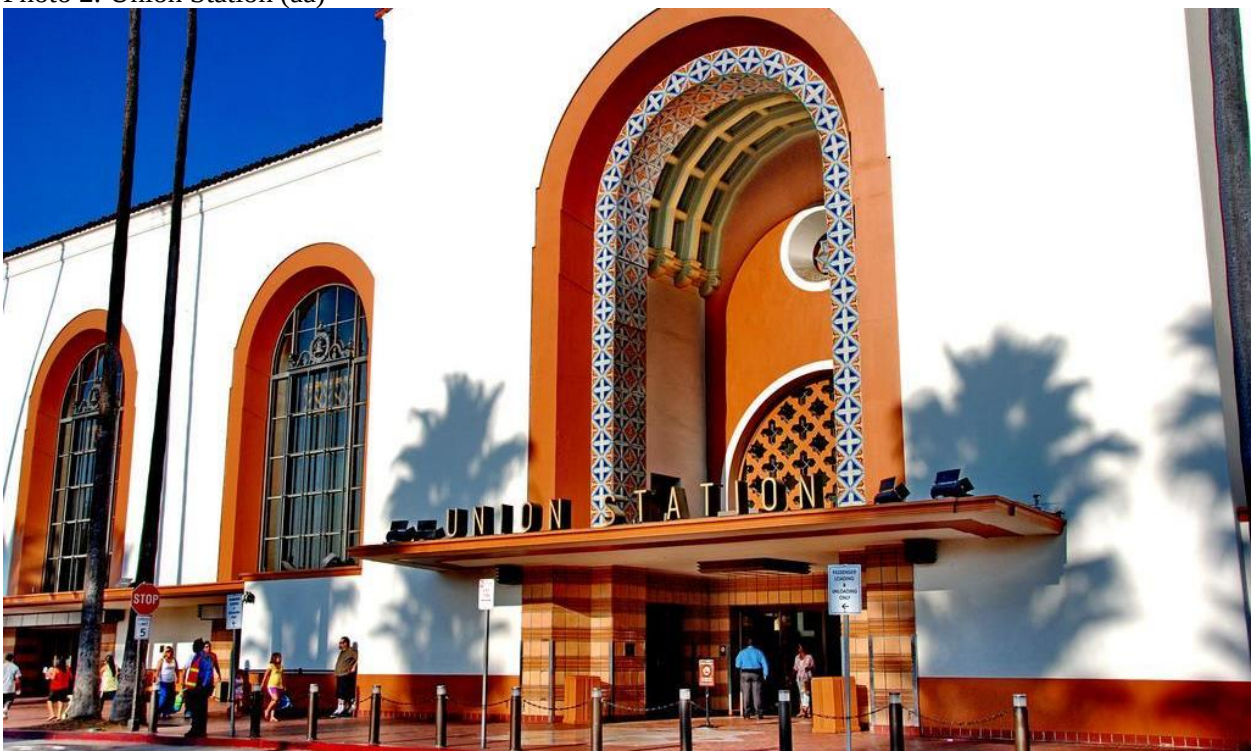


**Figure 4.1-20 Downtown Plan Area Views**

Civic Center, Image of City Hall Spring Street entrance looking east (bb)

**Figure 4.1-21 Downtown Plan Area Views**

Civic Center, Skyline of City Hall/DT looking southwest (cc)

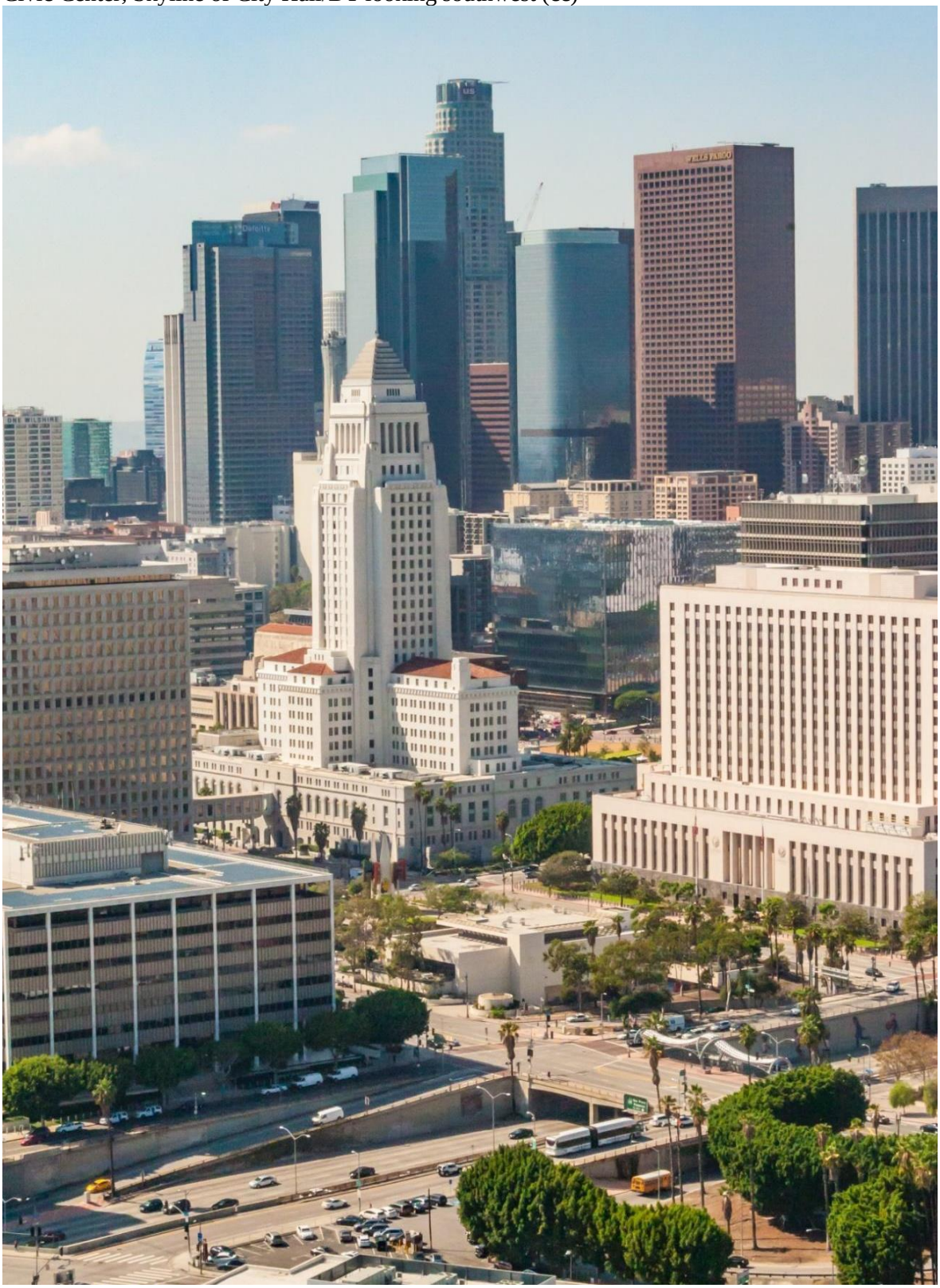


**Figure 4.1-22 Downtown Plan Area Views**

Photo 1: Little Tokyo, View from 2nd and San Pedro looking northwest (dd)

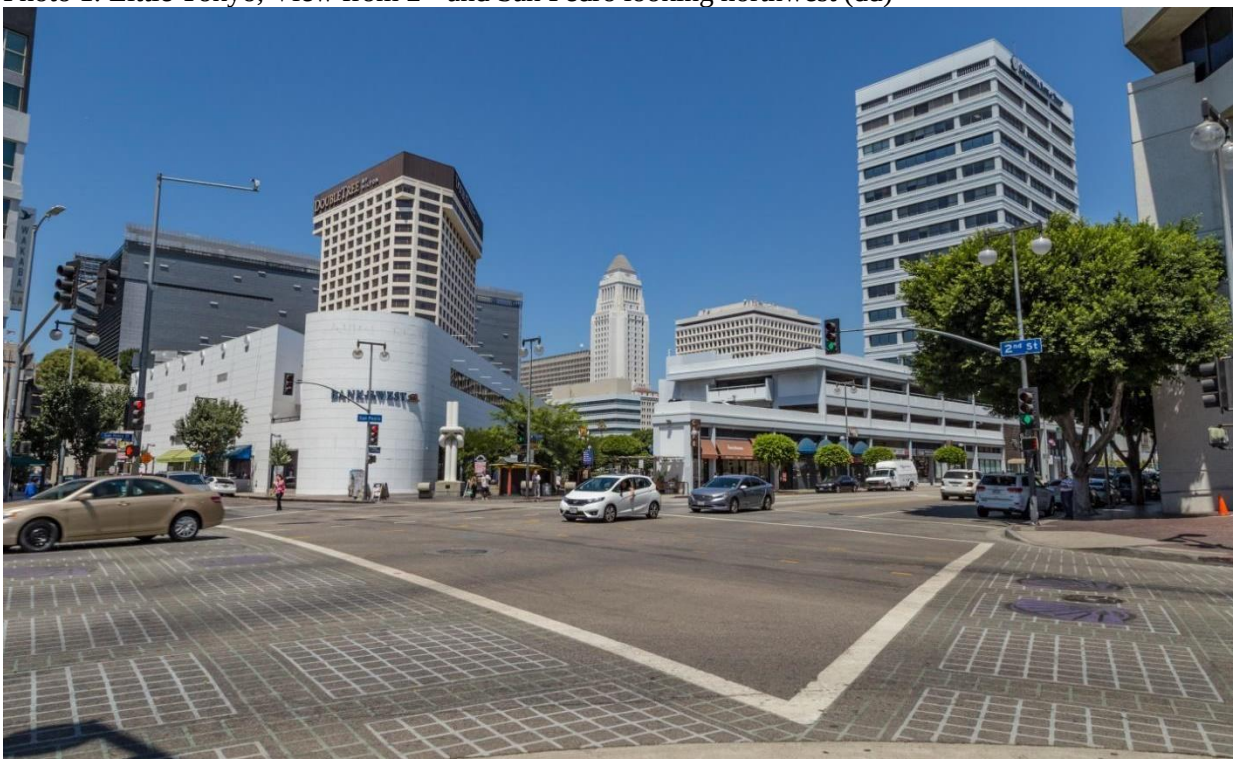



Photo 2: Little Tokyo, View of Japanese Village Plaza looking east (ee)

**Figure 4.1-23 Downtown Plan Area Views**

Photo 1: Little Tokyo, View of First Street National Register Historic District between San Pedro and Central Avenue looking northwest (ff)

Photo 2: Little Tokyo, View from Onizuka Street looking northwest (gg)

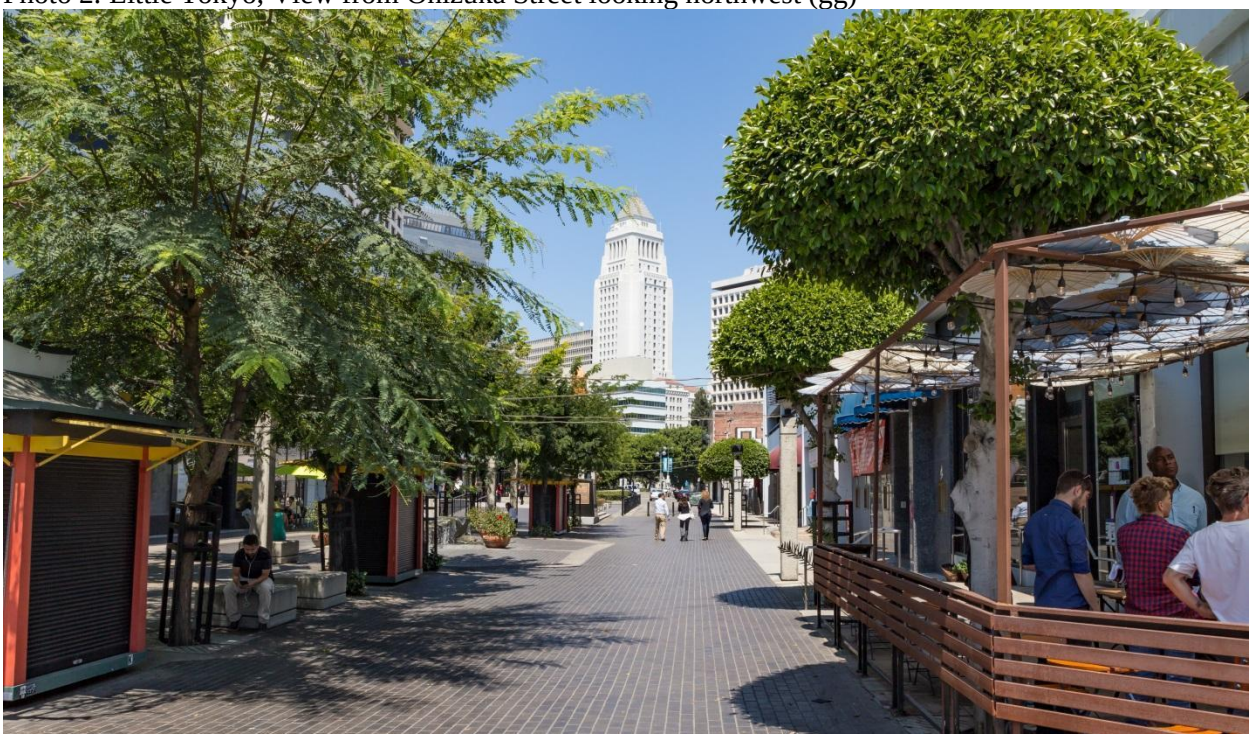


**Figure 4.1-24 Downtown Plan Area Views**

Photo 1: South Industrial, View of Warehouses at 2010 East 15th Street (hh)

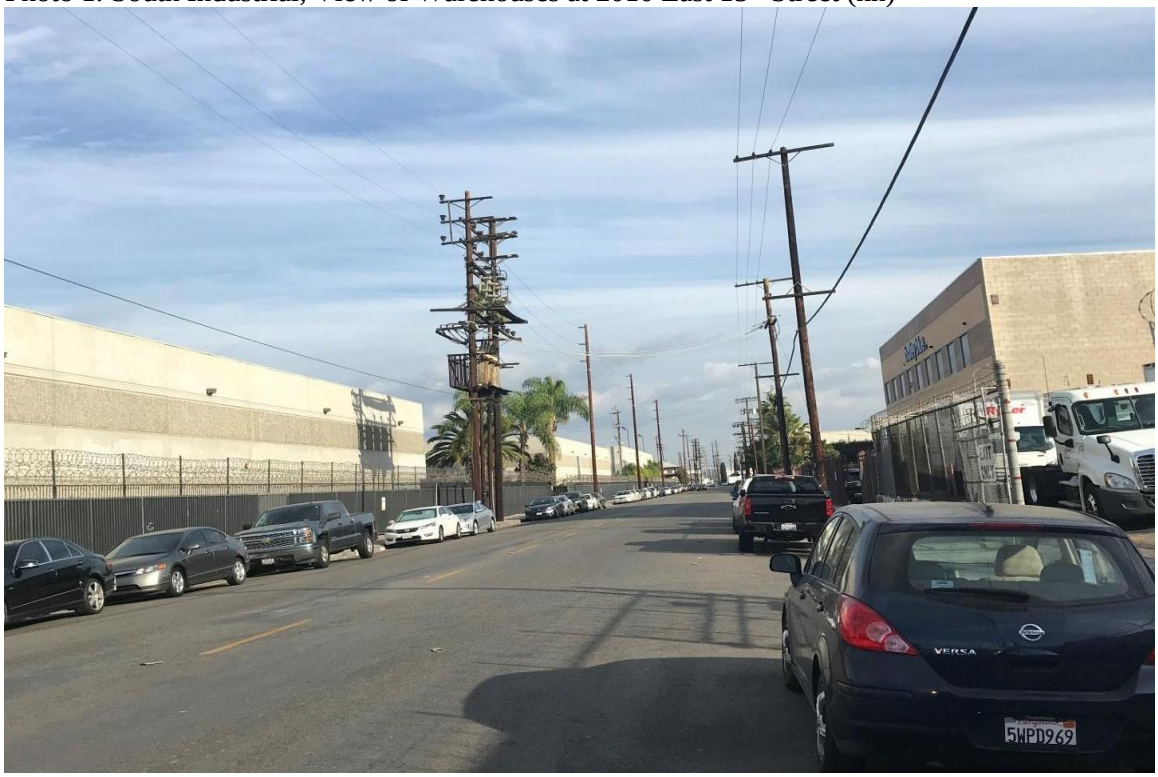



Photo 2: South Industrial, View of Warehouses at Corner 14th Street and Compton Avenue (ii)

**Figure 4.1-25 Downtown Plan Area Views**

Photo 1: Eastbound View looking northwest from 10 Freeway (jj)

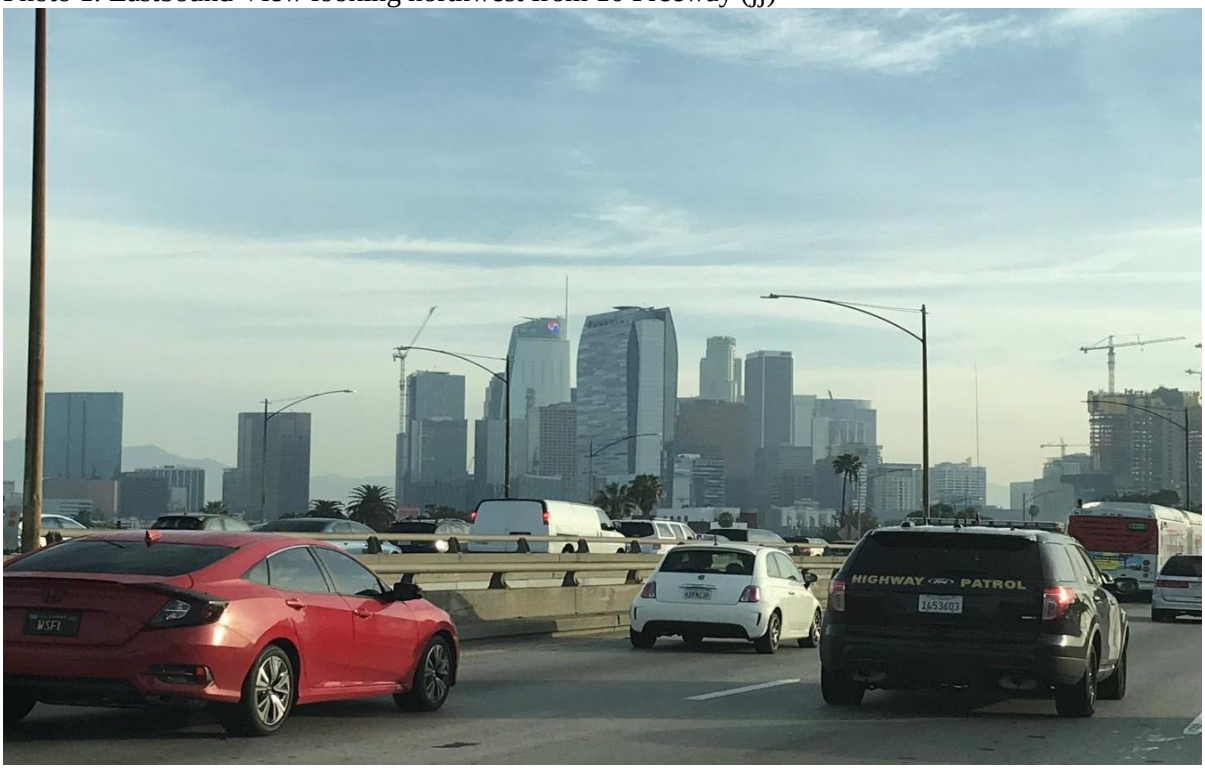



Photo 2: Westbound View looking north from 10 Freeway (kk)

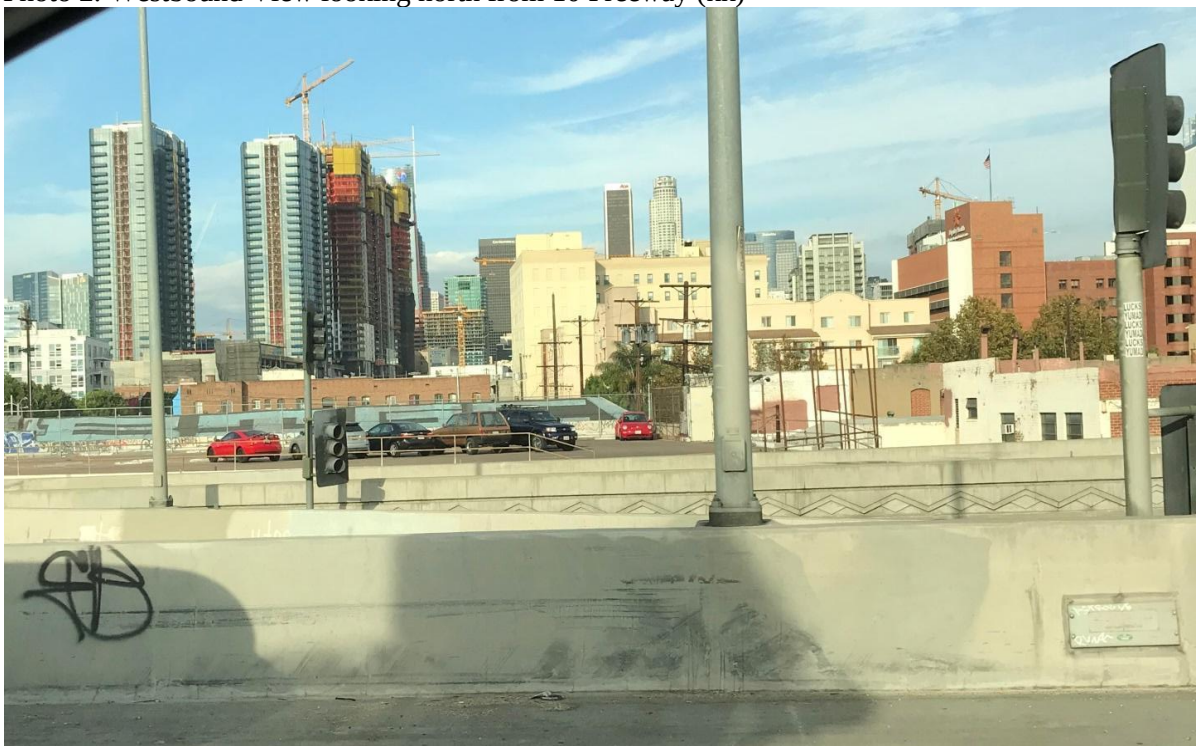


**Figure 4.1-26 Downtown Plan Area Views**

Photo 1: View of Commercial Development in Industrial, Manufacturing and Wholesale District (ll)

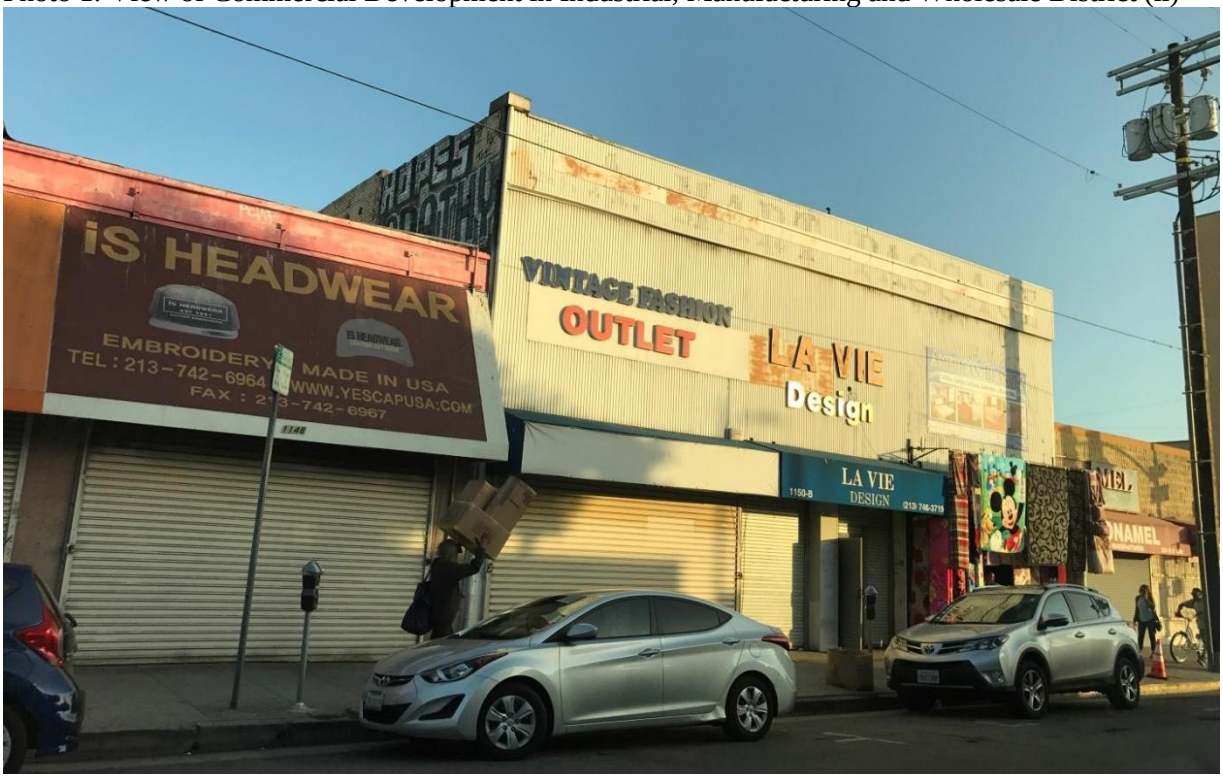



Photo 2: View of Commercial Development on 9th Street in the Fashion District (mm)

**Figure 4.1-27 Downtown Plan Area Views**

Photo 1: View of Skyscrapers and Highrises in Financial District (nn)

Photo 2: View of Los Angeles City Hall from Grand Park (oo)

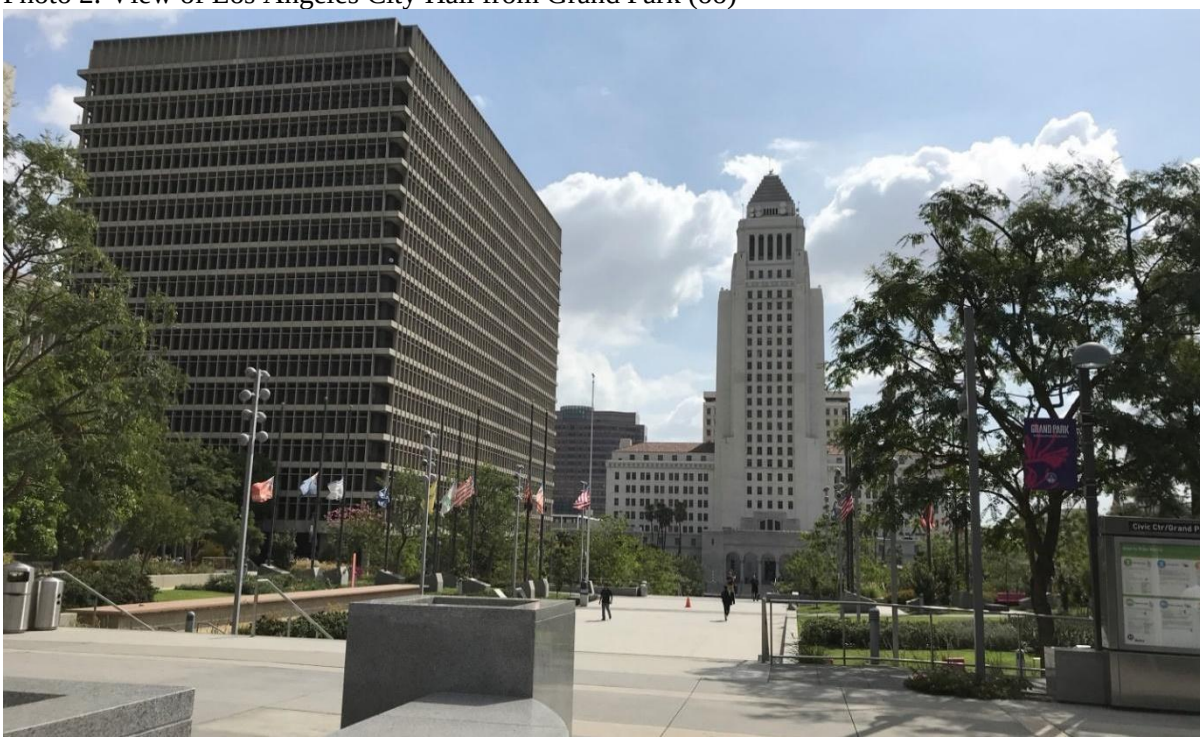
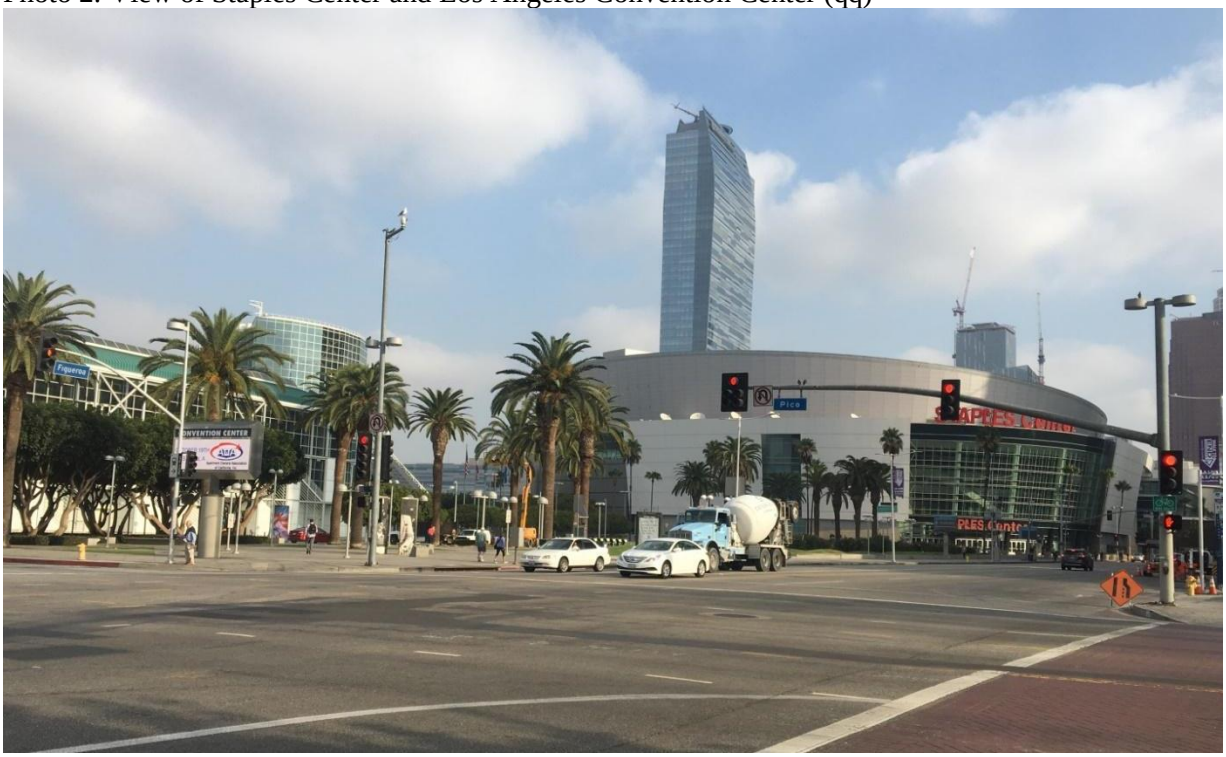


**Figure 4.1-28 Downtown Plan Area Views**

Photo 1: View of Factories Industrial, Manufacturing and Wholesale t District along Alameda Street (pp)

Photo 2: View of Staples Center and Los Angeles Convention Center (qq)



| TABLE 4.1-1 DOWNTOWN PLAN AREA DISTRICTS | |
|---|---|
| Civic Center | The Civic Center straddles the City's original settlement and area of first expansion and extends from a former riverbed to hillside topographies. Federal, State, County and local government offices are situated in the Civic Center District. Civic Center has the second largest concentration of civic buildings in the country, located primarily along the Civic Center Mall north of First Street, and generally from the Harbor Freeway to Alameda Street and dominated by the historic City Hall. The U.S. 101 Freeway to the north of the Civic Center, forms a strong edge to the district and forms a barrier between El Pueblo Historic Park and the Civic Center area. There are a number of facilities designed for all types of performance, cultural, and artistic uses. The Civic Center contains the Music Center at its western edge which contains three performance venues.<br>Also located in the Civic Center is the Cathedral of Our Lady of the Angels on Temple Street across from the County Hall of Administration. The construction of the Cathedral of Our Lady of the Angels introduced an important institutional use and landmark building to the Civic Center Complex. In addition, the state Department of Transportation (CalTrans) District 7 headquarters and the U.S. Federal Courthouse also provide architectural landmarks to the downtown skyline. |
| Bunker Hill | Bunker Hill is downtown's first redevelopment area. The area was at one time filled with stylish residences, many of which had deteriorated by the time redevelopment was proposed. Adopted in 1959, the Bunker Hill Redevelopment Project was conceived as a new mixed use development, including office, residential, hotel, retail, commercial, museums and cultural uses. Bunker Hill is the site of the Museum of Contemporary Art (MOCA). Adjacent to MOCA is the Colburn School of Performing Arts, the Frank Gehry designed Disney Concert Hall, and the Music Center. Bunker Hill has over 3,200 housing units mostly located at its northwestern end and is generally in mid-or high-rise buildings. The Bunker Hill development attempted to create glittering towers in lush garden-like settings, and avoid a "street wall" or block pattern typical of many older downtown high-rise developments. Pedestrian circulation routes are largely separated from vehicle circulation and a series of plazas provide a variety of public spaces. Major developments in Bunker Hill include Arco Center, Wells Fargo Center, and California Plaza. Each development is arranged to maximize light, air and open space. The Bunker Hill Steps at Hope and Fifth Streets link Bunker Hill with the Financial District to the south through a series of stairs and landscaped terraces. The Angels Flight funicular built in 1901 and restored in 1996 connects Bunker Hill with the Historic Core to the east. Pedestrian skyway bridges connect the upper hill area to the lower hill areas to the west. |
| Financial District | Contemporary high-rise office buildings dominate the landscape in the Financial District. Among the most prominent are Library Tower, Citicorp Center, the Gas Company Tower, the AT&T Building and the twin towers of Arco Plaza. This area also encompasses a few of the many historically significant buildings from the early part of this century, including the 818 Building, Engine Company 28, and the Giannini Building. The streets of the Financial District have varying character, from Figueroa Street's broad tower-lined boulevard to Hope Street's axial focus on the Central Library. Seventh Street had been the upscale shopping district of downtown from the early part of this century. Over the past twenty years, however, due to the construction of a large number of suburban shopping centers, the change in the demographics of the population shopping in downtown Los Angeles, and the extensive amount of office construction within downtown, the role of Seventh Street has changed. To compete with new retail marketing needs, Seventh Market Place at Seventh and Figueroa was completed in 1985, and Macy's Plaza (formerly Broadway Plaza) was developed in 1973. However, the landmark Robinson's Department Store closed in the early 1990s and many of the retail shops east of Hope Street have also closed. The Central Library has been a focal point of the area since its construction in 1926. Following two fires, it has been restored and expanded and now crowns the axis of Hope Street. The U.S. Bank Tower lies north of the library and is downtown's tallest building landmark at 73 stories and is visible for miles. The Bunker Hill Steps encircle the building and connect the Financial Districtwith Bunker Hill. |
| South Park | The South Park area is generally bounded by Eighth Street, Main Street, the Santa Monica Freeway, and the Harbor Freeway and houses a mix of residential, medical, commercial, and retail uses. Warehouse space in one-story unreinforced masonry buildings is scattered throughout the district. Grand Hope Park, the center of the new South Park community is located on Hope Street between Ninth Street and Olympic Boulevard. The park is surrounded by the Fashion Institute of Design and Merchandising, housing including the Skyline condominiums, Metropolitan apartments, Renaissance Tower apartments, and other residential projects. Hope Street Promenade, a pedestrian street featuring landscape design by Halprin, |

| TABLE 4.1-1 DOWNTOWN PLAN AREA DISTRICTS | |
|---|---|
| | will connect the residential community of South Park with the Financial District and the Central Library. South Park is recognized to be a mixed-use community with a high concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents. Towards that end, and in the interest of creating a linkage between jobs and housing, the development of substantial, community benefitting commercial projects will be encouraged. |
| Convention Center/Arena | The expanded Convention and Exhibition Center is situated on 63 acres close to the downtown hotel community and the Financial District. Strategically, it is located at the hub of the Interstate Freeway System, the developing Metro and Light Rail System, and in relatively close proximity to the Los Angeles International Airport. The Staples Arena is located adjacent to the Convention Center. This sports and entertainment complex houses a 20,000 seat arena as well as other entertainment and retail uses. The recently adopted LASED Specific Plan is located immediately east and north of the Staples Arena. This adopted Specific Plan, which envisions a 3.75 million square foot mixed-use/entertainment development, takes advantage of the investment made in the area and its potential to evolve into an economically and physically prominent area based on the cumulative impact of existing assets such as the Convention Center and the Staples Center arena. Due to the proximity of the LASED Specific Plan Area to the Convention Center and arena, development of these properties has focused on hotels and event and entertainment-related uses that support the Convention Center and Arena. |
| Center City/Historic Core | The Historic Core extends from First Street to approximately Eleventh Street between Los Angeles and Hill and includes two National Register Historic Districts-- the Spring Street Financial District between 4th and 7th Streets and the Broadway Theater District between 3rd and 9th Streets. The Historic Core forms the spine of Central City and has evolved into three distinct subareas: a) the northern portion with its concentration of government related uses, b) the middle portion encompassing largely vacant, historic theaters and a dynamic retail shopping district along Broadway, and c) the southern portion, which is emerging as an extension of the Fashion District and the South Park residential neighborhood. The Historic Core/Center City contains a concentration of some of the most architecturally significant buildings in Southern California including a number of nationally recognized historic theater buildings. Spring Street houses the core of historic buildings. Built as financial palaces in the 1920's in the Beaux Arts style, most are now used as retail at the ground level and abandoned on the upper floors. There are a number of older hotels in the area as well. Several existing commercial buildings along Spring Street have been renovated by the City and used as offices for City agencies, extending governmental uses into the Historic Core and contributing to downtown revitalization. |
| Skid Row/Central City East | Skid Row and Central City East are generally composed of one, two, and three-story buildings. However, there are several taller buildings, including hotels from the early part of the century such as the King Edward and Baltimore at Fifth and Los Angeles Streets, and the El Rey (now the Weingart Center) at Sixth and San Pedro Streets. Much of the building stock in the area is of unreinforced masonry construction from the early part of the century. The Central City East area is characterized by wholesale and warehousing uses including produce, fish and food processing, the Flower Market, an emerging toy import-export industry and a mixture of other commercial activities. |
| Industrial, Manufacturing and Wholesale District | The Industrial, Manufacturing and Wholesale District is the hub for garment sales and retailing and manufacturing, the produce industry, the flower wholesale industry, toy industry, and serves as a staging area and major distribution point for the region. Much of the area is characterized by low-rise buildings constructed at the turn of the century. Taller buildings are more evident in and around Los Angeles Street, and near the produce market district. This district has close ties with, and is an extension of, the Central City East district. |
| Little Tokyo | Little Tokyo is the spiritual, cultural and symbolic center of the largest Japanese-American community in the continental United States. The Little Tokyo Historic District on First Street, between San Pedro Street and Central Avenue, its two and three-story masonry buildings and shop fronts create a lively shopping district, which attracts both office workers in the area and tourists from all over the world. The district's buildings vary from low-rise commercial vernacular buildings of the early 1900's to modern multi-story structures, such as the Double Tree Hilton Hotel and Sumitomo Bank. References to Japanese culture exist throughout the district in the form of decorative roofs, signs, garden design, materials and various other Japanese architectural and cultural elements. Traditional design is often employed for religious |

| TABLE 4.1-1 DOWNTOWN PLAN AREA DISTRICTS | |
|---|---|
| | buildings such as the Higashi Hongwanji Buddhist Temple. Little Tokyo is the location of the Japanese American National Museum, the Union Center of the Arts, the Japan America Theater, and the Geffen Museum of Contemporary Art.<br>Little Tokyo is a mixed-use neighborhood with a residential community of 850 people, retail, hotel, office and commercial uses. Housing projects in the area include both new development and rehabilitation. |
| Figueroa Terrace | Figueroa Terrace is bounded by Stadium Way, Lilac Terrace, Marview Avenue, Sunset Boulevard, and the Pasadena Freeway. This neighborhood is characterized by high to medium density multi-family residential, especially along Figueroa Terrace. Most of these have been built in the last decade and can be seen from the U.S. 101 Freeway. The former Metropolitan Water District headquarters building is also located in this part of Central City North along Sunset Boulevard. |
| Alpine Hill | Alpine Hill is bounded by Yale street, the Pasadena Freeway, and Cesar Chavez Avenue. This small section of Central City North is predominantly low and medium density residential apartments with small scale commercial along Cesar Chavez Avenue. The Community Redevelopment Agency manages several apartment complexes for low income residents in this area. |
| Chinatown | Chinatown is bounded by N. Main Street, Bernard Street, the Pasadena Freeway, Yale Street, and Cesar Chavez Avenue. Predominantly commercial, this section is the commercial hub of Central City North. Asian restaurants and businesses dominate the major arteries of Broadway, Spring street, and hill Street. Residential complexes are mixed with commercial development along the western boundaries of this neighborhood. |
| North Industrial / CASP | North Industrial is bounded by Bernard Street, N. Main Street, Elysian Park, and the Los Angeles River. This area is the site of the large Cornfield/Bullring site, formerly a Southern Pacific Railroad yard. There are some residential uses west of the Cornfield site along Broadway, but the majority of the land uses are industrial and warehousing. |
| Government Support | Government Support is bounded by Ducommon Street, the Los Angeles River, N. Main Street, and Alameda Street. City and County uses dominate this neighborhood. The Mens Central jail, Piper Technical Center, DWP yards and the Alameda District Plan are all a part of this area. The William Mead Housing complex is located off Main Street and is the only housing component in this area. |
| Arts District | The Arts District is bounded by First Street, the Los Angeles River, Sixth Street, and Alameda Street. This area located just outside Little Tokyo boundaries, is primarily made up of old warehouses now converted to artists' lofts and studios. |
| Production | South Industrial is bounded by the City of Vernon, the Los Angeles River, the I-10 Freeway, Olympic Boulevard, and Alameda Street. Industrial uses dominate this section of Central City North with large warehouses, truck and railroad yards. The Alameda Corridor terminates in this area and connects the Ports of Los Angeles and Long Beach with downtown Los Angeles. |

## SCENIC VIEWS AND VISTAS

The term views generally refers to visual access to, or the visibility of, a particular natural or man-made visual resource (e.g., a prominent geologic feature or historic resource) from a given vantage point or corridor. Scenic views focus on a particular object, scene, setting, or feature of visual interest. Panoramic views, or vistas, provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over urban or natural areas that provide a geographic orientation and view not commonly available. Examples of panoramic views might include an urban skyline, a valley, a mountain range, the ocean, or other water bodies. The City's General Plan Conservation Element defines scenic views or vistas as the panoramic public views of natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is typically from park lands, publicly-owned sites, and public rights-of-way.

## Citywide Views and Vistas

As noted above, scenic views or vistas are the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, private and publicly owned sites and public rights-of-way. Scenic views and vistas are located throughout the City. Some prominent scenic views and vistas in the City include Pacoima Wash, San Gabriel Mountains, Santa Susana Mountains, San Pedro's coastal bluffs, Griffith Park, and Elysian Park.

Scenic protection provisions are contained in the community plans for the City. Some protections include height limits and building setback requirements. Some scenic highways, including the Mulholland Drive Scenic Parkway, are regulated by specific plan ordinances that contain design provisions intended to protect natural ridge tops, neighborhood visual ambience, public views and other features.

## Downtown Plan Area Views and Vistas

Scenic vistas in the Downtown Plan Area include the downtown skyline and limited views of the San Gabriel Mountains, Elysian Park, and the hills surrounding Dodger Stadium. Due to the density and relative heights of buildings and urban development throughout a majority of the Downtown Plan Area, views of these vistas are largely obstructed at the ground level. Intervening buildings, street bridges, freeway overpasses, and street trees block most views of these areas. Though the Elysian Park hills and the San Gabriel Mountains are visible from several of the bridges that cross over the Los Angeles River into Downtown Los Angeles, such as those on 1st Street, 4th Street, and 7th Street, these views are also partially obstructed by buildings, transmission towers, and electric lines. Limited views of the San Gabriel Mountains are available from the ground level along various north-south streets primarily in the northern half of Downtown Plan Area, including areas generally north of Olympic Boulevard and between the Los Angeles River and the Interstate 110 Freeway. Limited views of Elysian Park and the hills surrounding Dodger Stadium are also available at the ground level primarily at discrete vantage points in the northern portion of the Downtown Plan Area. Upper floors of many of the high-rise structures and skyscrapers throughout the Downtown Plan Area provide less obstructed, panoramic views of these vistas. However, these are private views that are not publicly accessible scenic vistas. The only publicly available access point for such views is the City Hall observation deck located at 200 North Spring Street.

Publicly accessible panoramic views of the Downtown Plan Area are provided from freeways in and adjacent to the Downtown Plan Area as well as surrounding areas such as the Hollywood Hills and Griffith Park, due to their elevation relative to the flat nature of the Downtown Plan Area. From these vistas, the intense urban development that characterizes both the low-rise commercial and industrial structures and the high-rise skyscrapers of the Financial District can be observed. Photo 1 of **Figure 4.1-4** depicts panoramic views of the Downtown Area Plan from Griffith Park outside of the Downtown Plan Area and Photo 2 depicts views of high-rise skyscrapers from within the Downtown Plan Area.

The streets, sidewalks, and freeways that traverse the Downtown Plan Area generally provide views of urban development and urban streetscapes, including public views of historic buildings, parks, and iconic skyscrapers. These views are typically limited to close-in foreground views, though some high-rise skyscrapers can be viewed from over 0.5-mile away at street level. These structures are primarily massed in the northwestern portion of the Downtown Plan Area with 9th Street to the south, Hill Street to the east, 2nd Street to the north, and the Interstate 110 freeway to the west.

# SCENIC RESOURCES

Scenic resources may include natural or urban features. Natural features can include open space; native or ornamental vegetation/landscaping; topographic or geologic features; and natural water sources. Urban features can include structures, or a collection of structures of architectural or historic significance or visual prominence; public plazas, art or gardens; trees or landscaping protected by the City; consistent design elements along a street or within a district; pedestrian amenities; and landscaped medians or park areas. Scenic resources contribute to the aesthetic character or image of a given area.

## Citywide Resources

Landforms and Geology

The City of Los Angeles has several features that contribute to its visual landscape. The Los Angeles Basin is located at the center of the mountain ranges that surround the City and County of Los Angeles. Approximately 214 of 478 square miles within the City are comprised of hills and mountains, and include portions of several mountain ranges: Santa Monica Mountains, Santa Susana Mountains, Verdugo Mountains, and San Gabriel Mountains. The Santa Monica Mountains are the most visible feature from many areas of the City (City of Los Angeles 2001).

The western boundary of the City is the coastline, characterized by sandy beaches, rocky cliffs, and open space. Another prominent feature, the Los Angeles River, bisects the northern portion of the City from the central portion; however, much of the river is channelized and concrete-lined and is not considered a scenic resource.

Open Space and Parks

The City of Los Angeles Department of Recreation and Parks (DRP) owns and operates parks and recreational facilities throughout the City. Within the City of Los Angeles there are several hundred small and large public recreational sites, including over 444 park sites (DRP 2018). The City's open spaces include the San Gabriel Mountain Range, beaches, an intricate network of rivers and trails, and 36,000 acres of park and recreation spaces, and the pedestrian paths (City of Los Angeles 2017). The City is also home to Griffith Park, one of the largest urban parks in North America. The DRP also maintains 13 lakes and 92 miles of hiking trails (DRP 2018). For additional information on parks and recreational facilities, refer to Section 4.17, *Parks and Recreation*.

Historical Resources

The City of Los Angeles is full of rich history. As of November 7, 2017, there are 1,150 historic-cultural monuments in the City of Los Angeles, including residences, government buildings, places of worship, natural elements, and parks (City of Los Angeles 2017). The City has also designated 35 Historic Preservation Overlay Zones. For additional information on historical resources, refer to Section 4.4, *Cultural Resources*.

Scenic Highways

State scenic highways are designated by Caltrans. Although the Mobility Plan 2035 identifies a number of state scenic highways, the official Caltrans list of state scenic highways is available online. As shown in **Figure 4.1-29**, the only officially designated state scenic highway that crosses through the City is a small portion of a 3.5-mile segment of Topanga Canyon Boulevard (State Route 27), which is in the western portion of the Palisades Highlands community. This segment was designated a state scenic highway in 2017. Several eligible state scenic highways pass through portions of Los Angeles, including Interstate 5 from Interstate 210 to the northern City limit, U.S. Route 101 from Topanga Canyon Boulevard to the

western City limit, State Route 118 from De Soto Avenue to the western City limit, Interstate 210 from Interstate 5 to the eastern City limit, State Route 1 from Venice Boulevard to the City boundary adjacent to Santa Monica, and State Route 1 north of Interstate 10. There are no designated or eligible state scenic highways located in the Downtown Plan Area.

In addition to Caltrans designated state scenic highways, the City designates certain corridors within City highways or byways for preservation of their scenic resources, including noteworthy medians, access to notable viewsheds, or dramatic passes. There are approximately 60 designated scenic highways and byways in the MP 2035. The list of local designated corridors are identified in Appendix C.

Mobility Plan 2035

The Arroyo Seco Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, as shown in **Figure 4.1-29**. Additional information related to the Arroyo Seco Parkway is provided below under the Downtown Plan Area Resources subsection.

## Downtown Plan Area Resources

Landforms and Geology

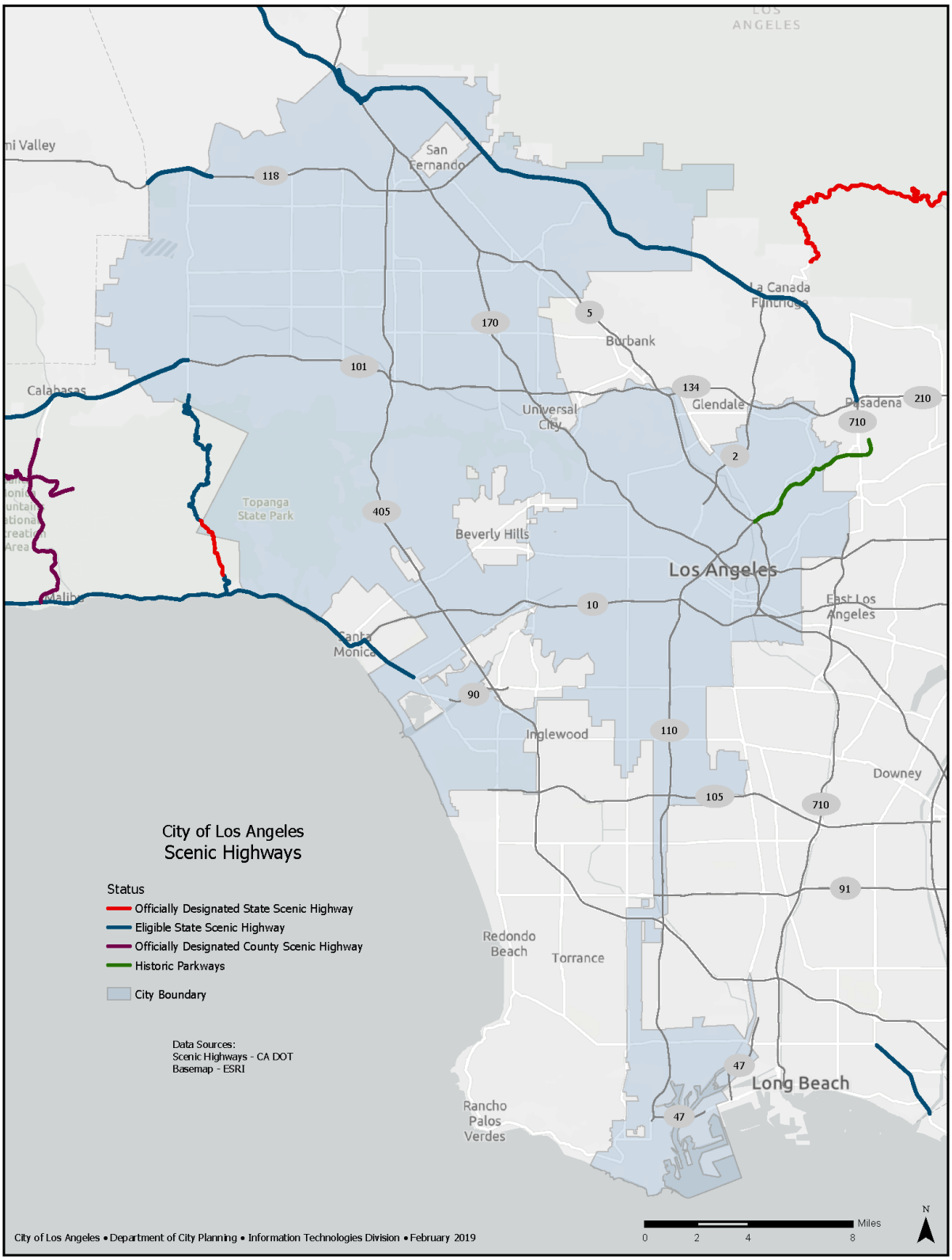
A majority of the Downtown Plan Area is flat and highly urbanized with few topographic features. An exception is Figueroa Terrace, located in the northern portion of the Downtown Plan Area, just south Dodger Stadium. Elevated above most of Downtown, this area affords panoramic view of Downtown and is visually prominent from portions of the Downtown Plan Area. The Los Angeles River runs along the eastern boundary of the Downtown Plan Area; however, the river is channelized and concrete-lined and is not considered a scenic resource.

Open Space and Parks

The Downtown Plan Area contains small scattered open space areas. Most are located within the northern portion, just south of the 101 Freeway, and primarily include Grand Park and Pershing Square, in addition to other smaller city parks scattered throughout the Plan Area. The following is a more comprehensive list of existing and planned parks in the Downtown Plan Area:

- Grand Park
- Pershing Square
- State Historic Park (the Cornfields)
- Spring Street Park
- Arts District Park
- Gladys Park
- San Julian Park
- Grand Hope Park
- Future Parks Under Construction
- 1st & Broadway Park
- Sixth Street Park, Arts, River, and Connectivity Improvements Project (Sixth Street PARC)

**Figure 4.1-29 State and County Scenic Highways**



The Los Angeles River and its associated tributaries and flood plains are also considered prominent topographic and open space features in the City. The River generally defines the eastern boundary of the Downtown Plan Area. However, as discussed, the portion of the Los Angeles River within the Downtown Plan Area is channelized, concrete-lined, and generally not used for public recreation. The areas of the river used for recreation zones are located in Elysian Valley and the Sepulveda Basin, approximately three miles north of the Downtown Plan Area, and are only open for limited periods of time during the year for specific activities.

Historical Resources

As discussed in Section 4.4, *Cultural Resources*, the SurveyLA historic resources survey program provides a comprehensive list of all historical resources within Downtown Los Angeles based on the findings of the *Historic Resources Survey Report for the Central City Community Plan Area* and the *Historic Resources Survey Report for the Central City North Community Plan Area.* According to the SurveyLA Report, the Central City Community Plan Area contains 190 individually eligible historical resources, four National Register Historic Districts, and 204 historic-cultural monuments and the Central City North Community Plan Area contains 13 historic districts, 144 individual historic resources, and 23 historic-cultural monuments.

The Downtown Plan Area contains the Center City/Historic Core district, which extends from First Street to approximately Eleventh Street between Los Angeles and Hill. This district includes two National Register Historic Districts, the Spring Street Financial District between 4th and 7th Streets and the Broadway Theater District between 3rd and 9th Streets. Other historic resources in the Historic Core are distributed throughout the three district subareas, and include Los Angeles City Hall, which is considered a historical-cultural monument located along Spring Street between First Street and Main Street. This building was constructed in 1928, has 32 stories (454 feet in height), and was added to the city historical-cultural monument list in 1976. The exterior façade is light colored with small-scale dark glass windows, characteristic of other government buildings in the area. Historic sites and structures within the districts and subareas contribute to the visual character in the Downtown Plan Area. **Table 4.1-2** provides additional examples of historical resources within the Central City Community Plan Area and their respective historical context as provided in the SurveyLA Report (SurveyLA 2016a):

**TABLE 4.1-2 EXAMPLES OF CENTRAL CITY HISTORICAL RESOURCES**

| Context | Historical Resource |
|---|---|
| Commercial Development (1850-1980) | Hotel Rosslyn (1905) – 111 W. Fifth Street |
| | Ville De Paris (1917) – 420 W. Seventh Street |
| | King Eddy Saloon (1933) – 121 E. Fifth Street |
| Public and Private Institutional Development (1850-1980) | Air Raid Siren No. 8 (19400 – Spring Street and Temple Street |
| | North Spring Streetlights (1925) – Spring Street between First Street and Chavez Avenue. |
| Architecture and Engineering (1850-1980) | Los Angeles Railway Building (1922) – 1060 S. Broadway |
| | Western Pacific Building (1925) – 1031 S. Broadway |
| Entertainment Industry (1908-1980) | Pantages Theatre/Warner Bros. Theatre (1919) – 411 W. Seventh Street |
| | Olympic Theatre/ Bard's 8th Street Theatre (1927) – 313 W. Eighth Street |

The Central City North Community Plan Area contains one of the highest concentrations of designated and listed historic properties in Los Angeles (SurveyLA 2016b). This area contains designated resources from the late 19th and early-20th centuries including bridges that span the Los Angeles River and adjacent railroad tracks and historic districts such as New Chinatown and Greater Chinatown. Most of the Central City North Community Plan Area is characterized by industrial uses zones in which many historical industrial buildings are distributed throughout, such as the Star Truck and Warehouse Company building. Built in

1924, this structure was initially constructed as a warehouse facility before being converted into residential lofts in 2002. The building's north façade is curved, following what was once a rail spur, and features a poured-in-place concrete foundation, which allowed it to serve as a civilian bomb shelter during World War II. Today the building is known as the Toy Factory Lofts, referring to its last industrial use as a stuffed animal assembly plant. **Table 4.1-3** provides additional examples of additional historical resources within the Central City North Community Plan Area and their respective historical context as provided in the SurveyLA Report (SurveyLA 2016b):

See Section 4.4, *Cultural Resources*, for a more detailed list of historical resources within the Downtown Plan Area. There are no Historic Preservation Overlay Zones (HPOZs) in the Downtown Plan Area.

**TABLE 4.1-3 EXAMPLES OF CENTRAL CITY NORTH HISTORICAL RESOURCES**

| Context | Historical Resource |
|---|---|
| Commercial Development (1850-1980) | Phoenix Inn Chinese Restaurant (1906) – 301 W. Ord Street |
| | W. Gin Ling Way (1938) – New Chinatown Historic District |
| | Philippe the Original (1951) – 1001 N. Alameda Street |
| Public and Private Institutional Development (1850-1980) | Saint Anthony's Croatian Catholic Church (1910) – 700 W. Alpine Street |
| | Wong Family Benevolent Association (1951) – 744 N. Broadway |
| | Air Raid Siren No. 91 (circa 1940) – Figueroa Street near Bartlett |
| Architecture and Engineering (1850-1980) | 949 N. Sun Mun Way (1940) – New Chinatown |
| | Soo Yuen Fraternal Association (1949) – 991 N. Broadway |
| Industrial Development (1850-1980) | Hills Bros. Coffee (1929) – 635 S. Mateo Street |
| | Coca-Cola Syrup Manufacturing Plant (remodeled 1939) – 947 E. 4th Street |

Views of streetscapes within the historic districts and other historical resource areas throughout the Downtown Plan Area are shown in Photos 1 and 2 of **Figure 4.1-5** and Photo 1 of **Figure 4.1-6**. Public views of many of the historical resources are typically limited to close foreground views from adjacent streets and sidewalks. Most of these buildings were constructed in the early 1900s and have exposed brick exteriors with architectural designs characteristic of the era. Ground floor uses for these structures are primarily commercial with apartments located at the upper levels, some of which have been repurposed from old theater buildings.

Scenic Highways

No State-designated scenic highways or scenic parkways (or proposed scenic highways or parkways) are located in the Downtown Plan Area and no state-designated scenic highways provide views of the Downtown Plan Area (Caltrans 2011). The nearest state-designated historic scenic parkway is the portion of the 110 Freeway bounded by the Interstate 210 freeway to the north and the Interstate 5 Freeway to the south, approximately 1.2 miles north of the northern boundary of the Downtown Plan Area. Views of the Downtown Plan Area from the historic parkway are obstructed by the hills of Elysian Park near Dodger Stadium.

The current Central City and Central City North Community Plan list the 110 Freeway as a scenic freeway with a local designation in the Downtown Plan Area. The development standards associated with the scenic freeway designation have the potential to inhibit development opportunities and therefore would not be in

alignment with the Downtown Community plan goals and policies. The Downtown Community Plan includes zoning tools that protect areas of historical or aesthetic value within the plan area.[2]

According to the City's Mobility Plan 2035, City-designated scenic highways should be either: 1) arterial streets or state highways that traverse areas of natural scenic quality in undeveloped or sparsely developed areas of the City; or 2) arterial streets that traverse urban areas of cultural, historical or aesthetic value which merit protection and enhancement (City of Los Angeles 2016). Scenic highways have special controls for protection and enhancement of scenic resources. Scenic Highway Guidelines (for those designated scenic highways for which there is no adopted scenic corridor plan) are given in Appendix B of the Mobility Plan. The portion of Stadium Road between the Interstate 5 freeway and California State Route 110 at the northern boundary of the Downtown Plan Area is the only City-designated scenic highway that the Mobility Element identifies in the Downtown Plan Area. This roadruns along the eastern and southern boundary of Dodger Stadium near Elysian Park. Views from this road near Dodger Stadium are generally obstructed by adjacent residential development and tree-lined banked hillsides. Views from the road at the closest point to the Downtown Plan Area are primarily of urban development in the Chinatown subarea.

Landscaped Parkways and Roadway Medians

A majority of the streets in the Downtown Plan Area are heavily trafficked arterials, and generally do not contain significant landscaping or landscaped medians. The Arroyo Seco Parkway is the only official parkway that travels into or through the Downtown Plan Area. The Arroyo Seco Parkway (California State Route 110) runs northeasterly from the four-level interchange with the 101 Freeway just outside of downtown Los Angeles to East Glenarm Street in Pasadena. It is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, the other being State Route 163 through Balboa Park in San Diego (Caltrans 2011). Since 2011 the Parkway and its associated features have been listed in the National Register of Historic Places as the Arroyo Seco Parkway Historic District. However, only the portion of the Parkway north of the Interstate 5 Freeway outside of the Downtown Plan area is designated as a state scenic and historic parkway. Only the southernmost portion of the parkway enters the Downtown Plan Area between the northernmost boundary of the Downtown Plan Area near Dodger Stadium and the 101 freeway/110 freeway interchange. This portion of the Parkway is not designated as scenic or historic. From the northern boundary of the Downtown Plan Area, views from the Parkway include intermittent partial views of historic buildings such as Los Angeles City Hall and other high-rise structures to the south, as trees, hills, and vegetation obstruct views to the east and west. Views from the Parkway are primarily of adjacent low- and mid-rise commercial and residential urban development.

Urban Visual Character

While scenic vistas encompass long-range views and often emphasize large-scale natural features, views are also affected by their more immediate visual surroundings. Local aesthetics, typically found on a neighborhood level, also contribute to the urban visual character of the Downtown Plan Area. Development densities and types, distinctive neighborhoods and commercial districts, recognizable architectural elements, prominent public institutions/landmarks, and other elements all contribute to the City's aesthetic quality.

As previously described, development in the Downtown Plan Area primarily consists of commercial and industrial buildings and land uses with small scattered pockets of open space parks and residential areas. Structures in the Downtown Plan Area range from low-rise, one- to two-story, structures in the industrial areas, to 73 stories (1,100 feet) in the commercial-zoned financial district. A majority of the high-rise

[2] The proposed Downtown Plan would remove the designation for this corridor in the Central City and Central City North Community Plan update.

skyscrapers are clustered in the financial district of the Downtown Plan Area, but taller multi-story structures are also dispersed throughout the Plan Area. Examples include Los Angeles City Hall and buildings within the Historic Core, ranging from four to 13 stories in height. Due to the relatively dense arrangement and considerable heights of existing commercial, industrial, and public facilities/governmental buildings in the Downtown Plan Area, many uses already experience substantial shading. This is typical of highly urbanized environments characterized by intense development and tall buildings. Shading provided by existing development in the Downtown Plan Area can restrict access to sunlight but can also provide welcome cooling in an area frequently characterized by high temperatures.

The visual character of different uses and neighborhoods in the Downtown Plan Area is discussed below.

*Industrial*

Industrial buildings characterize the North Industrial and South Industrial subareas of the Central City North Community Plan Area, occupying approximately 70 percent of the land in the Community Plan Area. They also constitute the south eastern half of the Downtown Plan Area, primarily the Industrial, Manufacturing and Wholesale District. Structures within these areas are primarily one to three stories in height and consist of large warehouses, and truck and railroad yards. Some structures in the Arts District subarea are slightly taller (up to five stories) and consist of older warehouses now converted into artists' lofts and studios. Industrial uses in the Industrial, Manufacturing and Wholesale District of the Downtown Plan Area are also primarily one- to three-story structures, but consist of small wholesale retail spaces that serve as the hub for garment sales, the produce industry, the flower wholesale industry, the toy industry, and as a major distribution point for the region. Overall, many of the industrial buildings have little to no setback from the streets and some of the properties have surface parking lots directly facing the streets. Buildings are typically made of exposed and/or painted brick and have widely varying architectural styles. There is little visual consistency among structures. A majority of the buildings were constructed between the 1920s and 1940s, but more recent buildings were built in the 1960s and 1970s, and have not undergone redevelopment (built:LA website 2017). A number of older warehouse buildings in the Fashion District have been replaced or renovated over the past several years. New and renovated buildings serve a variety of functions and contribute to an eclectic mix of older and more modern architectural styles in this portion of the Downtown Plan Area.

*Residential*

Pockets of residential development in the Downtown Plan Area, some of which involve the reuse of former commercial and industrial buildings, are located in the following districts (the locations of these districts are described in **Table 4.1-1**):

- Bunker Hill
- Central City East
- South Park
- Alpine Hill
- Figueroa Terrace
- Arts District
- Industrial, Manufacturing and Wholesale District Historic Core

Residential development in the Downtown Plan Area generally ranges from two to three stories in the Central City East district and Figueroa Terrace subarea, generally ranges from two to four stories and and up to 15 stories in the Industrial, Manufacturing and Wholesale District. Development density and overall visual character vary considerably across each subarea and district, partly due to the nature of surrounding

land uses. Residential development in the Central City East district is largely surrounded by industrial uses and generally high density and range from two to eight stories. Buildings have little to no setbacks from streets, properties are largely devoid of landscaping, and some have surface parking lots squeezed between apartment structures or have street parking. Street trees are scattered infrequently throughout the residential area. Building exteriors are comprised of exposed brick with varying architectural styles and bear little visual resemblance to one another. A variety of older (1920s era) housing in the area is currently used for single room occupancy hotels, homeless shelters, and housing for extremely low-income individuals. Homeless encampments commonly line the sidewalks near residential structures.

Residences in the Bunker Hill and South Park districts are also generally in high-density development areas but are surrounded by largely commercial uses and are in proximity to a major convention center. While these areas do contain several older apartment buildings, many have undergone remodeling and/or reconstruction, or are currently undergoing such efforts. New residential developments include high-rise condominiums, tower apartments, and other residential projects constructed with similar exterior façade designs. Buildings in the South Park district largely lack landscaping features, but are fronted by street trees, including parking structures, and have active, street-facing commercial uses on the ground floor. Residential apartments near the Bunker Hill district were built largely in the 70s and 90s, and have considerably more landscaping and share similar architectural styles.

Residential developments in the Alpine Hill and Figueroa Terrace subareas in the Central City North Community Plan Area, are located on opposite sides of Arroyo Seco Parkway, and are largely lower density multi-family areas and the massing of buildings is lower compared to the other residential areas in the Downtown Plan Area, but are visually similar in character and architectural style. Buildings consist of apartment complexes and condominiums primarily ranging from one to three stories in height, though there are a few five-story structures. Structures are set back from the curb, have wide public sidewalks, and have generally light-colored exteriors. Some residences have front lawn areas that achieve further setback. Streets are tree-lined with little, if any, other landscaping features, and overhead utility lines traverse a majority of the streets and properties. Photos 1 and 2 of **Figure 4.1-7** depict examples of visual character of some residential areas in the Downtown Plan Area.

*Public Facilities*

The Civic Center district in the Downtown Plan Area houses several governmental and public service structures that consist of federal, state, county and local government offices and other public facilities. Civic buildings are generally located along the Civic Center Mall north of First Street, and generally from the Harbor Freeway to Alameda Street and dominated by the historic City Hall. Newer buildings such as the California Transportation (CalTrans) District 7 headquarters and the U.S. Federal Courthouse also add architectural landmarks to downtown skyline. Buildings generally range from 6 to 20 stories in height, with the exception of Los Angeles City Hall, a 32-story structure. Structures have generally minimalist architectural styles with exteriors mainly comprised of alternating layers of plaster and glass windows and generally light-colored. Some structures have unique architectural elements. These include the Los Angeles City Hall building, the U.S. District Court, the Caltrans District 7 office, and the Los Angeles Police Department Headquarters. Most buildings are set back from the street, have landscaping on at least two sides, and are generally lined with street trees. Structures on the eastern boundary of the Civic Center District also include several museums and restaurants with a variety of building massing and generally range from one to three stories in height. As these buildings were constructed during several different decades, ranging from 1920 to 2010s, architectural styles vary widely with various unique design elements. The visual character of this diversity helps to distinguish the western boundary of the Little Tokyo district. Photo 2 of **Figure 4.1-6** provides examples of public service buildings in this district.

*Commercial*

Commercial areas generally constitute the western half of the Central City Community Plan Area as well as a small portion of the northern section of the Central City North Community Plan Area. Buildings vary widely in style and structure, largely influenced by the surrounding zoning and land uses. Development within the Bunker Hill and Financial District consists of mainly high-rise structures that provide a mix of commercial and office uses, as shown in Photos 1 and 2 of **Figure 4.1-15**. Building heights are generally greater than 30 stories, with the tallest being the Wilshire Grand tower at 73 stories. Building massing is generally consistent but structures have varying architectural styles different exterior facades. Some buildings, such as the Wells Fargo Building, have smaller-size windows and mostly plaster on their exterior facades while others are entirely made of glass, such as the AECOM building. Most buildings are square-shaped and occupy the entirety of their respective street blocks, but some include ground level plazas to establish street setbacks and maximize light, air and open space.

The Center City/Historic Core district also contains retail shopping development interspersed with historic structures in the central subarea of the district. Structures generally range from three to 13 stories in height and have varying architectural styles. A majority of the buildings were constructed in the early 1900s and have undergone remodeling under the city's Adaptive Reuse Program. Commercial uses are primarily on the ground floor of the buildings and consist mainly of assorted restaurant and retail spaces while the higher floors are used for apartments.

Commercial development in the Industrial, Manufacturing and Wholesale District and the Chinatown subarea contrasts greatly with that in the Bunker Hill and Financial District. This Industrial, Manufacturing and Wholesale District is in an industrial-zoned area and has industrial uses interspersed with commercial buildings. Most commercial developments are generally low rise, one to three stories in height, bear little architectural resemblance, and were constructed between the 1970s and early 2000s. Commercial uses mainly include various retail stores with colored awnings located at the ground level. Building exteriors in Industrial, Manufacturing and Wholesale District are primarily painted or exposed brick or concrete, as shown in Photo 1 of **Figure 4.1-26** and Photo 1 of **Figure 4.1-28**. Commercial structures in the Chinatown subarea are largely similar to those in the Industrial, Manufacturing and Wholesale District but are occupied primarily by restaurant uses and are surrounded by mostly institutional and residential uses. Photo 2 of **Figure 4.1-10** and Photos 1 and 2 of **Figure 4.1-11** and **Figure 4.1-12** provide examples of development in Chinatown.

# LIGHT AND GLARE

## Citywide

The character of the City is highly diverse and consists of various levels of urbanization. As discussed above, the northern portion of the City encompasses more open spaces and is generally less intensely developed and the central to southern portion of the City is highly urbanized. As such, the intensity of lighting depends on the location within the City and can vary from low intensity of nighttime illumination near suburban and equestrian areas to high intensity in high-density urban areas.

Throughout the City, there are currently more than 210,000 streetlights that provide illumination for City roadways and sidewalk areas. All lighting installed in the City is required to meet National Lighting levels that provide visibility and reduce sky glow and glare (City of Los Angeles 2018). Sources of light throughout the City also include floodlights at sports fields or arenas, residences, airports, electronic billboards, and vehicles traveling on roads and freeways.

Existing conditions information for glare cannot be summarized at the citywide level as they depend on site specific conditions and vary widely throughout the City.

## Downtown Plan Area

Light

Given the nature of high-density urban development, most of the Downtown Plan Area is characterized by moderate to high intensities of nighttime illumination. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, lighting has the potential to produce spillover light and glare and, if designed incorrectly, could be considered unattractive or could be annoying or obtrusive to residents. Light that falls beyond the intended area is referred to as nighttime spillover light or light trespass. Nighttime spillover light can adversely affect light sensitive uses at nighttime, especially residences.

Throughout the Downtown Plan Area, a high level of ambient nighttime light exists as is characteristic of downtown urban environments. Nighttime artificial lighting sources include street, securing, and wayfinding outdoor lighting; vehicle headlights; animated and/or illuminated pole signs used for advertisements; interior building illumination; lighted buildings (such as Staples Center); and lighted graphic signs (such as at LA Live and the Reef building (2019 signage)). For example, nighttime wayfinding lighting at city parks, such as Grand Park in Photo 2 of **Figure 4.1-27**, is a common artificial light source. Near the Convention Center/Arena district, additional sources of nighttime lighting are provided by sky beam lights used for entertainment events. Photo 2 of **Figure 4.1-28** shows daytime views of structures in this area. These artificial lighting sources result in high ambient nighttime light levels near the western part of the Downtown Plan Area due to the close proximity of high- rise commercial development and night life amenities. Moderate levels of ambient nighttime lighting characterize the eastern portion of the Downtown Plan Area due to the more limited use of exterior lighting in low-rise manufacturing and commercial developments. Streetlights are located throughout the entirety of the Downtown Plan Area. Existing street lights are on approximately 40-foot-tall street light poles at street intersections and 25-to 30-foot-tall streetlights along sidewalks.

Nighttime lighting is more limited in the northern portion of the Downtown Plan Area near the Alpine Hill and Figueroa Terrace subareas. This is due to the low-rise, low-density residential structures that characterize a majority of this area. Nighttime artificial lighting sources are primarily limited to 40-foot-tall street lights, building front porch lights, decorative wall lighting at residential homes, vehicle headlights, and interior building illumination.

Ambient light levels or illumination is measured in foot-candles (fc). A fc is a unit of measure or the intensity of light falling in one square foot of surface area equal to one lumen per square foot. **Table 4.1-4** describes the foot-candle (fc) range of various types of light.

**TABLE 4.1-4 FOOT-CANDLE VALUES OF COMMON LIGHT SOURCES**

| Illumination Source | Foot-Candles (LUX/FX) |
|---|---|
| Full Daylight | 1,000 |
| Full Moon | 0.1 |
| Office Lighting | 70-150 |
| Street Lighting | 0.6-1.6 |

**SOURCE:** City of Los Angeles, Department of Public Works Bureau of Street Lighting Design Standards and Guidelines, 2007.

As viewed from surrounding locations, the nighttime lighting environment in the Downtown Plan Area varies. Bright luminaries and surfaces in the western portion of the Downtown Plan Area can be viewed from considerable distance by specific receptors, such as freeways and high-rise structures. Nighttime lighting is lowest in the residential areas in the northern portion of the Downtown Plan Area near Dodger Stadium and Elysian Park.

Glare

Glare is a common phenomenon in Southern California primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, resulting in a large concentration of reflective surfaces. Daytime glare can result from sunlight reflecting off glass, other structural fixtures of buildings, and windshields of parked and moving vehicles within the roadways in the Downtown Plan Area. Although a majority of existing structures throughout the Downtown Plan Area are composed of non-reflective materials, such as concrete, stucco, brick, and plaster, a few commercial buildings, particularly the high-rise skyscrapers within the Bunker Hill and Financial District, contain a substantial amount of glass on their exterior façade, as shown in Photo 1 of **Figure 4.1-27**. Nighttime glare can occur from a variety of light sources including street lights, lighting of sports and entertainment events, and lighting of commercial and residential structures.

## SHADE AND SHADOWS

Shading refers to the effect of shadows cast upon adjacent areas. The consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 3 :00 p.m. or later depending on the time of the year: Summer Solstice (June 21 ), Spring/Fall Equinoxes (March 20 and September 22), and Winter Solstice (December 21). Generally, the shortest shadows are cast during the Summer Solstice and then grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun appears lower in the sky and shadows are at their maximum coverage lengths. Shadows cast during the Winter Solstice represent the greatest potential shade and shadow impacts.

### Citywide

Shadow effects depend on several factors, including local topography, and the height and massing of buildings, and existing uses. However, existing conditions regarding shade and shadows cannot be summarized at the citywide level as they depend on site specific conditions and vary widely throughout the City.

### Downtown Plan Area

Shadow effects depend on several factors, including local topography, the height and massing of buildings, and existing uses. Due to the relatively dense arrangement of existing commercial, industrial, and residential buildings within the developed portions of the Plan Area, shadow effects already exist in the Plan Area. Mid-rise and high-rise buildings cast longer shadows than low-rise buildings. Within the Downtown Plan Area, taller buildings are generally located in the Financial District, Bunker Hill and the Historic Core, and the effects of shadows cast in this area affecting public spaces where people gather for long periods are minimal.

# REGULATORY FRAMEWORK

## STATE

### Senate Bill 743 (SB 743) (Environmental Quality)

On September 2013, Governor Brown signed into law SB 743, which instituted changes to California Environmental Quality Act (CEQA) when evaluating environmental impacts of projects in areas served by

transit. While the thrust of SB 743 addresses how transportation impacts are evaluated, it also limits the extent to which aesthetics impacts are evaluated under CEQA. SB 743 (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs), from review of aesthetic impacts under CEQA. Specifically, this bill states that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment.[3] Therefore, aesthetic impacts within a TPA are considered less than significant in environmental analyses. A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

### California Department of Transportation (Caltrans) State Scenic Highways

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially-designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification from Caltrans that the highway has been officially designated a State Scenic Highway. There are no designated state scenic highways in the City of Los Angeles, including the Downtown Plan Area.

### California Energy Commission (CEC) Building Efficiency Standards Title 24

Subchapter 4 of the CEC's Building Efficiency Standards addresses mandatory requirements for lighting systems and equipment for nonresidential, high-rise residential and hotel/motel occupancies. Section 130.2 of Subchapter 4 consists of requirements for outdoor incandescent lighting and luminaire cutoff related to backlight, uplight, and glare and Section 130.3 of Subchapter 4 sets controls for indoor and outdoor sign lighting including standards for sign dimming during nighttime hours. Subchapter 7 Section 150.0(k) includes luminaire standards and requirements for indoor and outdoor residential lighting, which are also required to comply with lighting standards in Subchapter 4.

### CalGreen Green Building Standards Code

Chapter 5 of the CalGreen Building Code includes nonresidential mandatory measures. Measure 5.106.8, Light Pollution Reduction, require outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans.

[3]Public Resources Code Section 21099(a)(1) defines "employment center project" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a TPA.

# LOCAL

## City of Los Angeles General Plan Framework, Conservation Element, and Mobility Plan 2035

The Framework Element planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources, described in Section 1.1 of Chapter 1, *Introduction and Community Profile*, are intended to improve community and neighborhood livability in the City of Los Angeles. Framework Element Open Space and Conservation policies seek to conserve resources and use open space to enhance community and neighborhood character in the City.

The Conservation Element (adopted in 2001) includes a discussion of the existing landforms and scenic vistas in the City of Los Angeles. Objectives, policies, and programs included in this element are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects.

The Mobility Plan 2035 (adopted in 2016) provides an inventory of City-designated scenic highways. Scenic highways depicted in the City have special controls for protection and enhancement of scenic resources. The Mobility Plan 2035 includes Scenic Highway Guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

Objectives, policies, and programs included in the General Plan Framework, Conservation Element and Mobility Plan 2035 are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects. Applicable goals, objectives, and policies of these General Plan elements are shown in **Table 4.1-5**. See Section 4.8, *Land Use and Planning*, for a discussion of land use consistency with aesthetics goals and objectives.

**TABLE 4.1-5 RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES**

| General Plan Framework | |
|---|---|
| Goal 5A | A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales. |
| Objective 5.1 | Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs. |
| Policy 5.1.1 | Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits. |
| Policy 5.2.2 | Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics:<br>• Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 - 3.16.3. They should also be located along sidewalks with appropriate continuous storefronts.<br>• Buildings in community centers generally should be two to six stories in height, with the first several stories located along the sidewalk. They should also incorporate the |

| TABLE 4.1-5 RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| General Plan Framework | |
| | pedestrian-oriented elements defined in policy 5.8.1. Either housing or office space may be located above the ground floor storefronts.<br>• The built form of regional centers will vary by location. In areas, such as Wilshire and Hollywood Boulevards, buildings will range from low- to mid-rise buildings, with storefronts situated along pedestrian-oriented streets. Regional centers should contain pedestrian-oriented areas and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 – 3.16.3.<br>• Buildings located at activity nodes along mixed-use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed-use boulevards. |
| Objective 5.5 | Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm. |
| Policy 5.5.3 | Formulate and adopt building and site design standards and guidelines to raise the quality of design citywide. |
| Policy 5.5.4 | Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, street lights and trees, bus shelters and benches, and other street furniture. |
| Policy 5.5.6 | Identify building and site design elements for commercial or mixed-use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements. |
| Policy 5.5.7 | Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers. |
| Objective 5.6 | Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas. |
| Policy 5.6.1 | Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards. |
| Objective 5.7 | Provide a transition between conservation neighborhoods and their centers. |
| Policy 5.7.1 | Establish standards for transitions in building height and for on-site landscape buffers. |
| Objective 5.8 | Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community. |
| Policy 5.8.1 | Buildings in pedestrian-oriented districts and centers should have the following general characteristics:<br>• An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk;<br>• A building wall more-or-less continuous along the street frontage;<br>• Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases;<br>• Shops with entrances directly accessible from the sidewalk and located at frequent intervals;<br>• Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate;<br>• Ground floor building walls devoted to display windows or display cases;<br>• Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible;<br>• Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and |

| TABLE 4.1-5 RELEVANT GENERAL PLAN AESTHETICS GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| General Plan Framework | |
| | • The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities. |
| Policy 5.8.2 | The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics:<br>• Sidewalks: 15-17 feet wide (see illustrative street cross-sections).<br>• Mid-block medians (between intersections): landscaped where feasible.<br>• Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance.<br>• Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes, and planters). |
| Policy 5.8.4 | Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character. |
| Conservation Element | |
| Land Form & Scenic Vista Objective | Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations. |
| Land Form & Scenic Vista Policy | Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views. |
| Mobility Plan 2035 | |
| Objective 11 | Preserve and enhance access to scenic resources and regional open space. |
| Policy 11.1 | Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources. |
| Policy 11.2 | Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this 2035 Mobility Plan. |
| Policy 11.3 | Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans. |
| Policy 11.4 | Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character. |
| Policy 2.16 | Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway. |

**SOURCE**: City of Los Angeles, *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan*, re-adopted 2001; City of Los Angeles, *Conservation Element of the City of Los Angeles General Plan*, adopted 2001; City of Los Angeles General Plan, *Mobility Plan 2035*: *An Element of the General Plan*, adopted 2015.

# SPECIFIC PLANS AND OTHER OVERLAY PLANS WITHIN THE DOWNTOWN PLAN AREA

The following Specific Plans pertain to communities and neighborhoods in the Downtown Plan Area.

## Alameda District Specific Plan (ADP)

The Alameda District Specific Plan (ADP) area is located in the Central City North Community Plan Area. The purpose of the ADP is to provide regulatory controls and general procedures for development to execute the goals of the General Plan. The regulations of the ADP supersede similar applicable provisions of the

LAMC and relevant ordinances. The ADP includes provisions regulating the allowable building height and massing within the three subareas and requires development to abide by the provisions of the Urban Design Guidelines provided in Appendix Q. These guidelines specify setbacks and separations as well as visual screening and landscaping between arena facilities and residential buildings to provide a buffer between the two land uses.

### Bunker Hill Specific Plan (BHSP)

The Bunker Hill Specific Plan (BHSP) provides urban design regulations for development in the Bunker Hill area, which is located within the Central City Community Plan Area. Regarding aesthetics, the BHSP contains the following intended purposes: 1) to implement the Central City Community Plan, 2) to implement design regulations that maintain a high quality built form and encourage compatible infill development that enlivens the streets and public spaces, and 3) to support the improvement of the business environment by providing an attractive public realm. The BHSP also refers to the provisions of the City of Los Angeles' Downtown Design Guide: Urban Design Standards and Guidelines to regulate the visual character of projects. The City's Downtown Design Guide includes guidance for landscaping features, building massing, and architectural detail as it relates to overall visual character of development within the City of Los Angeles. As described in the *Projection Description*, Chapter 3, *Updates to Specific Plans and Planning Overlays*, the Bunker Hill Specific Plan will be repealed as part of the Proposed Downtown Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the New Zoning Code provisions.

### Los Angeles Sports and Entertainment District Specific Plan (LASED)

The Los Angeles Sports and Entertainment District Specific Plan (LASED), located in the Central City Community Plan Area, contains design regulations for development within this portion of Downtown, which mainly includes development within a 1,500-foot radius of the Figueroa Street/11$^{th}$ Street intersection in Downtown Los Angeles. Regarding aesthetics, the LASED is intended to: 1) execute the goals of the General Plan as it relates to the geographic area and to future development, and 2) enhance the existing Convention Center and Staples Center development through establishment of unique streetscape design guidelines. Like the ASP and BHSP, the LASED defers to the provisions in the Urban Design Guidelines to establish building design standards for development projects in this district. Further, the LASED establishes building height and massing regulations for the five subareas in this district that help achieve visual consistency. These regulations supersede those included in the district's Urban Design Guidelines provided in Appendix Q. The guidelines specify spacing, scale, and architectural requirements for commercial, residential, and sports arena projects.

### Cornfield Arroyo Seco Specific Plan

The Cornfield Arroyo Seco Specific Plan (CASP) is intended to guide development within the plan area in a manner consistent with the Central City North, Northeast LA and Silverlake/Echo Park/Elysian Valley Community Plans. The purpose of the CASP is primarily to transform a vehicular-oriented industrial and public facility area into a cluster of mixed-use, pedestrian-oriented and aesthetically pleasing neighborhoods. The CASP also intends to increase access to open space, increase provision of a variety of housing types, shops, and services, maintain and enhance areas of job concentration, accommodate pedestrian mobility and use of public transit, preserve the character of historical structures, and develop more active public spaces through use of public art, parks, and courtyards combined with shops and services. In result, the CASP specifies regulations for development in the different zoning districts of the CASP area that detail permitted uses, allowable FAR, square footage limits, massing, and use of community benefit projects to allow greater floor area development (City of Los Angeles n.d.).

## Downtown Design Guide (DDG)

The Downtown Design Guide: Urban Design Standards and Guidelines (Design Guide) is intended to provide guidance for development within the Downtown Los Angeles area including considerations of land use development, building massing, and materials choices. The policies within the Design Guide emphasize walkability and the making of great streets, districts, and neighborhoods through a targeted focus on the relationship of buildings to the street, including sidewalk treatment, the character of buildings as they adjoin the sidewalks, and connections to transit. The Design Guide supplements the provisions of the Los Angeles Municipal Code as well as the Urban Design and Neighborhood Character chapters of the General Plan Framework. As described in Chapter 3, *Projection,* some of the standards and guidelines in the existing Design Guide would now be regulated through the New Zoning Code. The Design Guide will be amended to remove content that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards. The Design Guide offers guidance to help establish key design characteristics of a project, such as building massing, tower design and on-site open space (City of Los Angeles (City of Los Angeles 2017a). The Design Guide will also include additional content that would provide best practices that are responsive to specific neighborhood character. These neighborhood best practices will serve as an informational resource for new infill development to reinforce the unique identity of these neighborhoods and complement existing built patterns.

## Little Tokyo Community Design Overlay

The Little Tokyo Community Design Overlay (Little Tokyo CDO) establishes long-term goals and provides design principles that will be used to guide future development within the CDO area. The community of Little Tokyo has historically contained a range of significant Japanese religious and cultural institutions, consisting of a mix of residential, commercial, industrial, and institutional uses. Development patterns within the Little Tokyo CDO range between small-scale historic buildings on the north side of East First Street, to mid-higher multi-story structures along Third Street, and low- to mid-rise industrial and warehouse structures on the south side of Third Street. The intent of the Little Tokyo CDO is to give guidance and direction for the design of new buildings and public spaces, to promote a more pedestrian-oriented environment, enhance the visual quality of the area, and preserve the historical and cultural identity of Little Tokyo. As described in Chapter 3, *Projection Description,* some of the standards and guidelines in the existing Little Tokyo CDO would now be regulated through the New Zoning Code. The Little Tokyo CDO will be amended to remove content that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards. In result, the Little Tokyo CDO will help enhance and strengthen the character of the neighborhood community in the midst of larger regional trends of redevelopment of older neighborhoods and installation of new transit connections and facilities (City of Los Angeles 2014).

## Broadway Theater and Entertainment District Guide Community Design Overlay

The Broadway Theater and Entertainment District Design Guide Community Design Overlay (Broadway CDO) provides guidelines and standards for development projects along Broadway between 2nd Street and Olympic Boulevard in Downtown Los Angeles. The intent of the guidelines within the Broadway CDO are to guide and direct the rehabilitation of existing structures and the design of new buildings to improve the appearance, enhance the identity, and promote the pedestrian environment of the Broadway corridor. The guidelines also seek to encourage the development of a regional entertainment district centered around its twelve historic theaters. The primary goal of the guidelines is to ensure that future development contributes to a cohesive, pedestrian-friendly and vibrant entertainment, commercial, and mixed-use district. By encouraging a variety of retail, services, office uses, entertainment uses, and housing, the guidelines also help facilitate centers of pedestrian activity to support local transit and foster an active street environment. This is accomplished through using consistent streetwalls at the property line, with appropriate recesses for entrances, adequate transparency, appropriate signage, increased landscape detailing, and protection of

historic structures (City of Los Angeles 2009). As described in Chapter 3, *Projection Description*, some of the standards and guidelines in the existing Broadway CDO would now be regulated through the New Zoning Code. The Broadway CDO will be amended to remove content that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards.

## City of Los Angeles Planning and Zoning Code and Building Regulations

LAMC Chapter 1 contains the Planning and Zoning Code, and Chapter 9 contains Building Regulations. The purpose of the Planning and Zoning Code is to designate and regulate the location, use, height and size of buildings. The Planning and Zoning Code regulates the aesthetics and visual quality of development projects. It includes development regulations specific to each zone and also addresses parking, landscaping, land form protection, lighting, and a number of other topics that influence the aesthetics of a development project. The Planning and Zoning Code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The LAMC is currently undergoing a comprehensive revision under **re:code LA**. The existing Zoning Code is not being repealed as part of this Project. The existing Zoning Code would remain in place, and the New Zoning Code regulations resulting from the re:code LA process would only be adopted and operative when property is rezoned and community plans are amended. This is expected to occur through community plan updates and other discretionary review processes, such as with the proposed Downtown Plan update. For the Downtown Plan, the City intends to implement the **New Zoning Code** in the Downtown Plan Area. As discussed in Section 3.7.4, *New Zoning Code*, the revisions to the code will include new zone classifications for the Downtown Plan and elements of the New Zoning Code that would be required to utilize the new zones, such as definitions and development standards, including standards and Bonus Provisions that may be utilized citywide (i.e., Citywide Elements). With approval of the Downtown Plan, the aspects of the New Zoning Code would be adopted and applied throughout the Downtown Plan Area.

New zoning requirements would be adopted as part of the Downtown Plan, specifically zoning requirements currently in Chapter 1 Zoning and Planning Code and other new requirements that are described later in this chapter. The City is generally defined by the San Gabriel Mountains in the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean in the west, Pacific Ocean in the South, and Verdugo Mountains, San Rafael Hills, and Repetto Hills in the east. The Santa Monica Mountains bisect the City, separating the San Fernando Valley in the north from the Los Angeles metropolitan basin in the south. Nonetheless, the following LAMC Sections and Ordinances regulate issue areas pertaining to the aesthetics of development in the City of Los Angeles. Those sections from Chapter 1 of the LAMC referenced below will be carried over to Chapter 1A of the LAMC (the New Zoning Code) either as part of this Project or alongside a future Community Plan Update; although the regulations may be modified to meet the structure of the New Zoning Code, they would meet the intent of these existing regulations.

<u>Lighting</u>

*Chapter 1, Article 2, Sec. 12.21 A5(k).* All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and any adjacent premises.

*Chapter 1, Article 7, Sec. 17.08C.* Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.

*Chapter 9, Article 3, Sec. 93.0117.* No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

*Chapter 9, Article 1, Section 91.6205 (K)4.* Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.

*Chapter 9, Article 1, Section 91.6205M.* No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property

Land Form Preservation

*Chapter 1, Article 7, Section 17.50-E.* Establishes slope-density regulations which restrict density on the basis of the calculated average of the ungraded slopes at selected contours within a parcel that is proposed for divisions of land

*Chapter 1, Article 2, Section 12.21-A.17.* Establishes the hillside overlay zone within which restricted densities and other requirements for neighborhood and environmental compatibility apply.

**City of Los Angeles Tree Preservation Ordinance**

Protected trees are considered aesthetic resources. The City of Los Angeles adopted an ordinance for the Preservation of Protected Trees (Ordinance No. 177,404; LAMC Chapter IV, Article 6) which became law on April 23, 2006. The ordinance protects the following tree species:

- All native Oak tree species (Quercus spp), but excluding the Scrub Oak (Quercus dumosa)
- Western Sycamore (Platanus racemosa)
- California Bay (Umbellularia californica)
- California Black Walnut (Juglans californica)

The ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, and on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Ordinance-projected trees on private property and streets rights-of-way are protected by the City's Tree Preservation Ordinance; therefore, any act that may cause the failure or death of a protected tree requires inspection by the LADPW Urban Forestry Division. In the event that the LADPW approves a tree removal, replacement of the tree is required with at least two trees of a protected variety. See Section 4.4, Biological Resources, for a discussion of protected trees.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines, the Proposed Project would have a significant impact related to aesthetics if it would:

- Have a substantial adverse effect on a scenic vista (Threshold 4.1-1)
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway (Threshold 4.1-2)
- If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (Threshold 4.1-3)
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (Threshold 4.1-4)

# METHODOLOGY

This impact discussion considers impacts from inside and outside the Downtown Plan Area where the visual resources identified in the existing setting may be affected by the Proposed Project. This impact section analyzes impacts from reasonably anticipated development of the Proposed Project.

As shown in **Figure 4.1-1**, the majority of the Downtown Plan Area is located within TPAs. Only a small portion is located outside of the 0.5-mile transit buffer of the TPA boundary and lies in the industrially zoned area in proximity to the Mesquit Street/Jesse Street intersection. TPAs are defined as areas within 0.5-mile of a major transit stop. As discussed previously, under SB 743, residential, mixed-use, and employment center projects in a TPA are exempt from aesthetic impacts analysis. Most development that is reasonably foreseeable in the TPAs of the Downtown Plan would be residential, mixed use, or an employment center and would, therefore, as a matter of law, not have aesthetic impacts under CEQA. Notwithstanding, the relevant language of SB 743, codified at PRC Section 21099(d) does not expressly apply to planning projects and therefore as a conservative measure, this EIR will consider aesthetic impacts from the implementation of the Proposed Project in all of the Downtown Plan Area, including TPAs and including from development that would qualify for SB 743 exemption.

The evaluation of aesthetic impacts is a subjective exercise, both in identifying valued aesthetic resources and identifying impacts to valued aesthetic resources. Considerations for determining impacts under the various categories of aesthetic resources and impact thresholds are discussed below.

## Scenic Vistas/Obstruction of Views

For the purposes of the CEQA analysis, impacts to views typically consist of the loss or obstruction of a valued public view (e.g., scenic vista, particularly a panoramic view of areas that have visual interest, or iconic structure), or changes in the character of the viewshed that detract from a valued public view, such as the elimination or obstruction of natural and/or man-made features that were formerly part of a valued viewshed. The assessment method identifies whether such viewpoints exist within the Downtown Plan Area and whether the content of the view would be adversely affected by the Downtown Plan. Diminishment of a scenic vista would occur if the Downtown Plan would introduce buildings or development that contrast enough with a visually interesting view, so that the content and quality of the view is permanently affected. The loss of a private view would not be an impact for purposes of this analysis. The City does not protect private views. The loss of private views from development is expected in an urban environment.

## Visual Character

The concept of visual character is not explicitly defined in the CEQA Guidelines. In this aesthetics discussion, potential visual character impacts are assessed based on industry-accepted definitions of visual character. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the built, urban environment.

Elements contributing to the impression of the character of an area include the following:

- Height and mass of proposed buildings compared to existing development;
- The compatibility between uses and activities with the built environment;
- The quality of the public realm, including roadways, sidewalks, plazas, parks, and street furniture;
- The nature and quality of landscaping that is visible to the general public; and
- The relationship between built and unbuilt space, or building “coverage.”
- The presence of shade/shadows

Impacts to the visual character of an area generally relate to the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the Downtown Plan and the New Zoning Code detract from the visual character of an area.

Although the threshold of significance in Appendix G focuses on whether the Proposed Project conflicts with the applicable zoning in an urban environment, as the City is changing the applicable zoning with the Proposed Project, the analysis in this impact area will analyze whether the Proposed Project would be expected to degrade the existing visual character or quality of public views of the Downtown Plan area and its surrounding area for the Downtown Plan, and the City and its surrounding area for the New Zoning Code.

### Light and Glare

Light and glare impacts are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective building cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. In this aesthetics discussion, light and glare impacts are assessed qualitatively based on anticipated future development as well as applicable City regulations pertaining to acceptable levels and sources of light and glare.

## PROJECT IMPACTS

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|---|---|
| **Threshold 4.1-1** | Have a substantial adverse effect on a scenic vista |

**Impact 4.1-1**

**Downtown Plan:** The Downtown Plan would allow for greater development height and intensity throughout the Downtown Plan Area. However, the Downtown Plan Area is already highly-developed and lacks major identified scenic resources. In addition, future development would not block views of scenic resources from identified public view locations. Impacts to scenic vistas would be ***less than significant***.

**New Zoning Code:** The New Zoning Code would not have a substantial adverse effect on a scenic vista. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Community Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Community Plan Area would be speculative. Impacts to scenic vistas would be ***less than significant.***

### Downtown Plan Impact

As identified in the Existing Setting section, Downtown Los Angeles is generally not an area from which views of scenic vistas are readily available. Scenic vistas in the Downtown Plan Area include limited views of the San Gabriel Mountains, Elysian Park, and the hills surrounding Dodger Stadium north of Downtown. However, these vistas are largely obstructed at the ground level due to the Downtown Plan Area's dense urban development, flat topography, and tall building heights. Most views are obstructed by intervening buildings, street bridges, freeway overpasses, and street trees. The western portion of the Downtown Plan Area contains high-rise structures up to 73 stories in height, and buildings within the eastern area are generally mid-rise to low-rise, ranging from one to four stories in the industrial zoned areas to four to twelve stories in the Center City/Historic Core district. Due to the close proximity of high-rise structures and the distance from the nearest mountains (approximately three miles), scenic views of natural resources are generally not available at the ground level.

Publicly accessible panoramic views of the Downtown Plan Area are available from surrounding areas, including the Hollywood Hills, freeways, and Griffith Park. These views include intense urban development that characterizes low-rise commercial and industrial structures and high-rise skyscrapers within the Financial District. As shown in Photo 1 of **Figure 4.1-4**, views of Downtown from Griffith Park are primarily of the skyscrapers and high-rise towers in the Financial District. Development further east of this area is obstructed or not visible due to smaller building heights.

The Downtown Plan would accommodate greater allowable building height and FAR (up to 13:1 FAR) in portions of the Downtown Plan Area. The new permitted FAR would generate greater development of high-rise structures within areas with Transit Core, Traditional Core, and Public Facilities general plan designations, comprising approximately 30 percent of the Downtown Plan Area. Developers would be able to achieve the maximum FAR in exchange for provision of public benefits including affordable housing, open space, historic preservation, or community facilities. A greater FAR would also be permitted for existing areas of mid- and low-rise development, which would generally allow for increased building heights across other general plan designations within the Downtown Plan Area such as in Hybrid Industrial and Community Center-designated areas. New high-rise developments would be visible from surrounding vistas outside of the Downtown Plan Area as well as from other areas generally within a 0.5-mile radius of the structures. However, in general, increases in building height would not obstruct public views of scenic resources or vistas because structures would not block existing views along public rights-of-way and views of urban streetscapes would not be substantially altered. Furthermore, the Downtown Plan would not alter existing street alignments such that existing views would become blocked. Areas with General Plan designations that permit increased building heights would be generally within the same areas as existing skyscrapers and other high-rise structures, and generally confined to the western portion of the Downtown Plan Area. Construction would largely involve infill development in already densely developed areas and preservation of open space areas and historical structures would be prioritized. Furthermore, each land use designation would contain specific form districts that regulate the permitted height of structures. Consequently, any change to the existing views of scenic vistas from the Downtown Plan Area due to taller development would be incremental since these views are already largely obstructed by existing development. Any changes to existing views of urban streetscapes would also be incremental since most existing streetscape views are limited to close-foreground views and are relatively unaffected by increased building height.

New high-rise structures reasonably expected from the Downtown Plan would be visible from publicly accessible vantage points outside of the Downtown Plan Area, including the Hollywood Hills, surrounding freeways, and Griffith Park. However, this development would only add to the existing urban skyline of Downtown Los Angeles. As discussed previously, the only Downtown Plan Area features that are visible from these vistas are the existing high-rise structures in the western portion of the Downtown Plan Area; other resources further to the east are not visible. Therefore, the addition of more high-rise structures would not block views of any identified scenic resources but, rather, would contribute to the existing urban skyline that characterizes downtown Los Angeles from other areas of the City.

Lastly, the Downtown Plan includes goals and policies consistent with the Conservation and Framework Elements' policies that are intended to protect scenic vistas, including LU 10.5 requiring pedestrian bridges to minimize visual impacts, LU 17.1 promoting a pedestrian environment that creates visual comfort, and LU 21.7 developing well-designed towers that include rooflines that enhance visual interest and add to the distinctive skyline. The Conservation Element includes objectives, policies, and programs related to land form and scenic vistas to protect and reinforce natural and scenic vistas through permit processing, enforcement, and environmental review of project designs to ensure that natural features and views are retained. Framework Policies 5.5.6, 5.5.7, and 5.7.1 aim to protect scenic vistas by encouraging the use of step-backs in heights for higher floors of buildings, promoting the use of underground utilities, and establishing standards for transitions in heights of buildings.

Overall, although the Downtown Plan would allow greater building heights and density than what currently exists in various portions of the Downtown Plan Area, the increased building heights and density would not result in the loss or obstruction of scenic vistas available from public vista points. Additionally, because there are no major scenic vistas in the Downtown Plan Area, the Downtown Plan would not conflict with Conservation and Framework Elements policies intended to protect scenic vistas. Impacts to scenic vistas would be ***less than significant***.

### New Zoning Code Impact

As discussed in the Existing Conditions section, scenic views and vistas within the City include Pacoima Wash, San Gabriel Mountains, Santa Susana Mountains, San Pedro's coastal bluffs, Griffith Park, and Elysian Park.

The City Charter stipulates a maximum FAR of 13:1, which would remain unchanged with implementation of the New Zoning Code. The proposed development regulations under the New Zoning Code would allow for the same range of allowable FARs as are allowed today. These FARs would be achieved through minimum and maximum allowable building heights and FAR options. Maximum FAR may also be increased in exchange for provision of public benefits such as affordable housing, open space, historic preservation, or community facilities. As such, through future community plan updates and amendments, the New Zoning Code would provide these options for use in areas within the City that contain scenic vistas. Additionally, Development Standards Rules under the New Zoning Code also regulate elements such as landscaping, site lighting, wireless telecommunications facilities and parking that could affect development regulations in areas with scenic vistas. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

Although the New Zoning Code could allow for greater building heights and density than what currently exists in various portions of the City, no land in the City would be rezoned using the New Zoning Code until such time that a community plan is updated or amended to allow the new zoning classifications. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts. Impacts to scenic vistas would be ***less than significant.***

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.1-2** | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway |

**Impact 4.1-2**

**Downtown Plan:** There are no State scenic highways in the Downtown Plan area. The scenic highway closest to the Downtown Plan Area, Arroyo Seco Parkway, is 1.2 miles away and is not visible from any portion of the Downtown Plan. Therefore, the Downtown Plan would have ***no impact*** on scenic resources within a state scenic highway.

**New Zoning Code:** The New Zoning Code would not damage scenic resources within a state scenic highway. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside

the Downtown Plan Area would be speculative. Impacts to scenic resources within a state scenic highway would be ***less than significant.***

## Downtown Plan Impact

A portion of State Route 27 through the western portion of the City within the Palisades Highlands community outside of the Downtown Plan Area is the only State designated highway in the City. A portion of the Arroyo Seco Parkway through the northeastern portion of the City is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways. However, only the portion of the Parkway north of the Interstate 5 Freeway outside of the Downtown Plan area is designated as a state scenic and historic parkway. Only the southernmost portion of the parkway enters the Downtown Plan Area between the northernmost boundary of the Downtown Plan Area near Dodger Stadium and the 101 freeway/110 freeway interchange, and this portion of the Parkway is not designated as scenic or historic.

From the northern boundary of the Downtown Plan Area, views from the non-designated portions of Parkway include intermittent partial views of historic buildings such as Los Angeles City Hall and other high-rise structures to the south, as trees, hills, and vegetation obstruct views to the east and west. Views from the Parkway are primarily of adjacent low- and mid-rise commercial and residential urban development. The Downtown Plan would allow for higher maximum FARs than currently permitted in some areas, which could potentially accommodate increased building heights. However, this would not substantially degrade the overall views of the area. It is not expected that any impacts to the Parkway would occur from the Downtown Plan.

Stadium Way is the only City-designated scenic highway that enters the Downtown Plan Area at the northern boundaries of the Figueroa Terrace, Alpine Hill, and Chinatown subareas. However, views from this scenic highway are largely obstructed by adjacent residences, city fire department buildings and undeveloped, steep hillslopes that line a majority of the west side. Views from the highway at the closest point to the Downtown Plan Area are of surrounding urban development in the Chinatown subarea. There are no trees, rock outcroppings or historic buildings within the viewshed from this portion of the scenic highway. These views remain consistent continuing along the highway on the southeast side of Dodger Stadium. There are intermittent views of high-rise structures in the Financial District, but these are obstructed by street trees and overhead utility lines. Reasonably anticipated development from the Downtown Plan near the scenic highway would have General Plan designations of Villages and Medium Neighborhood Residential, which provide contextual use and form regulations that reinforce and complement existing development. Nonetheless, these designations would allow for higher density residential buildings and higher intensity commercial buildings to be constructed as infill development. A maximum of 6:1 FAR would be permitted in some areas, which could potentially accommodate increased building heights. However, this would not substantially change overall views of the area as no scenic resources are currently visible from the scenic highway. Because there are no state scenic highways in the Downtown Plan Area, the Downtown Plan would have ***no impact*** to scenic resources within a state scenic highway.

## New Zoning Code Impact

A portion of State Route 27 through the western portion of the City within the Palisades Highlands community is the only State designated highway in the City. A portion of the Arroyo Seco Parkway through the northeastern portion of the City is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways. Neither would be expected to be impacted by the New Zoning Code. Application of the New Zoning Code would make available a range of FAR and building heights that could be applied through future community plan updates and amendments. The available Form Districts proposed by this project could allow greater FAR and allowable building heights than are currently applied

that could impede views of scenic resources within a state scenic highway if applied in or adjacent to this four-mile segment. However, this project does not propose to apply these Form Districts outside of the Downtown Plan Area and the Form Districts would not allow more than 13:1 FAR as mandated by the City Charter. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

Additionally, the Historic Preservation Overlay Zone (HPOZ) and Historic Cultural Monument (HCM) designations applicable to areas within a state scenic highway would remain unchanged with the Proposed Project.

Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to scenic resources. Therefore, impacts to scenic resources within a state scenic highway would be ***less than significant.***

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.1.3** | If the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality |

**Impact 4.1-3**

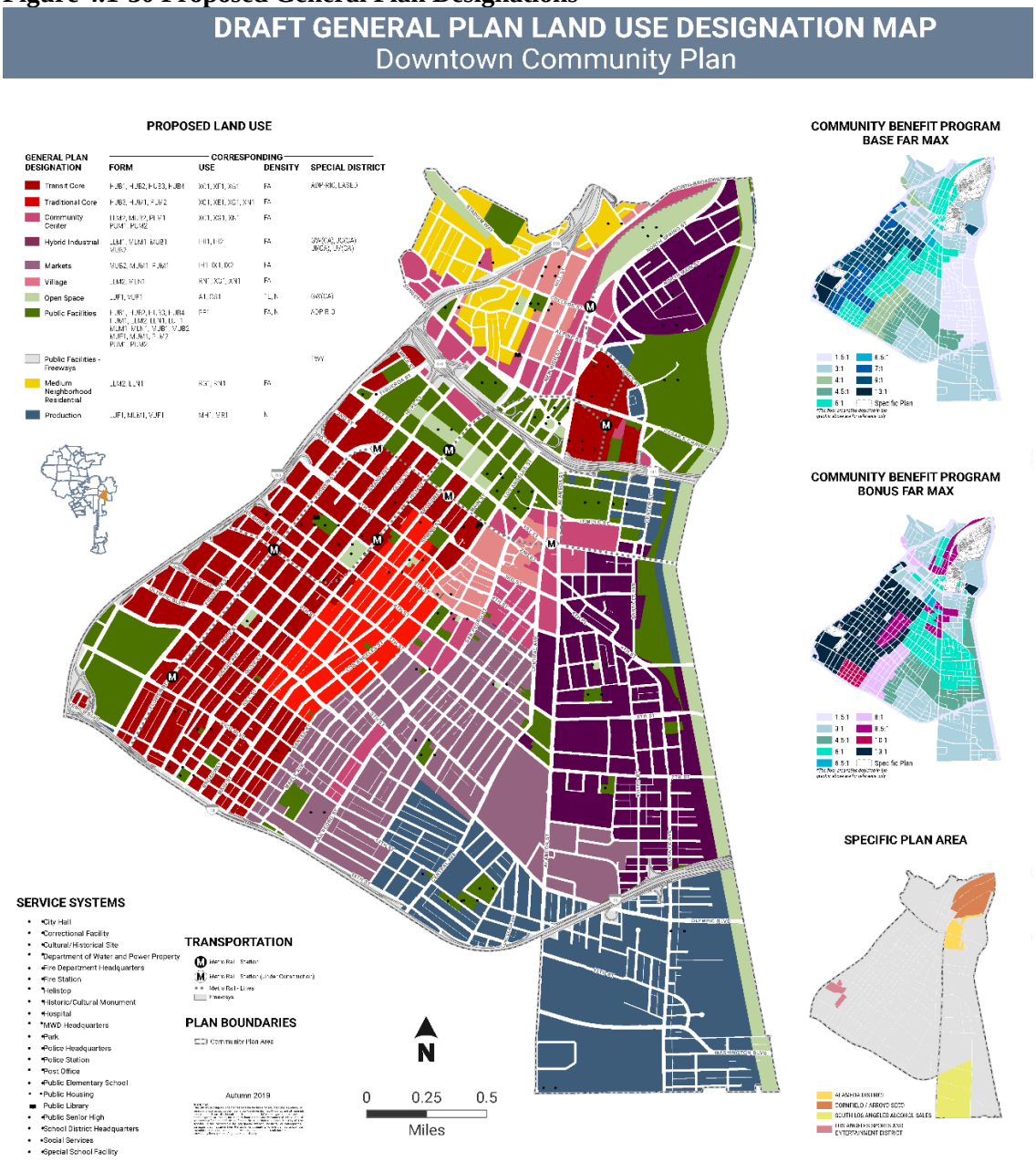
**Downtown Plan:** Reasonably anticipated development from the Downtown Plan would alter the visual character of portions of the Downtown Plan Area, including changes in building height and massing and associated increases in shadows/shading. However, development would be consistent with the goals and policies of the General Plan Framework and changes would likely benefit and generally enhance the visual character of the Downtown Plan Area. The overall impact to the visual character of the Downtown Plan Area would be ***less than significant.***

**New Zoning Code:** The New Zoning Code introduces many design standards which are intended to enhance the visual character of the City and would not degrade the existing visual character or quality. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact**.**

## Downtown Plan Impact

Reasonably anticipated development from the Downtown Plan would involve increased building heights and development intensities and would provide a greater mix of uses in the Downtown Plan Area through new General Plan designations that are intended to foster a greater mix of uses beyond that which already exist within Downtown. While the proposed General Plan designations may allow for a change in the existing visual character, development patterns would be consistent with the 2016-2040 RTP/SCS because the Downtown Plan would focus development and improvements around employment centers and transit-served areas. **Figure 4.1-30** shows the general layout of the proposed land use designations. Changes to visual character within the Downtown Plan Area would result primarily from increased building densities permitted by the Downtown Plan. As previously discussed, the Downtown Plan Area is currently

**Figure 4.1-30 Proposed General Plan Designations**



characterized by high-density urban development with a wide range in building heights across the various subareas and districts and a highly mixed-use environment.

Generally, buildings decrease in average height moving from west to east across the Downtown Plan Area, with the tallest buildings (up to 73 stories) located in the Financial District. Average building heights are between three and 13 stories in the Center City district, between three and five stories in the Industrial, Manufacturing and Wholesale District, and between one to three stories in the industrial use areas in the east. Taller structures such as office buildings and hotels are dispersed throughout the mid-rise and low-rise development areas.

Future reasonably anticipated development from the Downtown Plan elsewhere in the Downtown Plan area would be primarily industrial uses and, as a result, would be visually consistent with adjacent existing uses. Further, more broadly, the Downtown Plan would include building design regulations, as specified in the updates to the New Zoning Code, to address factors that influence the visual character in the Plan Area including building orientation, building scale, height and massing, parking, building façade/frontage, and landscaping. Specifically, form and frontage districts in the New Zoning Code would set limits for building height, step-backs, and massing, across the new proposed land use designations to help provide cohesive height and bulk transitions across future structures within the Downtown Plan Area. This would be particularly emphasized in historically sensitive areas to minimize potential adverse effects to existing character.

Generally, the form districts that would be applied and associated development guidelines would aim to minimize the effects of land use and zone changes on the existing character of neighborhoods and districts in the Downtown Plan Area and would also be intended to enhance overall visual character and quality. In addition, the City would continue to use the Downtown Design Guide for future development within the Plan Area. As a result, adherence to existing design guidelines and regulations would minimize potential adverse effects to visual character. **Figures 4.1-31** through **4.1-37** show resulting views from future development in the Downtown Plan Area in accordance with the building height and massing standards provided in the updated zoning regulations of the proposed New Zoning Code.

Transit Core

The Downtown Plan would re-designate Bunker Hill, Financial District, South Park, and Convention Center/Arena districts as well as the Government Support subarea as Transit Core. The largest permitted increases to development potential would occur in these areas as there would be no height limit. Future permitted development in these areas would include regional mixed use, multi-family residential, and entertainment uses. Buildings would generally have a maximum permitted 13:1 FAR with base minimum heights of six to ten stories. Lot sizes would be at least 2,500 square feet with up to 100 percent coverage and no stepback. High-quality exterior façade designs would help provide visual interest, along with active ground floor uses. Development would also include enhanced streetscapes, paseos, and alleys to increase pedestrian connectivity within the high-intensity built environment. As a result, implementation of the Downtown Plan is anticipated to increase overall building heights in these areas as a result of increased FAR when combined with minimum site setback, open space, and other requirements. Within the Transit Core areas on the eastern boundary of the Downtown Plan Area, the increased building heights and massing would simply add a greater amount of tall buildings within an area already characterized by skyscrapers and high-rises, and would not substantially change the visual character of the area.

Building heights in the current South Park district and in the Union Station and Public Facilities designation subarea in the northeast portion of the Downtown Plan area would experience the largest increase as a majority of existing development within this area is primarily characterized by low- to mid-rise structures. Given the range between the minimum and maximum allowable heights, it would be possible for a 10-story building and a 50-story high-rise to be located next to each other. Increased building heights and massing

**Figure 4.1-31 Change in View from I-10 Freeway toward Convention Center**

Photo 1: Current view from I-10 freeway looking north towards the Staple Center and Convention Center

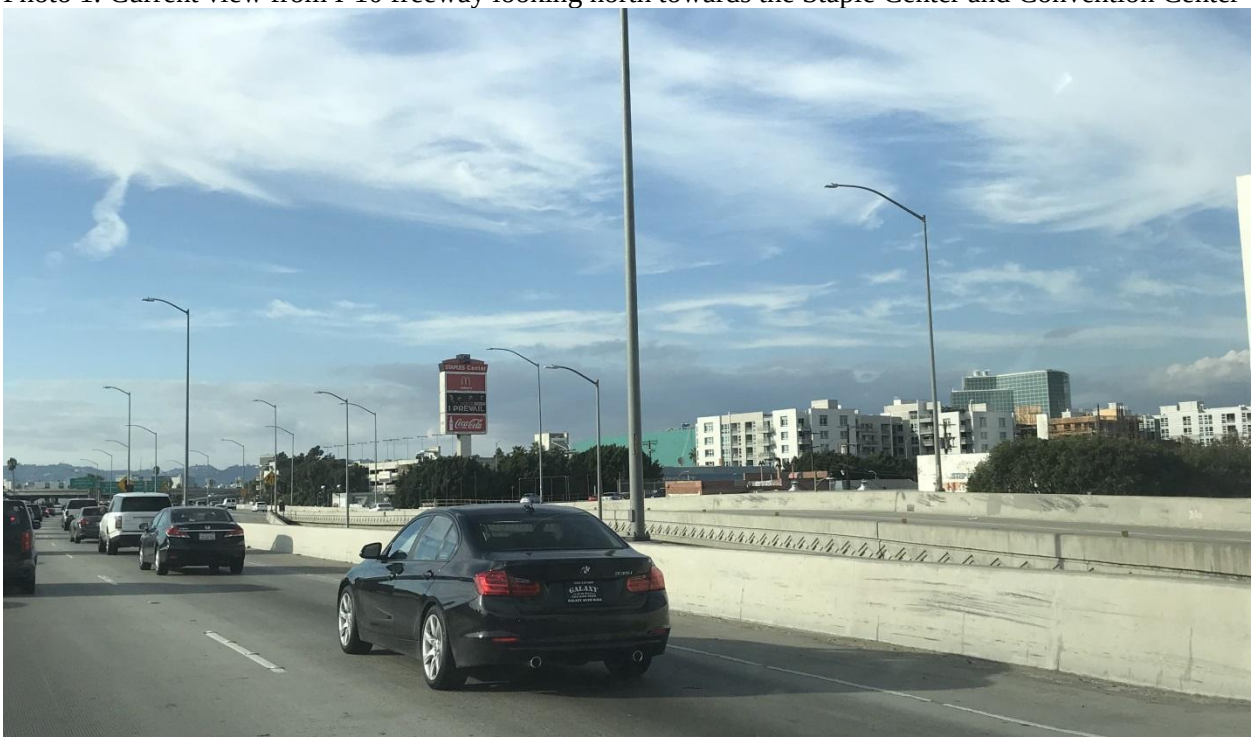


Photo 2: View with potential future development

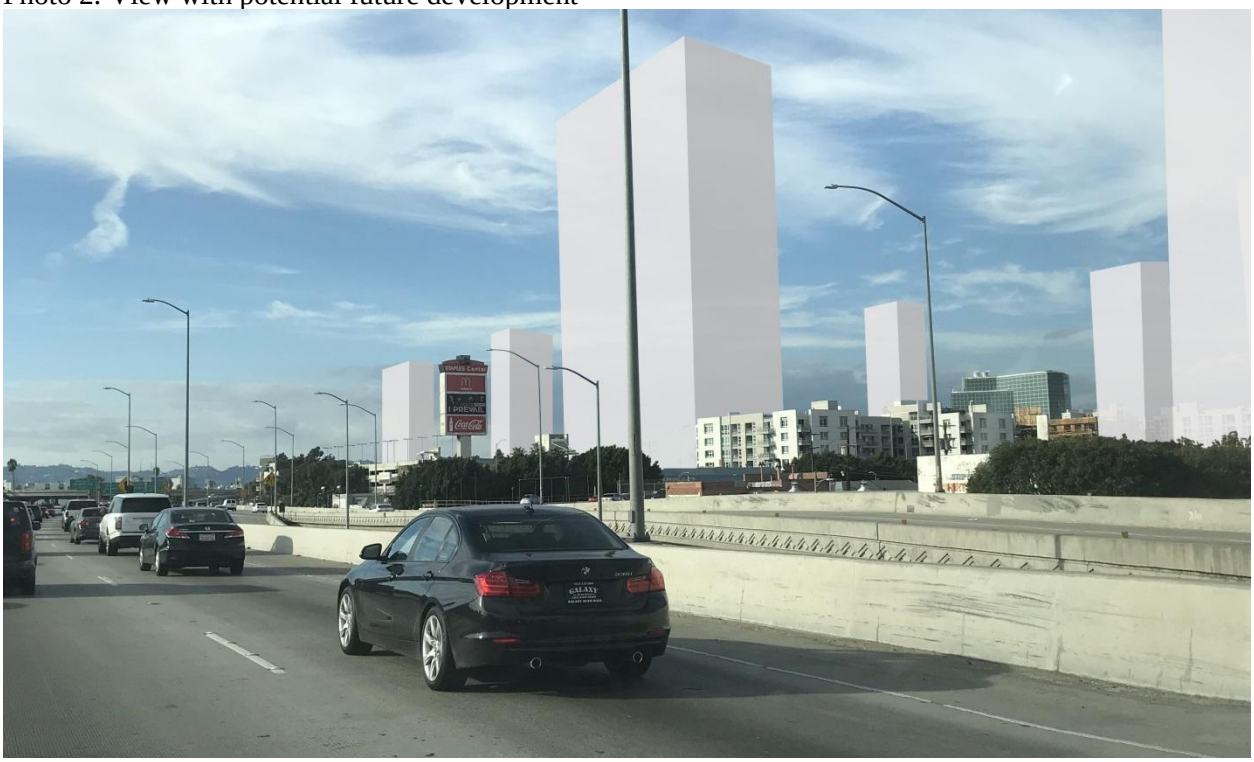


**Figure 4.1-32 Change in View from I-10 Freeway toward South Park District**

Photo 1: Current view from I-10 freeway looking north towards South Park District

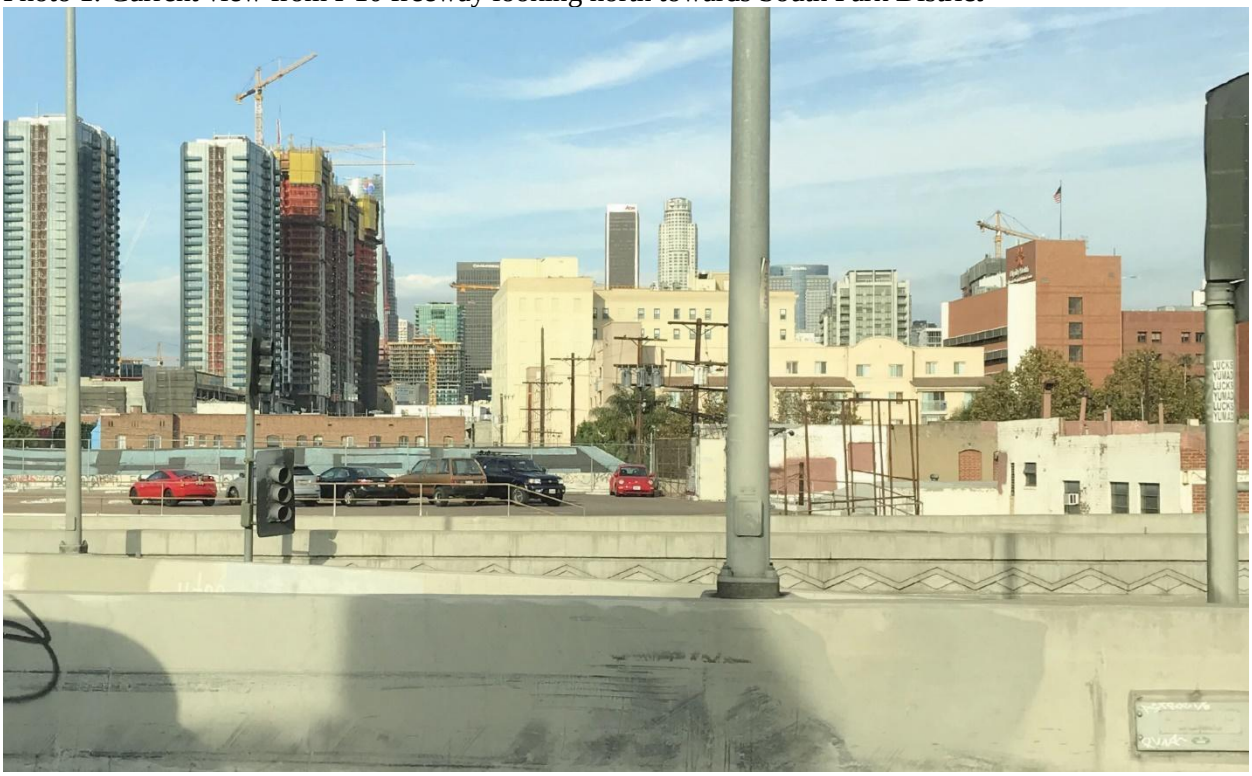


Photo 2: View with potential future development

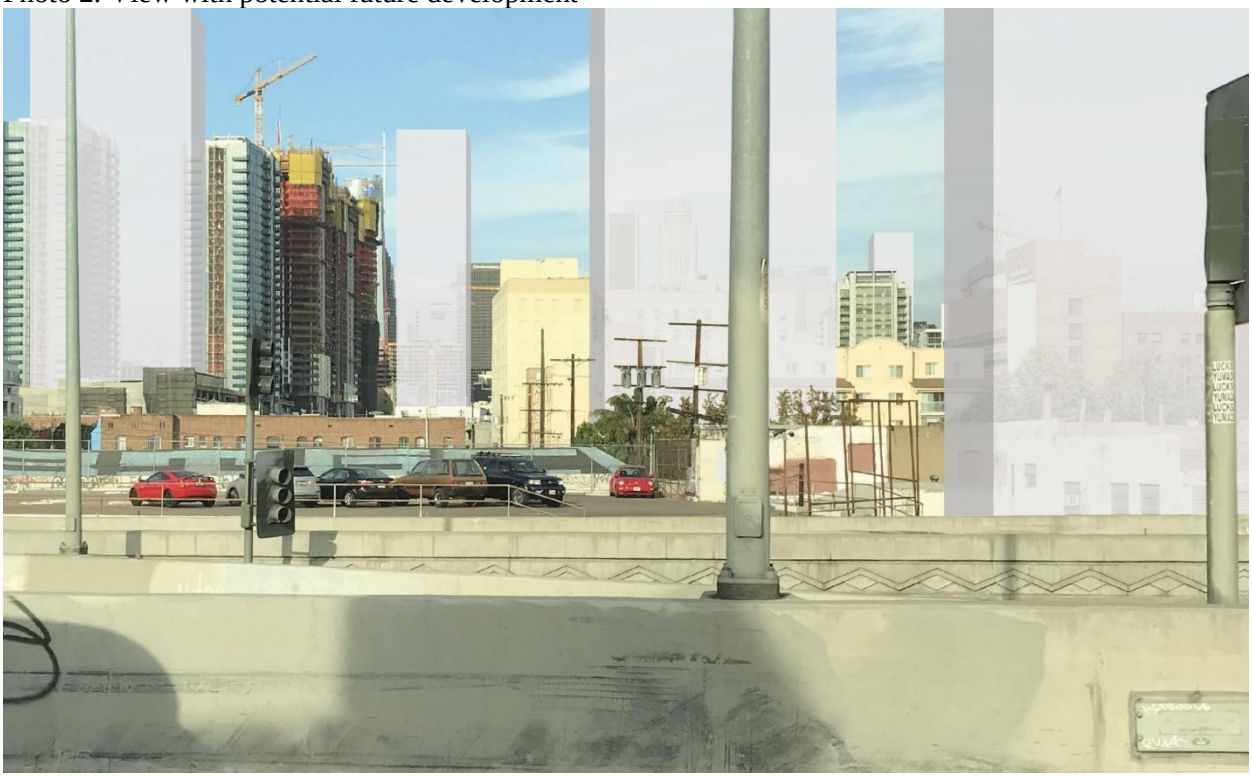


**Figure 4.1-33 Current View of Downtown Area Skyline**

**Figure 4.1-34 View of Downtown Area Skyline with Potential Future Development**

**Figure 4.1-35 Change in View along Broadway**

Photo 1: Current view looking south along Broadway Street

Photo 2: View with potential future development

**Figure 4.1-36 Change in View at Naomi Avenue and 12th Street**

Photo 1: Current view looking west at intersection of Naomi Avenue and East 12th Street

Photo 2: View with potential future development

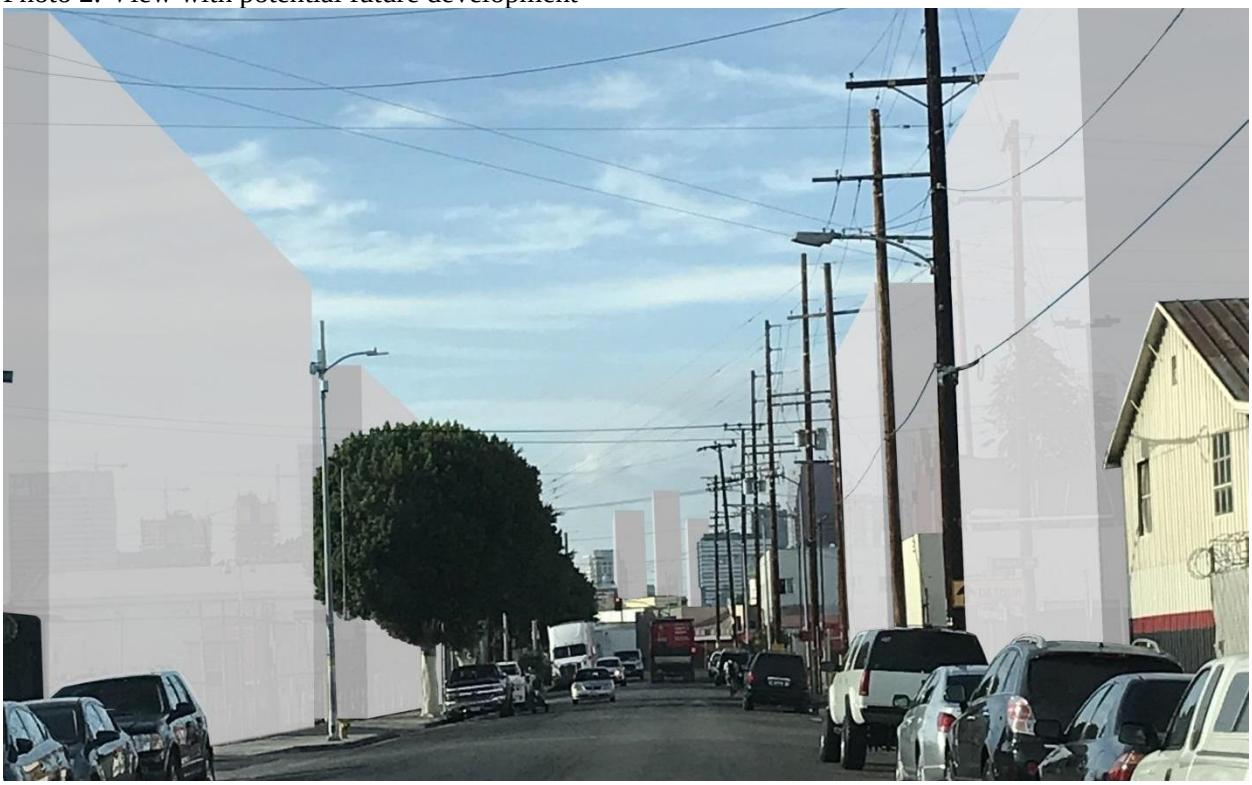


**Figure 4.1-37 Change in View at San Pedro Street and 2nd Street**

Photo 1: Current view looking northwest at intersection of San Pedro Street and 2nd Street in Little Tokyo

Photo 2: View with potential future development

in these areas would substantially alter the existing visual character of the area and increase the number and length of building-generated shadows. Such development would not occur immediately, but rather, would happen gradually over time, and development would be consistent with the new zoning regulations that would be established by the Downtown Plan. Further, the Downtown Plan CPIO would provide best practices regarding tower placement and spacing. Although these best practices are not mandatary, they would serve as a resource for contextual design of buildings in the Plan Area.

Overall, development of high-rise structures under the Downtown Plan would contribute to the urban skyline, improve urban streetscapes, and be consistent with zoning regulations. **Figures 4.1-31** through **4.1-34** show views of potential development in the Transit Core area, which would implement General Plan Framework policies related to locating growth in already developed centers that are served by transit and proximate to jobs.

Traditional Core

The Center City/Historic Core district would be re-designated as a Traditional Core Area and would experience the second largest permitted increase in building development capacity and potentially in building height. Future permitted development would include mixed use community and multi-family residential developments with an emphasis on entertainment land uses. Buildings would have a maximum permitted 8.5:1 to 13:1 FAR with similar lot coverage and building intensity and massing as in Transit Core designated areas. Implementation of the Downtown Plan would also increase the mix of uses and shopfronts and active alleys would contribute to the development of a more pedestrian-oriented environment. Although this development would change the visual appearance of some structures in the Traditional Core, the Downtown Plan would include provisions to protect, restore, and enhance the historically significant buildings in this area, and historic design features and blocks would be built out edge-to-edge to help define a distinctive visual character. As discussed in Section 4.4, *Cultural Resources*, it is possible that some historic structures, and other buildings over 50 years old, would undergo alteration or demolition during the redevelopment process to accommodate new uses. Though the Downtown Plan would promote reuse and preservation of existing structures that characterize unique urban development in historical areas, alteration or demolition of existing historic structures could constitute a considerable visual change. However, as also discussed in Section 4.4, *Cultural Resources*, the provisions in the Cultural Heritage Ordinance reduce impacts to historic properties in the City as a whole including throughout the Downtown Plan Area where a specific development site is located on designated historic properties. In addition, zoning strategies in the Downtown Plan would specify step-back, articulation, entrance, entry-feature and transparency requirements as well as allowable materials for future development to reinforce the historic character of the Traditional Core.

With the implementation of the Cultural Heritage Ordinance and the Downtown Plan zoning requirements for new development aimed at improving walkability and connectivity and reinforcing important historic features, it is anticipated that this area would experience an overall improvement in visual character. **Figure 4.1-34** shows views of potential development in the Traditional Core area without application of zoning design strategies that would be expected to enhance or complement existing visual character.

Medium Neighborhood Residential Villages

Future permitted development in the Medium Neighborhood Residential and Villages designated areas would focus on establishing traditional, walkable, and compact residential neighborhoods and provide a range of housing types. Pedestrian amenities and connectivity would be enhanced with connections to integrated commercial uses, such as restaurants, retail, and small offices, and historic and cultural structures would be preserved and utilized where present. Medium Neighborhood Residential designations would generally have a maximum permitted 3:1 FAR; Villages would be allowed a maximum of up to 6:1 FAR. The average building height and massing would remain similar to existing conditions under the Downtown

Plan, and overall visual character would likely benefit from planned development improvements. Future development within the Medium Neighborhood Residential and Villages designated areas would help contribute to an inviting public realm by integrating small, local-serving retail establishments and other commercial uses into the residential fabric of new walkable, compact neighborhoods.

Hybrid Industrial

Future permitted development in the Production designated areas would be focused on sustaining industrial activity and prioritize space for employment, including light and heavy industrial, new industry, manufacturing, and other related facilities. Areas with this new general plan designation are primarily located within TPAs.

Future development in Hybrid Industrial designated areas would be subject to zoning requirements regarding articulation, entrances, entry-features and transparencies as well as allowable materials that would reinforce the historic industrial character of this area. The zoning would require new development to be constructed of Type I, II, or IV (concrete, steel, or heavy timber) construction types, to sustain existing development patterns and support integration with the existing built form. Additionally, there are Downtown-wide incentives for adaptive reuse of historic structures to support maintenance of local character.

The average building heights and associated shadows would increase in this area due to the higher permitted FAR. This would result in a more intense urban visual character that some may perceive as an adverse change from existing conditions. However, it is anticipated that the general visual character of areas with these designations would generally be improved by reasonably anticipated development from the Downtown Plan due to the addition of active pedestrian amenities and resources, and the addition of points of visual interest with creative, flexible building structures in industrial areas.

Production

Future permitted development in the Production designated areas would be focused on sustaining industrial activity and prioritize space for employment, including light and heavy industrial, new industry, manufacturing, and other related facilities. Areas with the Production general plan designation are primarily located outside existing TPAs. Future development in Production designated areas would include large format structures with flexible lot configurations to accommodate industrial activity and goods movement. These areas would have a maximum permitted 3:1 FAR, which reflects the existing regulations. As a result, future development would help sustain the existing character of Production areas.

Public Facilities

These General Plan designations include the Civic Center district and Government Support subarea. Existing development in areas with these designations house governmental, institutional, and cultural functions for the City and contain architecturally unique buildings that range from six to 20 stories in height. The intended purpose of this designation is to encourage greater mix of uses within civic centers and create an active public realm by allowing for development of a variety of structures, site layouts and building designs. These would provide greater access to street life as well as active public use spaces for programming and public events. Implementation of the Downtown Plan would not alter existing architecturally unique structures, such as Los Angeles City Hall and the Caltrans District 7 office, but would integrate additional office and hotel structures and allow for up to 6.5:1 FAR. Such development would alter the existing visual character in the Civic Center and Public Facilities areas by adding more midrise and high-rise structures. This increased building height and intensity would increase the number and length of shadows generated by buildings, but would not adversely affect the existing visual character of this area

because shade effects are typical in an urban environment, and can also be desirable since they provide respite from heat and enhance pedestrian comfort..

Markets

The Industrial, Manufacturing and Wholesale District and surrounding areas would be generally included within the Markets general plan designation. Existing structures are generally one to three stories in height with few taller buildings (up to six stories) interspersed, and bear no visual relation to each other. Under the Downtown Plan, future development would add creative office space, limited multi-family residential uses, and active live/work areas in addition to the wholesale and commercial development uses. Buildings would have a maximum permitted 4.5:1 – 8:1 FAR with a high percentage of lot coverage and minimum required setbacks. Such changes would visually alter the existing character of the area by adding more midrise and high-rise structures, largely increasing building intensity and massing, increasing the mix of development uses, and increasing overall shading. However, such changes would likely improve the surrounding visual character since existing developments widely vary in architectural style and exterior façade and are not visually consistent, and various structures are in poor condition and have not been updated since originally constructed in the mid-1900s. Increased shading would be consistent with the character of the Downtown Plan Area and would provide cooling benefits in areas subject to intense sunlight and heat. The Downtown Plan would encourage adaptive-reuse and rehabilitation of these structures to maintain their unique character, and incorporation of active live/work and retail uses in taller buildings would help create a more visually cohesive urban character. **Figure 4.1-35** shows views of potential development in the Markets area.

Community Center

Existing development in the Community Center area consists mainly of commercial uses with some residential uses. Buildings are generally midrise but can range from three stories to 12 stories in height. Buildings vary in architectural style and massing with little visual relation between each other, and many have street-facing parking lots. Under the Downtown Plan, future development would establish midrise buildings with strong street walls and increased development density, providing a mix of multi-unit housing, office use, additional ground floor commercial development, and service uses. High quality streetscapes and public spaces would be added to provide amenities to residents and visitors, and pathways would be established between transit resources. The increased building height and massing, along with the addition of new uses, would alter the visual character of the area and produce more and potentially longer shadows in some locations. However, because existing development is largely visually inconsistent, reasonably anticipated development in accordance with Downtown Plan development standards would generally improve visual quality by promoting a cohesive development pattern and active ground floor uses that would improve views of urban streetscapes and unify the urban character of these areas. **Figure 4.1-36** shows views of potential development in the Community Center area.

Conclusion

Reasonably anticipated development from the Downtown Plan, as directed by the proposed General Plan designation and zoning changes, would increase the height, scale, and density of buildings and other structures in the Downtown Plan Area. Such changes would represent a change in the visual character of some areas, especially areas with Transit Core, Hybrid Industrial, and Community Center designations. However, future development would likely benefit and improve the visual character and quality in some of these areas, or would simply increase the amount of midrise and high-rise buildings in areas that already contain such structures. New development would be designed with contextual form and frontage regulations, to be compatible with existing visual character. The Downtown Plan would include zoning incentives to assist in protecting existing historic resources. The Downtown Plan would also include

standards to encourage location of parking underground and require screening or wrapping with active uses, when located above ground which would enhance the visual quality of the Plan Area.

As discussed in Existing Setting, shadow effects already exist in the Plan Area, especially in areas with taller buildings. With implementation of the Downtown Plan, new, taller buildings could be built in the Transit Core, Traditional Core, Hybrid Industrial, and Community Center designations. The taller buildings could potentially increase shade effects along public spaces, such as public rights-of-way (i.e., sidewalks and roadways) or parks. These shade effects are characteristics that are commonly found in an urban environment. The increased shade effects also can be considered beneficial, particularly during warmer seasons and sunny days, by providing cooling and cover from high heat days. Additionally, shade effects could make an urban environment more pedestrian friendly. Thus, the potential increase in shade and shadows are not expected to substantially degrade the existing visual character or quality of the CPA. Overall, implementation of the Downtown Plan is anticipated to enhance the visual character of the Downtown Plan Area. The Downtown Plan would not conflict with applicable zoning or other regulations governing visual quality or substantially degrade the existing visual character or of public views of the Downtown Plan Area or surrounding area and impacts would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code standards would allow for a variety of new Form and Use districts that could be applied elsewhere in the City through future community plan updates and amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent the standards will apply or where future development may occur. Projecting the location and type of standards and development would be speculative at this time; therefore, impacts related to visual character cannot be identified.

The New Zoning Code introduces Form Standards and Frontage Standards which are intended to enhance the visual character of the City. Form Standards regulate lot size, lot coverage, outdoor amenity space, floor area ratio and building height, upper-story bulk and building mass. Frontage Standards regulate the dimensions of frontages, parking setbacks, the design and spacing of building entrances, front yard landscaping, blank wall width, and ground story height. Character Frontages ensure that new construction is compatible with the existing built environment in districts that have a distinctive visual character. Development Standards which vary by district also enhance design.

Furthermore, Development Standards Districts under the New Zoning Code would include standards for parking structures to encourage parking, when provided, to be located underground or when located above grade, to be screened or wrapped with active uses. As part of the project, some of the standards addressing visual character in existing plans and overlays would be amended and integrated into the New Zoning Code. These components of the New Zoning Code are intended to protect and enhance visual character.

The proposed New Zoning Code would have a wide range of Form Districts. Through future community plan updates and amendment, it is possible that some parts of the City would be rezoned in a way that would apply Form Districts with greater allowable building height and FAR than is currently permitted in those areas; however, FAR would not be permitted above the maximum allowable FAR (13:1) set by the City Charter. Form Districts permit a base FAR and a bonus FAR. Bonus FAR could be permitted in exchange for provision of public benefits such as affordable housing, open space, historic preservation, or community facilities. As such, the New Zoning Code provides such options to be considered in areas within the City that are within a certain distance to public open spaces and parks, increasing the potential for shading impacts on public space.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze whether the

zoning applied would impact visual character and quality. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant*.**

## Mitigation Measures

Mitigation is not required for changes in visual character. See Section 4.4, *Cultural Resources*, for mitigation measures for historical resource impacts.

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|---|---|
| **Threshold 4.1.4** | Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area |

**Impact 4.1-4**

**Downtown Plan:** Reasonably anticipated development from the Downtown Plan could introduce new sources of light and glare in the Downtown Plan Area. However, development in a majority of the Downtown Plan Area already incurs high levels of nighttime lighting and glare, such that any additional effects would be incremental. In addition, future development would comply with applicable regulations regarding permitted lighting and glare. The impact from light and glare would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not create a new source of substantial light or glare. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, impacts related to light and glare would **be *less than significant*.**

## Downtown Plan Impact

Lighting

A high level of ambient nighttime light is common to urbanized areas within the Downtown Plan Area due to the high development intensity throughout the Downtown Plan Area. A majority of the Downtown Plan Area experiences high levels of ambient nighttime lighting from sources including exterior mounted building lights, vehicle headlights, safety lights, streetlights and streetlamps, illuminated signs, and interior building lights. Nighttime lighting levels are lower in the residential areas at the north end of the Downtown Plan Area near Griffith Park.

Reasonably anticipated development from the Downtown Plan would allow for increased development density, intensity, and building heights throughout a majority of the Downtown Plan Area. With these increases, it could be reasonably anticipated that illumination from new development (security lighting, parking lot lighting, ornamental lighting, pedestrian scale lights, lighting from ground floor storefronts and signs) would increase illumination. Where reasonably anticipated development would occur as the result of implementation of the Downtown Plan, it could be anticipated that lighting would be increased at mid-block for pedestrian safety, security, and ornamental lighting. In addition, it could be anticipated that future development under the Downtown Plan, particularly development projects of substantial scale, would result in the introduction of lighting in areas where currently lighting levels are low or where lighting levels along sidewalks is interrupted by darkened or shadowed areas. It is also possible that additional sources of nighttime lighting associated with increased development capacity, crime prevention, and increased vehicle traffic would be implemented. However, as a majority of the Downtown Plan Area under the Downtown Plan would be characterized by industrial, commercial, and civic development uses that already incur high

ambient levels of nighttime lighting, any additional lighting from new development would be incremental. Residential uses in these areas, which are considered light-sensitive, would be exposed to high nighttime lighting levels, however as these areas currently incur high nighttime lighting from existing surrounding commercial development, light impacts would not substantially increase. For residential areas primarily in the northern portion of the Downtown Plan Area, while increased illumination is anticipated from sidewalk lighting, and from commercial and residential windows in mixed use and stand-alone projects, these effects would be incremental because these uses are already present in these areas and are anticipated to be less than significant.

All future Downtown Plan Area development would be required to adhere to the lighting provisions of the LAMC to reduce potential impacts from light as well as new lighting provisions proposed as part of the New Zoning Code. The LAMC contains specific regulations with respect to lighting. LAMC Section 12.21 A.5(k) (amended by Ordinance No. 171,858) (which will be carried through to the New Zoning Code) states that all lights used to illuminate parking areas shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. The New Zoning Code includes this provision. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and the New Zoning Code, which pertains to outdoor lighting affecting residential property (no more than two foot-candles of lighting intensity from a light source is allowed on adjacent residential property). In addition, General Plan Framework Policies 5.5.3, 5.5.4, and 5.8.1 call for the formulation of building and site design standards, determination of appropriate urban design elements, and lighting commensurate with intended nighttime use. Finally, as discussed below, the New Zoning Code includes Development Standards Rules pertaining to site lighting that would regulate the the amount of illumination for different uses minimize light trespass and to ensure that the appropriate type and amount of lighting is used. Adherence to these standards on all new development in the Downtown Plan Area would reduce lighting impacts to a ***less than significant*** level.

Glare

Glare is a common phenomenon in the Downtown Plan Area primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region. The majority of existing structures in the Downtown Plan Area are comprised of non-reflective materials such as concrete, wood, stucco and plaster. However, some structures, particularly within the commercial areas in the western portion of the Downtown Plan Area, consist of considerable amounts of reflective floor-to-ceiling glass windows. Reasonably anticipated development from the Downtown Plan would be generally consistent with the level of reflective surfaces on existing development and would comply with LAMC Chapter 9, Article 3, Section 93.0117 and Chapter 9, Article 1, Section 91.6205M, for light and glare affecting residential uses. These standards prohibit the use of highly reflective or deeply tinted glass. In addition, new standards contained in the New Zoning Code (discussed below) would further reduce glare potential by preventing new development from using materials that typically create high levels of glare. Adherence to applicable standards on all new development in the Downtown Plan Area would reduce glare impacts to a ***less than significant*** level.

## New Zoning Code Impact

The New Zoning Code would not result in increased light and glare that could adversely affect views throughout the City. However, the New Zoning Code could be applied elsewhere throughout the City through future community plan updates and amendments. Due to the modularity of the New Zoning Code, it is not known where or to what extent the standards will apply or where future development may occur. Projecting the location and type of standards and development would be speculative at this time; therefore, impacts related to new sources of substantial light and glare cannot be identified.

The New Zoning Code includes Development Standards Rules (Article 4) that include light and glare regulations, which would function as performance standards. As discussed in Chapter 3, the Development Standards Rules pertaining to site lighting include regulations to minimize light trespass, and the amount of illumination required or allowed for different uses and certain zone districts. The glare standards prohibit the use of materials that typically create high levels of glare and generate excessive heat.

While the new zoning districts and Development Standards Rules would be codified through the New Zoning Code, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zoning classifications would analyze potential community- and site-specific impacts related to light and glare. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect light and glare impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant***.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable aesthetic impacts includes the entire City of Los Angeles and immediately surrounding areas.

### Scenic Vistas

Cumulative impacts to scenic vistas would result if citywide development would block scenic views within the Los Angeles Basin, such as views of the San Gabriel Mountains or the Pacific Ocean or affect scenic resources in or near the city. Some prominent scenic views and vistas in the City include Pacoima Wash, San Gabriel Mountains, Santa Susana Mountains, San Pedro's coastal bluffs, Griffith Park, and Elysian Park. Scenic vistas that provide panoramic views of the Downtown urban skyline and other urban development outside of the Downtown Plan Area are provided from such locations as the Hollywood Hills, adjacent freeways, and Griffith Park. While implementation of the Downtown Plan and other citywide development would alter views of the City by allowing new development with building or greater mass and height than what currently exists, such development would not block views of scenic resources from these vistas. Cumulative development generally would not create additive effects to individual view locations since view changes would be location specific and because future development is not expected to directly alter scenic resources such as the mountains or ocean. Further, as discussed under Impact 4.1-1, future development in the Downtown Plan Area may enhance views of the Downtown urban skyline with the addition of more skyscrapers and high-rise structures. The New Zoning Code would apply only to the Downtown Plan Area at this time and any impacts of the New Zoning Code on other parts of the City would be speculative. As such, the incremental effects of the Downtown Plan and New Zoning Code on scenic vistas would not be cumulatively considerable. Cumulative impacts from the Proposed Project to Scenic Vistas would be ***less than significant***.

### Scenic Resources

Future development in Los Angeles would incrementally alter visual conditions citywide, including within the viewsheds of state scenic highways in the City. These include State Route 27 from Pacific Coast Highway (PCH or State Route 1) to Mulholland Drive, Interstate 5 from Interstate 210 to the northern City

limit, U.S. Route 101 from Topanga Canyon Boulevard to the western City limit, State Route 118 from De Soto Avenue to the western City limit, Interstate 210 from Interstate 5 to the eastern City limit, State Route 1 from Venice Boulevard to the City boundary adjacent to Santa Monica, and State Route 1 north of Interstate 10. However, it is not anticipated that new development would fundamentally change views from these highways or block views of any identified visual resources. Moreover, as discussed under Impact 4.1-2, the scenic highway closest to the Downtown Plan Area, Arroyo Seco Parkway, is not visible from any portion of the Downtown Plan. Because the parkway is not in or within the viewshed of the Downtown Plan Area, the Downtown Plan would not contribute to any cumulative aesthetic impacts along that parkway or any other scenic highway. The New Zoning Code would apply only to the Downtown Plan Area at this time and any impacts of the New Zoning Code on other parts of the City would be speculative. As such, the incremental effects of the Downtown Plan and the New Zoning Code on scenic resources would not be cumulatively considerable. Cumulative impacts to scenic resources from the Proposed Project would be ***less than significant***.

## Visual Character

Impacts to visual character are location-specific. Consequently, changes to the visual character of one area of the City would not alter the visual character of other neighborhoods or otherwise have additive effects on the visual character of another neighborhood. As such, although development across the City may collectively alter the visual character of many Los Angeles communities and neighborhoods, cumulative impacts to visual character would not occur. Shade and shadow impacts are also location-specific; therefore, although development across the City may increase shadows in specific locations, shadows would be limited to the immediate area of each new development and development in one community or neighborhood would not add to shadow impacts in another community or neighborhood. Cumulative shadow impacts would not occur.

As discussed under Impact 4.1-3, implementation of the Downtown Plan is expected to generally improve the visual character of the Downtown Plan Area by replacing underutilized and vacant parcels, such as parking lots, with new development that is consistent with Downtown Plan standards. This would remove lower-quality visual character features from the Downtown Plan Area. The New Zoning Code would apply only to the Downtown Plan Area at this time and any impacts of the New Zoning Code on other parts of the City would be speculative. Nevertheless, for the above reasons and because a specific purpose of both the Downtown Plan and the New Zoning Code is ensure that new development meets certain standards that would enhance visual character, the incremental effects of the Downtown Plan and New Zoning Code would not be cumulatively considerable. As such, there would be ***no significant cumulative impact*** to visual character from the Proposed Project.

## Light and Glare

Light and glare levels vary considerably throughout Los Angeles, but light levels are generally consistent with that associated with urban and suburban environments. The incremental increase in light and glare associated with future development throughout the City would not be expected to substantially alter overall citywide light/glare conditions. In addition, impacts related to light and glare are location-specific. Consequently, incremental changes to light or glare conditions that may result from an individual development project in one area of the City would not alter light or glare conditions in other neighborhoods or otherwise have additive effects to citywide or regional light/glare levels.

A majority of the nearby communities are generally separated by distance, topography, the Los Angeles River, and/or major freeways. Consequently, although Downtown Plan Area wide development may incrementally increase lighting levels, the effects of the Downtown Plan light and glare conditions on adjacent areas and the city would be limited, due to a variety of barriers to light propagation, including buildings in the Plan Area.

The Downtown Plan Area is already urbanized and characterized by high levels of light and glare. Therefore, as discussed under Impact 4.1-4, the addition of new development would not dramatically change overall light or glare conditions in the Downtown Plan Area. Nearby communities are generally separated from the Downtown by distance and, in some cases, by topography, the Los Angeles River, and/or major freeways and buildings in the Plan Area. Consequently, although Downtown Plan Area wide development may incrementally increase lighting levels, the effects of the Downtown Plan on light and glare conditions on the adjacent communities and citywide would be limited, since, as noted above, a variety of barriers to light propagation (including buildings) are present in the area. Further, as discussed above, all future development in the Downtown Plan Area and throughout the City would continue to adhere to existing and proposed LAMC light and glare standards. The New Zoning Code would apply only to the Downtown Plan Area at this time and any impacts of the New Zoning Code on other parts of the City would be speculative. However, as with the Downtown Plan Area, future development in other areas of the City would be required to comply with City lighting standards. Based on the above information, the incremental effects of the Downtown Plan and New Zoning Code on light and glare conditions would not be cumulatively considerable**.** Cumulative impacts to light and glare would be ***less than significant*****.**

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# 4.2 AIR QUALITY

This section examines the degree to which the Proposed Project may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities, such as grading and haul truck trips, and long-term effects related to the ongoing operation of individual development projects are discussed in this section. The analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).f

The potential for the Proposed Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment, or to expose sensitive receptors to substantial pollutant concentrations are also discussed. Air quality data utilized in the preparation of this section is included as Appendix I to this Draft EIR.

## ENVIRONMENTAL SETTING

### AIR POLLUTANTS

Los Angeles is located in the South Coast Air Basin (SCAB), named so because it's geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the SCAB is considered to be semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the SCAB is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and weather.

The general region lies in the semi-permanent high pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The SCAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides ($NO_X$) due to

low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and $NO_X$ to form photochemical smog.

Air pollutant emissions in the SCAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products, such as barbeque lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, race cars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards or criteria that have been adopted for them. Federal and state ambient air quality standards (AAQS) have been set at levels considered safe to protect public health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

## Criteria Air Pollutants

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for maximum allowable concentrations of six "criteria" pollutants in outdoor air. The six pollutants are carbon monoxide (CO), lead (Pb), ground-level ozone ($O_3$), nitrogen dioxide ($NO_2$), particulate matter (respirable particulate matter [$PM_{10}$] and fine particulate matter [$PM_{2.5}$]), and sulfur dioxide ($SO_2$). The standards are set at a level that protects public health with an adequate margin of safety for six common air pollutants (also known as "criteria air pollutants"). In addition, toxic air contaminants (TAC) are a concern in the SCAB. The characteristics of each of these pollutants are briefly described below.

$O_3$

Ozone is a highly reactive and unstable gas that is formed when reactive organic gases (ROG), sometimes referred to as volatile organic compounds (VOC), and nitrogen oxides ($NO_X$), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. $O_3$ concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. Short-term exposure (lasting for a few hours) to $O_3$ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and some immunological changes.

CO

Carbon monoxide is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the Downtown Plan Area, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter

morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike $O_3$, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

$NO_2$

Nitrogen dioxide is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of $NO_X$ compounds, $NO_2$ is the most abundant in the atmosphere. As ambient concentrations of $NO_2$ are related to traffic density, commuters in heavy traffic areas, such as urban areas like the Downtown Plan Area, may be exposed to higher concentrations of $NO_2$ than those indicated by regional monitors.

$PM_{10}$ and $PM_{2.5}$

Respirable and fine particulate matter, $PM_{10}$ and $PM_{2.5}$, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas like the Downtown Plan Area, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

$SO_2$

Sulfur dioxide is a colorless, pungent gas formed primarily by the combustion of high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When $SO_2$ oxidizes in the atmosphere, it forms sulfates ($SO_4$). Collectively, these pollutants are referred to as sulfur oxides ($SO_X$). Generally, the highest levels of $SO_2$ are found near large industrial complexes. In recent years, $SO_2$ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of $SO_2$ and limits on the sulfur content of fuels.

Pb

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the SCAB. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for onroad motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

Pb is also found in lead-based paint, which is considered to be a health hazard for people, especially children. From the turn of the century through the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased but was still used until 1978, when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

TACs

Toxic Air Contaminants refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations,

and research and teaching facilities. TACs are different from criteria pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of TACs and their effects on health tend to be felt on a local scale rather than on a regional basis.

## Health Effects of Criteria Pollutants

The health effects of criteria pollutants (i.e., $O_3$, CO, $PM_{10}$ and $PM_{2.5}$, $NO_2$, $SO_2$, and Pb) are described below. The harmful effects of each criteria pollutant are summarized in **Table 4.2-1** and are further discussed in the *Public Health Effects and Sierra Club v. County of Fresno* White Paper included in Appendix I. As discussed above, NAAQS for criteria pollutants are set at a level that protects public health with an adequate margin of safety. The section, *Downtown Plan Area Air Quality*, summarizes how often criteria pollutant levels exceed NAAQS in the Downtown Plan Area in recent years.

**TABLE 4.2-1 SUMMARY OF HEALTH EFFECTS OF CRITERIA POLLUTANTS**

| Pollutant | General Description |
|---|---|
| $O_3$ | ● Aggravation of respiratory and cardiovascular diseases<br>● Reduced lung function<br>● Increased cough and chest discomfort |
| CO | ● Aggravation of some heart disease (angina)<br>● Reduced tolerance for exercise<br>● Impairment of mental function<br>● Impairment of fetal development<br>● Death at high levels of exposure |
| $NO_2$ | ● Aggravation of respiratory illness |
| $PM_{10}$ and $PM_{2.5}$ | ● Reduced lung function<br>● Aggravation of respiratory and cardio-respiratory diseases<br>● Increases in mortality rate<br>● Reduced lung function growth in children |
| $SO_2$ | ● Aggravation of respiratory diseases (asthma, emphysema)<br>● Reduced lung function |
| Pb | ● Behavioral and hearing disabilities in children<br>● Nervous system impairment |

**SOURCE:** South Coast Air Quality Management District, Guidance Document for Air Quality Issues in General Plans and Local Planning, Appendix I, 2005.

Ozone

Individuals exercising outdoors, children and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposure to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to $NO_2$ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to $NO_2$ in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of $NO_2$ considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune response. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of $O_3$ and $NO_2$.

Particulate Matter

A consistent correlation between elevated ambient respirable and fine particulate matter ($PM_{10}$ and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Studies show that lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of $PM_{10}$ and $PM_{2.5}$.

Sulfur Dioxide

A few minutes exposure to low levels of $SO_2$ can result in airway constriction in some asthmatics. Increased resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed in asthmatics after acute exposure to $SO_2$. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of $SO_2$.

Animal studies suggest that despite $SO_2$ being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient $SO_2$ levels. In these studies, efforts to separate the effects of $SO_2$ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Sulfates

Most health effects associated with fine particles and $SO_2$ at ambient levels are also associated with $SO_4$. Thus, both mortality and morbidity effects have been observed with an increase in ambient $SO_4$ concentrations. However, efforts to separate the effects of $SO_4$ from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue).

Toxic Air Contaminants

TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxics. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10 to 30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are emitted by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the state-wide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The USEPA has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter substantially. As of June 1, 2006, refiners and importers nation-wide have been required by the USEPA to ensure that at least 80 percent of the volume of the highway diesel fuel they produce or import would be ULSD-compliant. As of December 10, 2010, only ULSD fuel was available for highway use nation-wide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California has been ULSD fuel.

# EXISTING CONDITIONS

## Citywide (Regional) Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The SCAB has low mixing heights and light winds, which help to accumulate air pollutants. Exhaust emissions from mobile sources generate the majority of ROG, CO, $NO_X$, and $SO_X$ both in the SCAB generally and specifically the Los Angeles County portion of the SCAB. Area-wide sources generate the most airborne particulates (i.e., $PM_{10}$ and $PM_{2.5}$) in both the SCAB and Los Angeles County. Measurements of ambient concentrations of criteria pollutants are used by the USEPA and the CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant concentration exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The USEPA and the CARB use different standards for determining whether the SCAB is in attainment. Under the CCAA the State has developed the California ambient air quality standards (CAAQS), which are generally more stringent than the national ambient air quality standards (NAAQS). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride Federal and State standards are summarized in **Table 4.2-2**, *Ambient Air Quality Standards*. The attainment status for the Los Angeles County portion of the SCAB with regard to the NAAQS and CAAQS are shown in **Table 4.2-3**, *Attainment Status for the South Coast Air Basin*.

**TABLE 4.2-2 AMBIENT AIR QUALITY STANDARDS**

| Air Pollutant | Average Time | State Standard | Federal Standard |
|---|---|---|---|
| Ozone ($O_3$) | 1-Hour | 0.09 ppm | - |
| | 8-Hour | 0.07 ppm | 0.07 ppm |
| Carbon Monoxide (CO) | 1-Hour | 20.0 ppm | 35.0 ppm |
| | 8-Hour | 9.0 ppm | 9.0 ppm |
| Nitrogen Dioxide ($NO_2$) | 1-Hour | 180 ppb | 100 ppb |
| Sulfur Dioxide ($SO_2$) | 1-Hour | 250 ppb | 75 ppb |
| | 24-Hour | 40 ppb | 140 ppb |
| Sulfates ($SO_4$) | 24-Hour | 25 µg/m$^3$ | - |
| Fine Particulate Matter ($PM_{2.5}$) | 24-Hour | - | 35 µg/m$^3$ |
| | Annual Arithmetic Mean | 12 µg/m$^3$ | 12 µg/m$^3$ (Primary)<br>15 µg/m$^3$ (Secondary) |
| Respirable Particulate Matter ($PM_{10}$) | 24-Hour | 50 µg/m$^3$ | 150 µg/m$^3$ |
| Lead (Pb) | 30-Day Average | 1.5 µg/m$^3$ | - |
| | Calendar Quarter | - | 1.5 µg/m$^3$ (for certain areas) |
| | Rolling 3-Month Average | - | 0.15 µg/m$^3$ |

**NOTES:**
ppm = parts per million;
ppb = parts per billion;
µg/m$^3$ = microgram per cubic meter.
**SOURCE:** CARB 2017a

**TABLE 4.2-3 ATTAINMENT STATUS FOR THE SCAB**

| Pollutant | CAAQS | NAAQS |
|---|---|---|
| Ozone (1-Hour) | Nonattainment | Nonattainment (Extreme) |
| Ozone (8-Hour) | Nonattainment | Pending – Expect Nonattainment (Extreme) |
| Carbon Monoxide (1-Hour and 8-Hour) | Attainment | Attainment (Maintenance) |
| Nitrogen Dioxide (1-Hour) | Attainment | Unclassified/Attainment |
| Nitrogen Dioxide (8-Hour) | Attainment | Attainment (Maintenance) |
| Sulfur Dioxide (1-Hour) | Attainment | Pending – Expect Unclassified/Attainment |
| Sulfur Dioxide (24-Hour) | Attainment | Unclassified/Attainment |
| $PM_{2.5}$ (24-Hour) | Nonattainment | Attainment (Maintenance) |
| $PM_{2.5}$ (Annual) | Nonattainment | n/a |
| $PM_{10}$ (24-Hour) | n/a | Nonattainment (Serious) |
| $PM_{10}$ (Annual) | Nonattainment | Nonattainment (Moderate) |
| Lead | Attainment | Nonattainment (Partial) |

**SOURCE:** Southern California Air Quality Management District (SCAQMD) 2017a

## Citywide Sensitive Receptors

There is a strong connection between health risk and the proximity of the source of air pollution. Local jurisdictions have the responsibility for determining land use compatibility for sensitive receptors. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following population groups who are most likely affected by air pollution: children less than 14 years of age, adults over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Land uses

where these population groups are likely to spend a substantial amount of time are considered sensitive receptors. According to AQMD, sensitive receptors include the following (SCAQMD 2005):

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

## Downtown Plan Area Air Quality

The South Coast Air Quality Management District (SCAQMD) divides the SCAB into 38 source receptor areas (SRAs), wherein 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Downtown Plan includes areas located in SRA 1, which covers a portion of Central Los Angeles County. SCAQMD Station No. 087 collects ambient air quality data for SRA 1. This station monitors emission levels of $O_3$, $NO_2$, $PM_{10}$, and $PM_{2.5}$. **Table 4.2-4** identifies the federal and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured between 2015 and 2017, the most current data available.

According to air quality data from SCAQMD Station No. 087 shown in **Table 4.2-4**, ozone concentrations did not exceed the national 1-hour standard between 2015 and 2017; however, concentrations exceeded the state 1-hour standard for 10 days between 2015 and 2017. Ozone concentrations also exceeded the national and State 8-hour standards on 26 days between 2015 and 2017. $PM_{10}$ concentrations did not exceed the national 24-hour standard between 2015 and 2017; however, concentrations exceeded the State 24-hour standard for 91 days during the same time period. $PM_{2.5}$ concentrations exceeded the national 24-hour standard for 15 days between 2015 and 2017. Concentrations of $NO_2$ did not exceed national or State standards between 2015 and 2017.

SCAQMD also operates and maintains an air monitoring network for toxic air contaminants (TACs). The MATES-IV program measured concentrations of more than 30 air pollutants, including both gases and particulates, at 10 fixed sites throughout the Basin (SCAQMD 2015b). The monitoring study was accompanied by a computer modeling exercise in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the annual average carcinogenic risk in the Basin declined from 1,194 in a million in 2005 to 418 in a million in 2012. The highest carcinogenic risk of about 2,500 in a million was found near the Ports of Los Angeles and Long Beach. The existing ambient carcinogenic risk near central Los Angeles is slightly over 1,200 in a million. MATES V is currently under development

## Downtown Plan Sensitive Receptors

The Downtown Plan Area currently contains a mix of uses, but there is a residential emphasis in South Park and the Arts District, while the Victor Heights and Figueroa Terrace areas are almost exclusively residential. The Convention Center Area and Little Tokyo are also experiencing substantial new residential development. These areas are described in detail in Section 4.10, *Land Use and Planning*, and illustrated on **Figure 4.10-1.** As described in Section 4.13, *Public Services*, there are also four LAUSD schools and 14 parks and recreational facilities in the Downtown Plan Area.

**TABLE 4.2-4 SUMMARY OF AMBIENT AIR QUALITY IN THE DOWNTOWN PLAN AREA**

| Air Pollutants Monitored Within SRA 1 (Central Los Angeles Area) | Year | | |
|---|---|---|---|
| | 2015 | 2016 | 2017 |
| **Ozone ($O_3$)** | | | |
| Maximum 1-hour concentration measured | 0.104 ppm | 0.103 ppm | 0.116 ppm |
| Number of days exceeding previous National 0.124 ppm 1-hour standard | 0 | 0 | 0 |
| Number of days exceed State 0.09 ppm 1-hour standard | 2 | 2 | 6 |
| Maximum 8-hour concentration measured | 0.074 ppm | 0.078 ppm | 0.086 ppm |
| Number of days exceeding National and State 0.07 ppm 8-hour standard | 6 | 4 | 16 |
| **Nitrogen Dioxide ($NO_2$)** | | | |
| Maximum 1-hour concentration measured | 79.1 ppb | 64.7 ppb | 80.6 ppb |
| Number of days exceeding State 180 ppb 1-hour standard | 0 | 0 | 0 |
| Annual Average | 22 ppb | 22 ppb | 21 ppb |
| Does measured annual average exceed National 100 ppb annual average standard? | No | No | No |
| Does measured annual average exceed State 30 ppb annual average standard? | No | No | No |
| **Suspended Particulates ($PM_{10}$)** | | | |
| Maximum 24-hour concentration measured | 88.5 µg/m$^3$ | 74.6 µg/m$^3$ | 96.2 µg/m$^3$ |
| Number of days exceeding National 150 µg/m$^3$ 24-hour standard | 0 | 0 | 0 |
| Number of days exceed State 50 µg/m$^3$ 24-hour standard | 30 | 21 | 40 |
| Annual Arithmetic Mean (AAM) | 27.0 µg/m$^3$ | n/a | n/a |
| Does measured AAM exceed National 150 µg/m$^3$ AAM standard? | No | n/a | n/a |
| Does measured AAM exceed State 20 µg/m$^3$ AAM standard? | Yes | n/a | n/a |
| **Fine Particulates ($PM_{2.5}$)** | | | |
| Maximum 24-hour concentration measured | 70.3 µg/m$^3$ | 49.4 µg/m$^3$ | 61.7 µg/m$^3$ |
| Number of days exceeding National 35.0 µg/m$^3$ 24-hour standard | 7 | 2 | 6 |
| Annual Arithmetic Mean (AAM) | 12.6 µg/m$^3$ | 12.0 µg/m$^3$ | 16.3 µg/m$^3$ |
| Does measured AAM exceed National 15 µg/m$^3$ AAM standard? | No | No | No |
| Does measured AAM exceed State 12 µg/m$^3$ AAM standard? | Yes | No | Yes |

**NOTES:**
ppm = parts per million;
ppb = parts per billion;
µg/m$^3$ = micrograms per cubic meter;
n/a = data not available or not collected by the District.
**SOURCE:** CARB 2017b

The Downtown Plan Area also includes a variety of single- and multi-family residential uses; multiple hotels and motels; parks and outdoor recreational land uses such as Grand Park and Pershing Square; and hospitals/long-term care facilities such as the Dignity Health – California Hospital Medical Center.

# REGULATORY FRAMEWORK

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the USEPA. In California, the CCAA is administered by the CARB at the state level and by air quality management districts (AQMDs) at the regional and local levels.

Air quality in the SCAB in which Los Angeles is located is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving air quality in the SCAB are discussed below.

# FEDERAL

The USEPA is responsible for setting and enforcing the NAAQS for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The USEPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

# STATE

The CCAA requires all areas of the State to achieve and maintain the CAAQS by the earliest practicable date. CARB, as part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

# REGIONAL

## Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. As a regional planning agency SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. SCAG's *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS), adopted April 7, 2016, identifies growth forecasts that are used in the development of air quality-related land use and transportation control strategies developed by the SCAQMD. This RTP/SCS is discussed in greater detail in Section 4.7, *Greenhouse Gas Emissions*.

## South Coast Air Quality Management District

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects

emissions sources, monitors air quality, and provides regulatory enforcement through such measures as educational programs, monitors or fines, when necessary.

The SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet national and state AAQS. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMP). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the SCAB, to meet national and state AAQS, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

The future air quality levels forecast in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that new development in the SCAB will occur in accordance with population growth and transportation projections identified by SCAG in its most current RTP/SCS. The 2016 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2016 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce $NO_X$ emissions sufficiently to meet the upcoming ozone standard deadlines.

The SCAQMD has also developed programs to attain and maintain the NAAQS and CAAQS. These include air quality rules and regulations for stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects within SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- **Rule 401 Visible Emissions** – This rule prohibits an air discharge that results in a plume that is as dark as or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- **Rule 402 Nuisance** – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- **Rule 403 Fugitive Dust** – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage piles, or disturbed surface area.
- **Rule 1113 Architectural Coatings** – This rule limits VOCs in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low-VOC products expands.
- **Rule 1168 Adhesive and Sealant Applications** – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchlorethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.

- **Regulation XIII New Source Review** – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

## Toxic Air Contaminant Regulations

CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)]. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. In the first step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff draft a report that serves as the basis for this determination. CARB staff assesses the potential for human exposure to a substance and the OEHHA staff evaluates the health effects. After CARB and the OEHHA staff hold several comment periods and workshops, the report is then submitted to an independent, nine-member Scientific Review Panel (SRP), who reviews the report for its scientific accuracy. If the SRP approves the report, they develop specific scientific findings, which are officially submitted to CARB. CARB staff then prepares a hearing notice and draft regulation to formally identify the substance as a TAC. Based on the input from the public and the information gathered from the report, CARB decides whether to identify a substance as a TAC. In 1993, the California Legislature amended the Toxic Air Contaminant Identification and Control Act by requiring CARB to identify 189 federal HAPs as state TACs.

In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

The Air Toxics "Hot Spots" Information and Assessment Act (Health and Safety Code Section 44360) supplements the Toxic Air Contaminant Identification and Control Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. The Hot Spots Act also requires facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

## California's Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engine TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce diesel particulate matter (DPM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

# LOCAL

## City of Los Angeles General Plan Air Quality Element

The *Air Quality Element of the City of Los Angeles General Plan* (City Air Quality Element), adopted on November 24, 1992, sets forth the goals, objectives and policies that guide the City in the implementation of its air quality improvement programs and strategies. The City Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts and the involvement of the area's residents are crucial to the achievement of state and federal AAQS.

The City's Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and clean air goals. Mutually reinforcing strategies need to be developed which work to reduce the use of single occupant vehicles and which work to reduce vehicle trips and vehicle miles traveled (VMT).

The City Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and
- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

## Plan for a Healthy Los Angeles

The *Plan for a Healthy Los Angeles*, adopted by the City Council on March 31, 2015, lays the foundation to create healthier communities for all residents in the City. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the *Plan for a Healthy Los Angeles* provides a roadmap for addressing the most basic and essential quality-of-

life issues: safe neighborhoods, a clean environment (i.e., improved ambient and indoor air quality), the opportunity to thrive, and access to health services, affordable housing, and healthy and sustainably produced food.

### Los Angeles Green Plan

The City has begun to address the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of $CO_2$ to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

The LA Green Plan is discussed in greater detail in Section 4.7, *Greenhouse Gas Emissions*.

### City of Los Angeles Green Building Code

In December 2010, the Los Angeles City Council adopted various provisions of the CalGreen Code as part of Ordinance No. 181,480, thus codifying certain provisions of the CalGreen Code as the new Los Angeles Green Building Code (LA Green Building Code). As a result of continuing updates to the CalGreen Code, the City adopted the pertinent provisions of the 2016 CalGreen standards through Ordinance No. 184,691, approved December 19, 2016. The LA Green Building Code applies to the construction of every new building, every new building alteration with a permit valuation of over $200,000, and every building addition unless otherwise noted. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to non-residential and high-rise residential buildings.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the Proposed Project's air quality impacts would be significant if either the Downtown Plan or the New Zoning Code would:

- Conflict with or obstruct implementation of the applicable air quality plan (Threshold 4.2-1)
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (Threshold 4.2-2)
- Expose sensitive receptors to substantial pollutant concentrations (Threshold 4.2-3)
- Result in other emissions (such as those leading to odor) adversely affecting a substantial number of people? (Threshold 4.2-4)

Specific quantitative thresholds used to define these general CEQA thresholds are discussed below.

## SCAQMD Thresholds

The SCAQMD has developed specific CEQA regional and localized significant thresholds (LSTs) to assess air quality impacts associated with individual development projects. The regional and local construction significance thresholds for individual projects in the Downtown Plan Area are shown in **Table 4.2-5**. The regional thresholds apply throughout the City, while LSTs vary depending on the air monitoring areas, or source receptor areas, in which a development project is located.

The SCAQMD developed LSTs in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for $NO_X$, CO, $PM_{10}$, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size.

The Downtown Plan Area is located entirely within SRA 1, Central Los Angeles. Due to the density of development in the Downtown Plan Area, the LST values for SRA 1 are some of the most protective in the SCAB for regulating localized emissions and preventing exposure of sensitive receptors to substantial pollutant concentrations. The LST values for development projects with lot sizes from less than one acre up to five acres in SRA 1 are displayed in the table. As appropriate, analysis of individual projects in the Downtown Plan Area must address the appropriate threshold based on the size of the project site and the proximity of sensitive receptors. **Table 4.2-5** presents the LST values for development sites within 25 meters of sensitive receptors, the most conservative thresholds.

The regional operational significance thresholds for individual projects throughout Los Angeles, including the Downtown Plan Area, are shown in **Table 4.2-6**. These quantitative thresholds are considered when making a significance determination using the State CEQA Guidelines Appendix G thresholds, above, as appropriate. Localized analyses of on-site emissions associated with individual projects are typically limited to industrial and commercial land uses that involve considerable on-site heavy duty vehicle traffic or employ stationary sources of substantial air pollutant emissions.

The SCAQMD is also tasked with managing exposure of sensitive receptors to air toxics and health risk. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The SCAQMD has stated that the incremental cancer risk should not exceed 10 persons in one million, and the chronic and acute risks should not exceed a calculated Hazard Index value of 1.0. The SCAQMD quantitative thresholds are considered when making a significance determination based on the State CEQA Guidelines Appendix G thresholds, above, as appropriate.

**TABLE 4.2-5 SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS**

| Criteria Pollutant[1] | Regional Threshold (Pounds Per Day) | On-Site Localized Thresholds for SRA-1 (Pounds Per Day)[2] | | |
|---|---|---|---|---|
| | | 1 Acre | 2 Acres | 5 Acres |
| Volatile Organic Compounds (VOC) | 75 | - | - | - |
| Nitrogen Oxides ($NO_X$) | 100 | 74 | 108 | 161 |
| Carbon Monoxide (CO) | 550 | 680 | 1,048 | 1,861 |
| Sulfur Oxides ($SO_X$) | 150 | - | - | - |
| Respirable Particulates ($PM_{10}$) | 150 | 5 | 8 | 16 |
| Fine Particulates ($PM_{2.5}$) | 55 | 3 | 5 | 8 |

**NOTE:** [1]The SCAQMD has adopted a significance threshold of three (3) pounds per day for lead (Pb). Reasonably expected construction projects from the Proposed Project would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
[2]Localized significance thresholds are based on a 25-meter receptor distance because most of the Downtown Plan Area is densely developed.
**SOURCE:** SCAQMD 2009; 2015.

**TABLE 4.2-6 SCAQMD DAILY OPERATIONAL EMISSIONS THRESHOLDS**

| Criteria Pollutant[1] | Regional Threshold (Pounds Per Day) | On-Site Localized Thresholds for SRA-1 (Pounds Per Day)[2] | | |
|---|---|---|---|---|
| | | 1 Acre | 2 Acres | 5 Acres |
| Volatile Organic Compounds (VOC) | 55 | - | - | - |
| Nitrogen Oxides ($NO_x$) | 55 | 74 | 108 | 161 |
| Carbon Monoxide (CO) | 550 | 680 | 1,048 | 1,861 |
| Sulfur Oxides ($SO_x$) | 150 | - | - | - |
| Respirable Particulates ($PM_{10}$) | 150 | 2 | 2 | 4 |
| Fine Particulates ($PM_{2.5}$) | 55 | 1 | 2 | 2 |

**NOTE:** [1]SCAQMD has adopted a significance threshold of three (3) pounds per day for lead. The operation of reasonably anticipated development from the Proposed Project would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
[2]Localized significance thresholds are based on a 25-meter receptor distance because most of the Downtown Plan Area is density developed.
**SOURCE:** SCAQMD 2009; 2015.

# METHODOLOGY

The terminology and methodology used to evaluate the significance of potential impacts to air quality are described below. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses SCAQMD's *CEQA Air Quality Handbook* as the guidance document for the environmental review of plans and development proposals within its jurisdiction. The City does not, however, have the specific technical expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and State standards. Instead, the City relies upon the expertise of the SCAQMD, uses the *CEQA Air Quality Handbook*, and SCAQMD recommended thresholds of significance as the guidance for the environmental review of plans and development proposals. For purposes of this analysis, the CEQA Guidelines Appendix G criteria are used, supplemented by the thresholds identified in current SCAQMD guidance.

Air quality impacts resulting from implementation of the Downtown Plan and adoption of the New Zoning Code are assessed at a programmatic level because information on specific development projects is not known for the Downtown Plan Area as a whole. The SCAQMD *CEQA Air Quality Handbook* states that

the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, the EIR evaluates broad air quality impacts and examines the Proposed Project's consistency with the 2016 AQMP. Consistency with this plan would ensure compliance with regional and local air quality goals. The analysis also broadly examines temporary construction emissions, long-term operational emissions, localized pollutant concentrations, TACs, and odors. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by a land use, and on-site combustion of natural gas. A best-effort approach to disclose all reasonably foreseeable impacts based on available information is used consistent with the requirements of CEQA. To this end, the analysis of construction impacts is based on estimated construction scenarios, as described below.

Construction emissions were estimated for equipment exhaust emissions and truck trips for a number of example individual construction projects using SCAQMD's California Emissions Estimator Model (CalEEMod), version 2016.3.2. Equipment emission factors in CalEEMod are based on CARB data. Equipment was assumed to operate for eight hours per day. Truck emission factors in CalEEMod are from EMFAC2014 and trucks were assumed to travel 40 miles per day, with a one-way distance of 20 miles to the disposal site. Fugitive dust and architectural coating emissions are qualitatively discussed because it would be speculative to quantify lot acreage and the size of buildings to be coated. These example projects account for four scales of intensity with respect to equipment usage and truck trips, as itemized below.

- Two (2) pieces of heavy-duty equipment and 25 truck trips per day
- Four (4) pieces of heavy-duty equipment and 50 truck trips per day
- Eight (8) pieces of heavy-duty equipment and 100 truck trips per day
- Ten (10) pieces of heavy-duty equipment and 150 truck trips per day

These equipment inventories and truck volumes are representative of a reasonable range of construction activity intensity for individual projects based on previous development in Los Angeles. Maximum daily regional and localized emissions were quantified for these construction scenarios and assessed in the context of the SCAQMD significance thresholds. The analysis of reasonably expected construction projects from the Downtown Plan and adoption of the New Zoning Code assumes a baseline of zero for daily criteria pollutant emissions, which is extremely conservative given that there are generally multiple large and small construction projects going on in the City and Downtown Plan Area at any given time.

Reasonably anticipated development from the Downtown Plan would generate mobile source emissions and area source emissions. Mobile source emissions were estimated using vehicle miles traveled (VMT) data provided in the transportation model prepared for the Downtown Plan and vehicle emission rates from the EMFAC2017 model. Emission modeling included speed assumptions, which allowed the analysis to account for changes in traffic flow under the build scenarios. Additional sources of air pollutant emissions associated with land use development include natural gas, electricity, and water use, and VOCs from consumer products and cleaning supplies. These emissions were estimated using CalEEMod.

The baseline for analysis used in this section and throughout this EIR is the existing condition. This is the same baseline that has been used in the City's most recent community plan EIRs, including the West Adams and South/Southeast Los Angeles Community Plan EIRs as well as the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program EIR and the (latest 2020-2025 RTP/SCS EIR, which is currently in FEIR stage). The use of the existing conditions as the CEQA baseline is reasonable based on these precedents. It is also worth noting that Section 5.0, *Alternatives*, compares the impacts of growth under the Downtown Plan to those of the existing Central City and Central City North Community Plans as part of the "no project" alternative analysis. Thus, although this project analysis appropriately considers the existing condition as the baseline

for analysis, this EIR also analyzes the effects of the Proposed Project compared to a future baseline without the Proposed Project scenario.

Emissions have been calculated based on forecast growth in the Downtown Plan Area through the 2040 horizon year. Interim year calculations have not been conducted because the anticipated timing of land use changes and new development during interim years would be speculative. In general, economic activity tends to vary substantially over the short term with recessions and booms substantially affecting short-term growth. Over the long-term planning horizon of the Downtown Plan, such variations tend to balance out. The City cannot reasonably anticipate whether short-term growth would be linear or sporadic between 2020 and 2040. Given this uncertainty, interim year emissions analyses are unlikely to be a reasonably accurate portrayal of emissions prior to 2040. Furthermore, it is not anticipated that interim year calculations would produce substantially different emission estimates or conclusions regarding the significance of such emissions than presented herein. For these reasons, calculating emissions for interim year scenarios would not provide the public with any more valuable information than what is already presented in this Draft EIR.

# PROJECT IMPACTS

| **Threshold 4.2-1** | Conflict with or obstruct implementation of the applicable air quality plan |
|---|---|

**Impact 4.2-1**

**Downtown Plan:** The Downtown Plan would not generate growth or per capita VMT that are inconsistent with the 2016-2040 RTP/SCS or 2016 AQMP forecasts. As a result, the Downtown Plan would not conflict with or obstruct implementation of the 2016-2040 RTP/SCS or the 2016 AQMP. This impact would be ***less than significant***.

**New Zoning Code:** The New Zoning Code does not include any standards that would conflict with the 2016-2040 RTP/SCS or 2016 AQMP forecasts. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

As discussed in the Regulatory Framework, the overall strategy for the 2016 AQMP is designed to meet applicable federal and state requirements, including attainment of ambient air quality standards (SCAQMD 2017a). The focus of the AQMP is to demonstrate attainment of the federal 2006 24-hour $PM_{2.5}$ ambient air quality standard by the 2019 attainment date, as well as an update to further define measures to meet the federal 8-hour $O_3$ standards. The AQMP provides base year emissions and future baseline emission projections that provide a snapshot of future air quality conditions, including the effects from already adopted rules and regulations. In doing so, the AQMP relies upon the most recent planning assumptions and the best available information, including CARB's mobile source emission factors for the on-road mobile source emissions inventory; CARB's in-use fleet inventory for the off-road mobile source emission inventory; the latest point source inventory; updated area source inventories; and SCAG's forecast growth assumptions based on the RTP/SCS.

The 2016 AQMP was adopted in March 2017 and represents the most updated regional blueprint for achieving federal air quality standards and clean air (SCAQMD 2017a). The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions, and presents a revised approach to demonstrate attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the SCAB. Additionally, the 2016 AQMP relies upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing $NO_X$ emissions sufficiently to meet the upcoming ozone deadline standards. Directly applicable to reasonably anticipated development expected from the Downtown Plan, the 2016 AQMP

proposes robust $NO_X$ reductions from residential and commercial appliances, commercial cooking, and commercial space heating. Individual development projects throughout Los Angeles will be required to comply with existing and new regulatory measures set forth by the SCAQMD.

## Downtown Plan Impact

The air quality plans applicable to the Downtown Plan are the 2016-2040 RTP/SCS and the 2016 AQMP. As mentioned in the Regulatory Framework, the primary objectives of the RTP/SCS that are aimed at reducing air pollution consist of adding density in proximity to transit stations, and encouraging mixed-use development and active transportation. Detailed review of the Downtown Plan's consistency with the RTP/SCS is provided in sections 4.7, *Greenhouse Gas Emissions*, 4.10, *Land Use and Planning*, and 4.15, *Transportation and Traffic*. As discussed in these sections, the Downtown Plan is consistent with goals and policies of the RTP/SCS.

The 2016 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants in areas under the jurisdiction of SCAQMD, to improve the region's air quality, and to minimize the impact on the economy. Consistency with the AQMP can be assessed by determining how a project accommodates increases in population or employment. The population and employment assumptions used by SCAQMD to estimate regional emissions in the AQMP are obtained from SCAG forecasts for cities and unincorporated areas within the SCAQMD's jurisdiction. As discussed in Section 3, *Project Description*, the Department of City Planning (DCP) uses SCAG forecasts as a benchmark when updating the community plans. Reasonably expected growth from the Downtown Plan would not exceed the SCAG 2040 population or employment projections for the City as a whole. Therefore, the Downtown Plan would not exceed the assumptions in the AQMP.

As discussed in Section 4.12, *Population and Housing*, the Downtown Plan would not induce significant population and employment growth, but rather would serve to accommodate predicted growth in appropriate locations near existing transportation infrastructure, as encouraged in the RTP/SCS (SCAG 2016). Because the Downtown Plan would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be inconsistent with citywide growth forecasts, it would not exceed the assumptions in the AQMP.

As discussed in section 4.7, *Greenhouse Gas Emissions*, and 4.10, *Land Use and Planning*, the Downtown Plan would be consistent with applicable goals of the 2016-2040 RTP/SCS. Specifically, the Downtown Plan would incentivize new development opportunities around existing transit systems; direct growth to transit hubs and corridors; encourage mixed-use development; and encourage a variety of mobility options, such as making streets walkable to promote pedestrian-friendly environments. These objectives are consistent with the RTP/SCS and the AQMP, as well as the City's General Plan Framework Element and Air Quality Element. Therefore, impacts related to conflicting with or obstructing implementation of the applicable air quality plans under the Downtown Plan would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code does not include any standards or provisions that would conflict with or obstruct implementation of the 2016-2040 RTP/SCS or 2016 AQMP forecasts. The New Zoning Code has a range of options within the zone districts, many of which prioritize transit, pedestrian, and bicycle orientation. As such, the New Zoning Code would provide for a variety of options for accommodating planned development along major corridors and transit nodes, consistent with community planning goals. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those mandated by the USEPA and SCAQMD as discussed in Regulatory Setting, intended to avoid these effects. In fact, the New Zoning Code will strengthen existing protection of air quality by enabling the adoption of Environmental Protection

Measures to lessen air quality impacts associated with development, such as impacts caused by operating construction equipment and hauling earth.

The New Zoning Code would provide options for a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential conflicts with or obstructions of implementation of the 2016-2040 RTP/SCS or 2016 AQMP. A ***less than significant impact*** would occur.

## Mitigation Measures

No significant impact related to AQMP consistency has been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.2-2** | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard |

**Impact 4.2-2**

**Downtown Plan:** reasonably anticipated development from the Downtown Plan would result in construction emissions of $NO_X$ that exceed SCAQMD regional and local significance thresholds, and emissions of $PM_{10}$ and $PM_{2.5}$ that exceed SCAQMD LSTs. Furthermore, reasonable anticipated development from the Downtown Plan would result in operational emissions of VOC, $PM_{10}$, and $PM_{2.5}$ that exceed SCAQMD regional thresholds. These exceedances would constitute a considerable net increase of $PM_{10}$, $PM_{2.5}$ and ozone precursor ($NO_X$ and VOC) emissions in the SCAB. Downtown Plan features and proposed mitigation measures would reduce impacts to the maximum extent feasible, but emissions would remain above thresholds. Therefore, Downtown Plan impacts associated with construction emissions ($NO_X$, $PM_{10}$ and $PM_{2.5}$) and operational emissions (VOC, $PM_{10}$ and $PM_{2.5}$) would be ***significant and unavoidable.***

**New Zoning Code:** The New Zoning Code would not result in a cumulatively considerable net increase of a criteria pollutant. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant***.

## Downtown Plan Impact

Regional Construction Emissions

The SCAQMD Air Quality Handbook advises that for both construction and operational activities, if a project exceeds the identified project-level significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Construction activity associated with reasonably anticipated development from the Downtown

Plan has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction worker, vendor, and hauling trips to and from individual development sites. Fugitive dust ($PM_{10}$) emissions, a criteria pollutant for which the SCAB is in nonattainment, would primarily result from demolition and site preparation (e.g., grading) activities. $NO_X$ emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs, the other precursor emission to ozone. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As discussed in the Regulatory Framework, SCAQMD's Rule 403, Fugitive Dust, is a control requirement for preventing, mitigating and controlling the release of airborne particulate matter emissions from earth moving activities. It is mandatory for all construction projects in the SCAB to comply with Rule 403 or face violations that would incur fines. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce $PM_{2.5}$ and $PM_{10}$ emissions associated with construction activities by approximately 61 percent (SCAQMD 2007). New construction would also be subject to VOC emission limits for architectural coatings, adhesives and sealants in the City's 2017 Los Angeles Green Building Code. In addition, SCAQMD Rules 1113 and 1168 establish VOC limits to control emissions from the application of architectural coatings, adhesives, and sealants.

**Table 4.2-7** shows the estimated average daily construction emissions associated with the four sample construction activity scenarios described under Methodology. These scenarios are representative of reasonable construction activity intensities for future development projects in the Downtown Plan Area. Results of the emissions modeling demonstrate that daily emissions of $NO_X$ from heavy-duty diesel equipment and trucks during construction activities could exceed the SCAQMD regional thresholds under reasonably expected circumstances for large projects. Therefore, without mitigation, reasonably expected construction from the Downtown Plan would result in a ***significant*** impact related to regional construction emissions of $NO_X$.

**TABLE 4.2-7 ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS**

| | Pounds Per Day | | | | | |
|---|---|---|---|---|---|---|
| **Example Scenarios – Daily Activity[1]** | **VOC** | **$NO_x$** | **CO** | **$SO_x$** | **$PM_{10}$** | **$PM_{2.5}$** |
| 2 Heavy-Duty Equipment, 25 Truck Trips | 2.5 | 30.7 | 10.1 | <0.1 | 1.7 | 1.2 |
| 4 Heavy-Duty Equipment, 50 Truck Trips | 4.9 | 61.4 | 20.1 | 0.1 | 3.3 | 2.5 |
| 8 Heavy-Duty Equipment, 100 Truck Trips | 10 | **122.9** | 40.4 | 0.2 | 6.6 | 4.9 |
| 10 Heavy-Duty Equipment, 150 Truck Trips | 12.6 | **160.1** | 51.9 | 0.2 | 8.7 | 6.3 |
| *Regional Significance Threshold* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Threshold Exceedance?** | **No** | **Yes** | **No** | **No** | **No** | **No** |

**NOTE:** [1]Equipment exhaust was estimated using CalEEMod and 8 hours of operation per day. Truck emissions were estimated using CalEEMod and a trip length of 20 miles.
**SOURCE:** See Appendix I for modeling results and assumptions.

The construction emissions identified above could result in degradation of air quality and adverse health effects to sensitive receptors. For example, high concentrations of $NO_2$, which has been assessed as $NO_X$, can cause breathing difficulties (USEPA 2016). As illustrated in **Table 4.2-1**, health effects of VOCs may include eye, nose, throat irritation, headaches, loss of coordination, nausea, damage to liver, kidney, and central nervous system. The City of Los Angeles Department of Building and Safety has established VOC content limits for architectural coatings as part of the 2017 Los Angeles Green Building Code. Compliance

with the Los Angeles Green Building Code is mandatory for new development projects within the City of Los Angeles that meet the thresholds specified in the Regulatory Framework section, and implementation of the VOC content limits for architectural coatings substantially reduces the likelihood that off-gassing emissions from painting, finishing, and paving activities would exceed applicable SCAQMD air quality significance thresholds. The SCAQMD has also published Rules 1113 and 1186 that limit VOC content in architectural coating applications. The use of architectural coatings with low VOC content would eliminate the potential for daily VOC emissions to exceed the applicable SCAQMD threshold.

Localized Construction Emissions

As discussed under Significance Thresholds, the SCAQMD has also developed specific LSTs to assess construction and operational air quality impacts associated with individual development projects. The LST values are specific to the SRA in which an individual project is located and based on proximity to the nearest sensitive receptor(s). A localized construction analysis would be speculative given the lack of a construction location and construction activities under the Downtown Plan. However, it is reasonable to assume that some individual projects in the Downtown Plan Area would involve construction activity adjacent to sensitive receptors (e.g., residences and schools).

As a conservative exercise, maximum daily emissions from on-site exhaust sources during construction activities were quantified and compared to LST values for individual construction projects in the Downtown Plan Area. **Table 4.2-8** compares emissions from these hypothetical construction scenarios to the applicable LSTs. Under certain circumstances, unmitigated equipment emissions combined with fugitive dust emissions associated with the construction of future development occurring under the Downtown Plan could potentially exceed the LSTs for $NO_X$, $PM_{10}$ and $PM_{2.5}$. Fugitive dust emissions would be reduced through compliance with SCAQMD Rule 403 for activities requiring earthwork and material movement, such as demolition, grading, and excavation.

Based on construction survey data collected by SCAQMD to develop default equipment usage and construction phase lengths for CalEEMod, the following acreages and construction phases typically utilize more than eight pieces of heavy-duty equipment at one time, operating eight hours per day: (1) Grading on 15 or more acres and (2) building construction on five or more acres (SCAQMD 2017c). A review of the City's published list of draft and final EIRs indicates that only two of 15 projects in the Downtown Plan Area listed as requiring an EIR since 2016 included a project site greater than 5 acres in size (City of Los Angeles N.D.).[1] Few projects within the Downtown Plan Area would be expected to construct on a site five acres or greater and projects that would require this level of equipment use would be expected to be larger than the threshold for site plan review and would require discretionary review.

Although much of the Downtown Plan Area currently consists primarily of commercial and industrial land uses, several concentrations of sensitive land uses are located in portions of the Downtown Plan Area. These are mainly residential land uses of varying densities that would be particularly susceptible to high concentrations of air pollutants. Because earth-moving activities and heavy-duty truck use during construction generates diesel exhaust and diesel exhaust constitutes approximately 70 percent of the total cancer risk from air pollution (SCAQMD 2005), these sensitive receptors could be affected by construction emissions.

[1] Projects with draft and final EIRs greater than five acres in size, include: City Market Los Angeles Project (10-acre) and CoreSITE LA3 Project (70.5 acres).

**TABLE 4.2-8 ESTIMATED MAXIMUM DAILY ON-SITE CONSTRUCTION EMISSIONS**

| Example Scenarios – Daily Activity[1] | Pounds Per Day[2] | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| 2 Heavy-Duty Equipment | 24.1 | 8.6 | 1.2 | 1.1 |
| 4 Heavy-Duty Equipment | 48.3 | 17.1 | 2.4 | 2.2 |
| 8 Heavy-Duty Equipment | **96.6** | 34.3 | 4.7 | **4.3** |
| 10 Heavy-Duty Equipment | **120.7** | 42.8 | **5.9** | **4.3** |
| *SRA 1 Local Significance Threshold* | *74* | *680* | *5* | *3* |
| **Threshold Exceedance?** | **Yes** | **No** | **Yes** | **Yes** |

**NOTE:** [1]Equipment exhaust was estimated using CalEEMod and 8 hours of operation per day. Truck emissions were estimated using CalEEMod and a trip length of 20 miles.
[2] Emissions reported include on-site exhaust emissions only.
**SOURCE:** See Appendix I for modeling results and assumptions.

Based on the above, implementation of the Downtown Plan could result in a potentially significant impact related to localized construction emissions (NOX, $PM_{10}$ and $PM_{2.5}$).

Operational Emissions

Reasonably expected future development from the Downtown Plan would generate long-term regional air pollutant emissions, which would result from mobile sources (motor vehicle exhaust) and area sources, such as consumer products and natural gas combustion. Emissions from motor vehicle exhaust were estimated using VMT data for Existing Conditions, the future without project conditions (i.e., Future [2040] without the Downtown Plan), and future with project conditions (i.e., Future [2040] with the Downtown Plan). **Table 4.2-9** shows the estimated regional daily VMT associated with all vehicle trips having origins or destinations in the Downtown Plan Area for the aforementioned conditions. While total daily VMT would increase from existing conditions to 2040 with Downtown Plan conditions, per service population VMT would decrease from 19.6 to 15.9 (see Section 4.15, *Transportation and Traffic*). The increase in VMT can be attributed to regional growth, as well as the increases in households and employment in the Downtown Plan Area resulting from implementation of the Downtown Plan, which are described in Section 4.12, *Population, Housing, and Employment*. The daily VMT estimates were utilized in conjunction with stationary source utility demand to assess regional operational air pollutant emissions generated under the Downtown Plan.

**TABLE 4.2-9 2017-2040 DAILY VMT FOR THE DOWNTOWN PLAN AREA**

| | Total Daily VMT[1] |
|---|---|
| Existing Conditions (2017) | 5,767,020 |
| 2040 Without Downtown Plan[2] | 7,372,396 |
| 2040 With Downtown Plan | 8,841,606 |

**NOTES**: [1] Total Daily VMT is the total VMT using the Origin-Destination method, which accounts for all VMT originating from or destined for the Downtown Plan Area.
[2] Note the 2040 Without Downtown Plan scenario is included for informational purposes, and not for impact analysis or conclusions.
**SOURCE**: Fehr & Peers 2018.

Additional sources of air pollutant emissions associated with land use development include natural gas, electricity, and water use, as well as VOCs from consumer products and cleaning supplies. Stationary source emissions in the Downtown Plan Area are generated by the use of consumer products and natural gas in both residential and non-residential land uses. Regional survey data was utilized to estimate operational emissions from stationary sources in the Downtown Plan Area under existing conditions (2018), the Future (2040) No Project/Existing Plan, and the Future (2040) with the Downtown Plan based on land uses. The No Project/Existing Plan was included for informational purposes and was not relied on for

impact analysis or conclusions. **Table 4.2-10** presents estimates of the residential units, existing square footage of non-residential development, and non-residential reasonably anticipated development located within the Downtown Plan Area. Estimates of daily regional operational emissions were calculated using the values presented in **Table 4.2-10** and emissions factors obtained from survey data contained in CalEEMod 2016.3.2 and the Los Angeles Department of Water and Power Urban Water Management Plan (2015).

**TABLE 4.2-10 PROJECT AREA LAND USE SUMMARY**

| Scenario | Residential Units | Commercial Reasonably Anticipated Development (sf) | Industrial Use Reasonably Anticipated Development (sf) | Public Facilities Reasonably Anticipated Development (sf) |
|---|---|---|---|---|
| Existing Conditions | 34,000 | 105,376,578 | 40,101,581 | 3,865,922 |
| 2040 Without Downtown Plan[1] | 59,000 | 107,372,768 | 125,352,077 | 36,561,904 |
| 2040 With Downtown Plan | 133,000 | 199,504,737 | 76,758,424 | 45,730,208 |

**SOURCE:** City of Los Angeles 2018.

[1] Note the 2040 Without Downtown Plan scenario is included for informational purposes, and not for impact analysis or conclusions.

sf = square feet

Mobile vehicle trip data and reasonably anticipated development estimates presented in **Table 4.2-9** and **Table 4.2-10** were used to generate estimates of daily regional emissions. **Table 4.2-11** shows regional emissions under Existing Conditions, in 2040 without the Downtown Plan, and in 2040 with the Downtown Plan.

With respect to mobile sources, as shown in **Table 4.2-11**, future daily regional emissions under implementation of the Downtown Plan are generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations that are projected to occur between existing conditions and 2040 resulting from more stringent statewide regulations. Future emissions are calculated based on implementation of known and approved regulations. For mobile emissions CARB's EMFAC models, which incorporate approved regulations affecting vehicle emissions, are included in CalEEMod. For energy, emission rates in CalEEMod are adjusted to reflect adopted requirements (e.g., required increases in use of renewable sources). Electrical demand is reduced to account for the most recent Title 24 as applicable (currently, energy demand is modified to account for Title 24 2019 since CalEEMod is based on Title 24 2016). A 20 percent reduction in water use is also assumed per CalGreen requirements since these are not currently incorporated into CalEEMod.

While emissions from mobile sources are generally expected to decrease over time as a result of statewide emissions reductions measures, the anticipated ambient growth in residential housing and non-residential reasonably anticipated development under the Downtown Plan would result in increased use of consumer products and natural gas. The Downtown Plan would increase area and energy source emissions when compared to existing conditions. However, area and energy-related increases in emissions of $NO_X$ and CO would be offset by the decrease in mobile source emissions of $NO_X$ and CO. Emissions of $SO_X$ would generally remain the same as existing conditions. reasonably anticipated development in the Downtown Plan Area would increase the use of consumer products, which is the predominant contributor to operational VOC emissions. The use of consumer products varies by land use type and is typically analyzed on a

project-specific scale. When compared to existing conditions, future development in the Downtown Plan Area, as detailed in **Table 4.2-10**, could result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to heavily expanded use of consumer products. In addition, future development in the Downtown Plan Area could result in daily emissions of $PM_{10}$ and $PM_{2.5}$ from area sources and mobile sources (brake and tire wear) that would exceed the SCAQMD regional significance thresholds. However, CARB continually applies increasingly stringent regulations on sources of ozone precursors and particulate matter statewide, and it is likely that the emissions presented in this document represent conservative estimates of emissions from reasonably anticipated development. Nevertheless, for purposes of this analysis, impacts related to regional operational emissions associated with the Downtown Plan for $PM_{2.5}$, $PM_{10}$ and VOC are considered ***potentially significant***.

**TABLE 4.2-11 ESTIMATED OPERATIONAL EMISSIONS BY SOURCE**

| | Daily Emissions (Pounds/Day) | | | | | |
|---|---|---|---|---|---|---|
| **Scenario** | **VOC** | **$NO_X$** | **CO** | **$SO_X$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Existing Conditions** | | | | | | |
| Mobile Sources | 2,743 | 5,646 | 25,981 | 53 | 719 | 337 |
| Area Sources | 4,205 | 35 | 3,007 | 0.2 | 16 | 16 |
| Energy Sources | 38 | 336 | 247 | 2 | 26 | 26 |
| **Total** | 6,986 | 6,017 | 29,235 | 55 | 761 | 379 |
| **2040 Without Downtown Plan[1]** | | | | | | |
| Mobile Sources | 1,255 | 2,764 | 13,636 | 44 | 850 | 352 |
| Area Sources | 7,433 | 56 | 4,874 | 0.3 | 27 | 27 |
| Energy Sources | 100 | 896 | 696 | 5.4 | 69 | 69 |
| **Total** | 8,788 | 3,716 | 19,206 | 50 | 946 | 448 |
| **2040 With Downtown Plan** | | | | | | |
| Mobile Sources | 1,505 | 3,315 | 16,353 | 52 | 1,019 | 422 |
| Area Sources | 10,384 | 126 | 10,957 | 0.6 | 61 | 61 |
| Energy Sources | 101 | 898 | 626 | 5.5 | 70 | 70 |
| **Total** | 11,990 | 4,339 | 27,936 | 58 | 1,150 | 553 |
| **Net Daily Emissions[2]** | | | | | | |
| **Change from Existing Conditions** | 5,004 | [1,678] | [1,299] | 3 | 389 | 174 |
| *SCAQMD Regional Significance Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **Yes** | **No** | **No** | **No** | **Yes** | **Yes** |

1 Note the 2040 Without Downtown Plan scenario is included for informational purposes, and not for impact analysis or conclusions.
2 Net emissions refer to the difference between Downtown Plan and existing conditions; negative values expressed in parentheses.
**SOURCE:** See Appendix I for model results.

### New Zoning Code Impact

The New Zoning Code would provide options for a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, air quality impacts cannot be identified.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect air quality emissions impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone classification would analyze potential cumulatively considerable net increase

of criteria pollutants pursuant to the applicable regional and localized thresholds of significance and associated health effects.

As explained previously, the regional significance thresholds are designed to identify projects that would result in significant levels of air pollution and assist the region in attaining applicable state and federal ambient air quality standards. The standards themselves are established using health-based criteria to protect the public from adverse health impacts as a result of exposure to air pollution. In addition, the localized significance thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards. These thresholds are developed based on the ambient concentrations of that pollutant for each individual source receptor area. Because projecting the location and type of future growth would be speculative at this time, it would not be feasible to estimate the intensity of construction and operational emissions and the associated health effects. Thus, for purposes of this analysis, impacts related to regional and localized construction emissions and regional operational emissions associated with the New Zoning Code are considered ***less than significant***.

## Mitigation Measures

Downtown Plan

### 4.2-2 Construction Emissions Reduction

The City shall require all discretionary projects that involve construction-related activity to comply with the following and require the developers to notify any contractors, and include in any agreements with contractors and subcontractors, the following, or equivalent, best management practices in construction specifications:

- All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the USEPA Tier 4 emission standards, where available. In the event that Tier 4 engines are not available for any off-road equipment larger than 100 horsepower, that equipment shall be equipped with a Tier 3 engine or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOx and DPM to no more than Tier 3 levels unless certified by engine manufacturers or the on-site air quality construction mitigation manager that the use of such devices is not practical for specific engine types.
- All construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel powered generators, as feasible, or solar where available.
- Consistent with SCAQMD Rule 403, construction contractors shall implement best available dust control measures during active construction operations capable of generating dust.
- Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be kept on-site and made available to LADBS inspectors during inspection.
- Vehicle idling shall be limited to five minutes as set forth in the California Code of Regulations, Title 13. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.

- Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e. compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use.
- Heavy duty diesel-fueled equipment shall use low NOx diesel fuel to the extent that it is available and feasible to use.
- Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall make these records available for inspection upon request by the City of Los Angeles or the South Coast Air Quality Management District (SCAQMD).
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as feasible.

With respect to long-term operational impacts, the Downtown Plan's focus on mixed use and transit-oriented development would generally tend to minimize per capita emissions associated with vehicle trips, as described above. Adherence to the City's green building standards on all new development, as described in detail in Section 4.5, *Energy*, would minimize emissions associated with energy use. Additional feasible mitigation beyond these Downtown Plan features and citywide standards is not available.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

*Construction Emissions*

As indicated above, construction projects with more than 8 heavy duty pieces of equipment on-site and operating 8 hours per day and over 100 daily truck trips would be expected to exceed SCAQMD regional thresholds of significance; projects with over 8 heavy duty pieces of equipment operating 8 hours per day would be expected to exceed SCAQMD LST. As noted above, projects that would require this level of equipment use/truck trips would be expected to be larger than the threshold for site plan review and would require discretionary review.

Mitigation Measure 4.2-2 would reduce regional and local emissions generated by various construction activities, including equipment operation, truck trips, and painting. For construction impacts, the use of Tier 4 equipment would result in a 50 to 90 percent reduction in $NO_X$ and PM emissions from diesel-powered off-road construction equipment relative to Tier 3 engines, which are typically used as the industry standard. Requiring engines meeting Tier 4 emissions standards is becoming more common as the equipment is more widely available and would reduce emissions for some construction projects that would otherwise have significant impacts based on SCAQMD thresholds to a less than significant level. Los Angeles County Metropolitan Transportation Authority (LACMTA, or "LA Metro") already requires the use of Tier 4 engines in all their construction projects. However, on-road heavy-duty haul trucks are not regulated under the same off-road emissions standards and the City cannot feasibly require all construction-related on-road trucks operating within City limits to adhere to more stringent engine emissions standards.

Specific reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of specific project details to assess. It is reasonable to assume that construction activities for a development project in the Downtown Plan Area could generate emissions that would exceed the

significance thresholds despite Mitigation Measure 4.2-2. Therefore, the Downtown Plan is considered to result in a significant and unavoidable regional and localized construction impact related to violating an air quality standard and/or contributing substantially to an existing or projected air quality violation.

Therefore, after mitigation, construction related emissions for NOX, $PM_{2.5}$ and $PM_{10}$ would be ***significant and unavoidable***.

*Operational Emissions*

No feasible mitigation measures are available to reduce long-term VOC, $PM_{10}$, and $PM_{2.5}$ emissions associated with implementation of the Downtown Plan to below SCAQMD thresholds. Impacts related to operational emissions under the Downtown Plan for VOC, $PM_{10}$, and $PM_{2.5}$ would remain ***significant and unavoidable.***

*Associated Health Effects (Sierra Club v. County of Fresno)*

As discussed in Methodology, the Court in Sierra Club v. County of Fresno held that projects with significant air quality impacts need to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project." Based on the above analysis and conclusions, the Proposed Project is expected to result in significant unavoidable impacts from construction emissions for VOX, $PM_{2.5}$, and $PM_{10}$, and from operational emissions for VOC, $PM_{2.5}$ and $PM_{10}$. As provided below, while additional information is provided about health effects of these pollutants, Appendix I explains why it is not feasible to provide analysis to relate these significant impacts to likely health consequences.

There is no established pathway to accurately quantify ozone-related health impacts caused by NOX or VOC emissions from relatively small projects. The SCAQMD does not explicitly define "relatively small project;" however, it is assumed that the Community Plan would be considered a relatively small project in the scheme of the overall Basin. SCAQMD acknowledges that it may be feasible to analyze air quality related health impacts for projects on a regional scale with very high emissions of NOX and VOCs, where impacts are regional. The example SCAQMD provided in its amicus brief in the *Sierra Club* decision was for proposed Rule 1315, which authorized various newly-permitted sources to use offsets from the District's "internal bank" of emission reductions. The CEQA analysis accounted for essentially all of the increases in emissions due to new or modified sources in the District between 2010 and 2030, or approximately 6,620 pounds per day of NOX and 89,947 pounds per day of VOC, to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to zone). Accordingly, in this case it would not be feasible to directly correlate project emissions of VOC or NOX with specific health impacts from ozone. Further, SCAQMD's amicus brief notes that ozone formation is not linearly related to emissions. Therefore, ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology, and seasonal impacts, and because ozone is formed later and downwind from the actual emission. Lead agencies that use SCAQMD's thresholds of significance may determine that a project would have a significant air quality impact and must apply all feasible mitigation measures; however, it would not be able to precisely correlate the project to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program, which is not the case for the Downtown Plan.

With respect to PM2.5, although CARB has a methodology that can predict expected mortality for large amounts of PM2.5, this methodology is not suited for small projects and may provide unreliable results due to a variety of uncertainties, such as the representativeness of the population used in the methodology, as well as the specific source of PM and the corresponding health impacts. The use of this methodology for

small source could result in unreliable findings and would not provide meaningful information. As such, it is not appropriate for the Downtown Plan.

While a number of models and tools are available to quantify emissions, these models are limited by a number of factors in determining health impacts of individual development and infrastructure projects as well as local plan-level projects. The USEPA currently performs health impact assessments (HIAs) using the Community Multiscale Air Quality model for pollutant transport modeling and Environmental Benefits Mapping and Analysis Program - Community Edition (BENMAP-CE) for health impact calculations. However, these models are designed to estimate health impacts over a large scale (e.g. city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are not readily accessible. Other general limitations of the current suite of models include not being able to model concentrations or dispersion of pollutants, the unsuitability of regional models in providing accurate results for local-level plans or individual projects, and limitations on being able to correlate concentrations to related health effects.

As noted in the *Public Health Effects and Sierra Club v. County of Fresno* White Paper included in Appendix I, "For local plans or projects that exceed any identified SCAQMD air quality threshold, City EIR documents are able to identify and disclose generalized health effects of certain air pollutants, but are currently limited and are unable to establish an accurate connection between any local plan or project and a particular health effect. At this time, it is infeasible for City EIRs to directly link a plan's or project's significant air quality impacts with a specific health effect. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for accurate modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables."

| **Threshold 4.2-3** | Expose sensitive receptors to substantial pollutant concentrations |
|---|---|

**Impact 4.2-3**

**Downtown Plan:** Construction under the Downtown Plan may expose sensitive receptors to substantial pollutant concentrations. Implementation of Mitigation Measure 4.2-2 and adherence to existing regulations would minimize exposure to substantial pollutant concentrations, but construction-related emissions would potentially exceed SCAQMD thresholds. Truck trips associated with operation of distribution centers that could be accommodated in certain portions of the Downtown Plan Area could expose sensitive land uses within 1,000 feet of such facilities to substantial pollutant concentrations. This impact would be ***less than significant with mitigation*** for construction and ***significant and unavoidable*** for operation.

**New Zoning Code:** The New Zoning Code would not expose sensitive receptors to substantial pollutant concentrations. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Downtown Plan Impact

Regarding health risks from existing emissions sources, the California Supreme Court ruling in *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015) held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project's risks exacerbate those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such

hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions."

Construction

The greatest potential for exposure to substantial pollutant concentrations and TAC emissions during construction would be diesel particulate emissions associated with heavy duty equipment operations and truck traffic. Diesel exhaust causes health effects from both short-term or acute exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Acute exposure to diesel exhaust may cause irritation to eyes, nose, throat and lungs, and some neurological effects, such as lightheadedness. Acute exposure may also elicit a cough or nausea as well as exacerbated asthma. Chronic exposure to diesel exhaust in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings. As discussed under Impact 4.2-2, construction-related emissions of particulates ($PM_{10}$ and $PM_{2.5}$) generated primarily by diesel fuel combustion would potentially exceed SCAQMD thresholds.

The California Office of Environmental Health Hazard Assessment (OEHHA) published a guidance manual in 2015 to assist the preparation of health risk assessments (HRA) for carcinogenic and non-carcinogenic exposures to air toxics in accordance with the Air Toxics Hot Spots Information and Assessment Act.20 The 2015 OEHHA HRA guidelines provide methodologies for assessing various types of environmental exposures to toxic contaminants, including inhalation exposures. The 2015 OEHHA HRA guidance relied upon a comprehensive review of the most up-to-date scientific literature to formulate the recommended exposure estimation methodologies. The OEHHA guidance acknowledges that children are especially susceptible to the effects of toxic air contaminant exposure, and incorporated age sensitivity factors (ASFs) and age-specific daily breathing rates (DBRs) to account for the differences in sensitivity to carcinogens during early life exposure. OEHHA recommends a default ASF of 10 for the age range between the third trimester of pregnancy through two years, and an ASF of three for ages two through 15 years.

As a conservative measure to characterize maximum potential exposures of sensitive receptors to carcinogenic risks, residential exposures are assumed to begin at birth and exposures of children at schools are anticipated to begin at the lowest educational grade level. The OEHHA guidance provides recommended DBR values that are specific to the age of the receptor and the type of activity in which the receptor would be engaged during exposure, which are evaluated on a case-by-case basis. SCAQMD has not adopted guidelines to implement the 2015 OEHHA HRA guidelines for construction and indicated it is currently considering how to implement the guidelines. The City has only found one Air District, the San Joaquin Valley Air Pollution Control District that has adopted guidelines to implement the 2015 OEHHA HRA guidelines. BAAQMD is undergoing a process to implement the guidelines as well.

The specific locations of future construction activity in the Downtown Plan Area are not currently known. The construction health risk analysis here and under Impact 4.2-2 is speculative given the lack of a construction location and construction activities.

However, a review of several published EIRs for the largest development projects recently analyzed in the City, including in the Downtown Plan Area did not show any significant impacts resulting from construction related to TACs. For example, none of the following recently reviewed projects had significant impacts from construction related TACs:

- Olympia Project: 1.84 million new square feet, occupying a whole city block, and 284,000 cubic yards of soil export (Los Angeles 2018a);
- 2134 Violet Street Project: 569,448 square feet, involving a whole City block, with 239,000 cubic yards of soil export (Los Angeles 2020a);
- Crossroads Project: 1.4 million square feet in Hollywood Plan Area, 647,753 cubic yards of soil export (Los Angeles 2017);
- Times Mirror: 1.5 million square feet on 3.6-acre city block, involving 37-story tower and a 53-story tower, and export of 364,000 cubic yards of soil (Los Angeles 2019); and
- 5th and Hill: 260,689 square feet on .38-acre site, involving 53-story building, with 25,092 cubic yards of soil export (Los Angeles 2018b).

The only City EIR that was identified that found a potential impact related to TACs under a conservative worst-case scenario was the 6220 Yucca Project, which involved demolition of an existing structure and construction of 210 multi-family residential units, 136 hotel rooms and approximately 12,570 square feet of commercial/restaurant uses on a 1.16-acre site, with export 120,000 cubic yards of soil. The EIR found that impacts would be less than significant with mitigation (Los Angeles 2020b). The mitigation is substantially similar to mitigation measure 4.2-2, as it relates to using Tier 4 equipment. Based on the above, it is not foreseeable that projects in the Downtown Plan Area would have significant impacts related to TACs. The only project identified with potential significant impacts relied on a conservative measurement, but found that application of standard mitigation reduced to less than significant. Any project that is as large as the 6220 Yucca Project would be subject to Site Plan review and would be required to undergo project level environmental review.

Notwithstanding the above, to be conservative, it is concluded that the Downtown Plan could potentially result in substantial pollutant concentrations during construction activities. As a result, this impact would be a ***potentially significant*** impact.

Operation

The primarily residential, commercial, and light industrial land uses reasonably expected from the Downtown Plan typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. However, new heavy industrial development in the southern portion of the Downtown Plan Area is reasonably expected. The use of toxic compounds by an industrial facilities would be strictly regulated through the SCAQMD permitting process, which requires detailed health risk assessments, when applicable. New industrial sources of emissions are subject to SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants. This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units that emit toxic air contaminants. Compliance with the SCAQMD permitting process and Regulation XIV would ensure that equipment associated with new industrial facilities would not generate TAC emissions exceeding the SCAQMD standards or adversely affect sensitive land uses.

Distribution Centers

The operation of distribution centers with large truck fleets could also generate TACs from diesel emissions (diesel particulates) that could impact sensitive receptors. Because there are existing historical residential uses (pre-1950) in some parts of the Downtown Plan area, including areas designated as Production, Markets and Hybrid Industrial, which allow for industrial uses, new distribution facilities could potentially be located adjacent to or near sensitive uses. Based on various health studies, air quality modeling, and monitoring studies, the CARB recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, medical facilities) within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where

TRU operations exceed 300 hours per week (CARB 2005) in order to avoid substantial health risks from diesel particulates. The CARB also recommends avoiding locating residences and other new sensitive land uses near distribution center entry and exit points. Based on these recommendations, the location of a new distribution center that accommodates more than 100 trucks or 40 TRUs per day and is located within 1,000 feet of an existing residence or other sensitive land use could result in significant health risks. Health risks, particularly to children whose lungs are still developing and the elderly who may have other serious health problems, may include (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease (see the Air Quality and Health Effects white paper in Appendix I). The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (e.g., the type, location, and size of the facility and the number of truck trips) are known. In many cases, the preparation of a detailed health risk assessment (HRA) for a specific project may reveal that significant cancer risks would not occur or identify ways in which elevated cancer and other health risks can be avoided. However, absent project-level details, preparation of a meaningful HRA is not possible and it cannot be determined with certainty that significant health risks would not result from a distribution center. Therefore, TAC-related impacts associated new distribution facilities in the Downtown Plan Area with the potential to accommodate more than 100 trucks or 40 TRUs would be ***potentially significant.***

CO Hotspots

Another pollutant for which land development, and in particular increased traffic congestion, can potentially create impacts is CO. Elevated CO levels can occur at roadway intersections that experience high traffic volumes and high levels of engine idling. Historically, mobile source-related CO concentrations at high-volume (e.g., congested) intersections have been linked to health concerns according to USEPA and SCAQMD. According to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB 2004). However, with cleaner technologies, automobile emissions of CO have steadily declined over the years and in 2001, the SCAB met both the federal and state 8-hour CO standards at all monitoring stations for the first time. CO attainment was also demonstrated in the 2003 AQMP and the region has remained in attainment of CO standards ever since. The busiest intersection evaluated in 2003 was that at Wilshire Boulevard and Veteran Avenue (located outside the Downtown Plan Area), which has a daily traffic volume of approximately 100,000 vehicles per day. The 2003 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day (Los Angeles 2016). With implementation of the Downtown Plan, no intersection in the Downtown Plan Area would experience daily trip volumes exceeding 400,000 vehicles per day (Fehr & Peer 2018). Therefore, the Downtown Plan has no potential to generate localized CO concentrations at intersections that exceed state CO standards. Impacts related to CO standards would therefore be ***less than significant***.

In addition, new discretionary development in the Downtown Plan Area would be required to comply with PRC Section 21151.8, which requires assessment of hazardous pollutants within 0.25 miles of a new elementary or secondary school. This legal requirement within the PRC protects staff and students of new schools from significant health risks from exposure to TACs.

Based on the above, the Downtown Plan related to sensitive receptor exposure to substantial pollutant concentrations from operations would result in ***less than significant*** impacts for all operations except Distribution Facilities, which would be ***potentially significant***.

## New Zoning Code Impact

The New Zoning Code would not expose sensitive receptors to substantial pollutant concentrations. The New Zoning Code would continue to allow for and encourage mixed uses which could lead to the potential siting of new sensitive land uses near existing emission sources. However, the New Zoning Code aims to avoid incompatible uses being sited near one another by including transitional buffers or other methods that could be applied to address sensitive receptors. Additionally, fueling stations and vehicle repair uses located adjacent to a Residential Use District or a sensitive use (residential, daycares, or schools, etc.) would trigger a landscaped transitional buffer along any common lot lines, which would buffer sensitive receptors from pollutant concentrations.

However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, air quality impacts cannot be identified.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would expose sensitive receptors to substantial pollutant concentrations. Impacts would be ***less than significant***.

## Mitigation Measures

Downtown Plan

*Construction*

Refer to Mitigation Measure 4.2-2 described above.

*Operation*

### 4.2-3 Distribution Facility Health Risk Assessment

Applicants for distribution centers in the Downtown Plan Area within 1,000 feet of sensitive land uses that require discretionary permits and would accommodate more than 100 truck trips or 40 transport refrigeration units (TRUs) per day shall prepare health risk assessments (HRAs) per SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the applicant shall identify ways to reduce risks. Methods may include, but are not limited to limiting the number of trucks/TRUs, locating distribution center entry and exit points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.

New Zoning Code

Mitigation is not required.

## Significance After Mitigation

Construction

Mitigation Measure 4.2-2 would reduce TAC emissions generated by construction activities, including equipment operation. For example, Tier 4 engines with horsepower ratings between 175 and 750 generate 90 percent less exhaust emissions, including diesel particulate matter, than Tier 2 or 3 engines (Los Angeles 2020b). Imposition of Mitigation Measure 4.2-2 would reduce impacts to ***less than significant with mitigation***.

Operation

Mitigation Measure 4.2-3 would reduce impacts associated with distribution centers to the degree feasible. Nevertheless, although the health risk impact associated with possible future distribution centers is speculative and the recommendations from the CARB upon which the determination of a potentially significant impact are by their nature "conservative", it cannot be determined with certainty that distribution centers in the Downtown Plan Area would not result in health risks exceeding SCAQMD standards. Therefore, TAC-related impacts associated with distribution centers are conservatively identified as ***significant and unavoidable***.

As discussed above in the impact section it is not feasible to provide the associated health risk related to this significant and unavoidable impact with more particularity without project specific details.

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| **Threshold 4.2-4** | **Result in other emissions (such as those leading to odors) adversely affecting** a substantial number of people |

| | |
|---|---|
| **Impact 4.2-4** | **Downtown Plan:** The Downtown Plan would not emphasize new land uses that are typically associated with odor complaints, but would accommodate new heavy industrial development in the southern portion of the Downtown Plan Area. The Downtown Plan includes standards for new buildings that would insulate against odor issues. Therefore, this impact would be ***less than significant***.<br><br>**New Zoning Code:** The New Zoning Code would not create objectionable odors. **T**he Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.*** |

## Downtown Plan Impact

Construction Odors

Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. In addition, odors associated with construction activities are not those typically associated with odor complaints. Construction activities in the Downtown Plan Area would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in duration. Construction activity would not cause a significant odor nuisance. reasonably anticipated development for the Downtown Plan would not result in any other emissions that could adversely affect a substantial number of people. Therefore, impacts related to construction odors under the Downtown Plan would be ***less than significant***.

Operational Odors

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. As discussed in Section 4.10, *Land Use and Planning*, the Downtown Plan does not generally emphasize heavy industrial uses, but would allow such uses within the Light and Heavy Industrial designations in the southern portion of the Downtown Plan Area, which predominantly consists of industrial uses. Proposed use regulations include standard requirements for buildings to insulate against odorsthe Downtown Plan would not generally promote the development of land uses typically associated with odor complaints in the majority of the Plan Area

On-site trash receptacles would have the potential to create adverse odors. Consistent with the Mayor's Clean Streets LA Program, trash receptacles would be located and maintained in a manner that promotes odor control and would not result in substantially adverse odor impacts. Restaurant uses that may generate odors would be similar to existing uses within the Downtown Plan Area and would be subject to the provisions of SCAQMD Rule 402 related to the prevention of public nuisance odors affecting a substantial number of people. Therefore, impacts related to operational odors under the Downtown Plan would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code would not create objectionable odors. The New Zoning Code would continue to allow for and encourage mixed uses which could lead to the potential siting of new sensitive land uses near existing odor sources. However, the New Zoning Code aims to avoid incompatible uses being sited near one another by including transitional buffers or other methods that could be applied to address sensitive receptors and would be triggered by impactful uses. For example, fueling stations and vehicle repair uses located adjacent to a Residential Use District or a sensitive use (residential, daycares, or schools, etc.) would trigger a landscaped transitional buffer along any common lot lines. Additionally, under the New Zoning Code, automotive uses within an Industrial Use District would not be allowed to be sited within 500 feet from residential uses without discretionary approval, creating the potential to avoid objectionable odors. However, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, objectionable odor impacts cannot be identified.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze whether the zoning applied would create objectionable odors. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect objectionable odor impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Mitigation Measures

No significant impact related to odor has been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

# CUMULATIVE IMPACTS

As discussed in subsection 4.2.2, *Environmental Setting*, the SCAB is named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in the Basin for regional air quality impacts, as well as reasonably anticipated development in the Downtown Plan Area for localized air quality impacts. Air pollutant emissions in the SCAB are primarily generated by stationary and mobile sources.

## AQMP Consistency

As discussed in Section 4.2.3, *Regulatory Framework*, the SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet national and state AAQS. The most recent of these programs is the 2016 AQMP. The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in GHG emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.

AQMP consistency is discussed under Impact 4.2-1. As discussed therein, the Downtown Plan would not conflict with the 2016-2040 RTP/SCS. The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the jurisdiction of the SCAQMD, and to minimize the impact on the economy. Consistency with the AQMP is assessed by determining how a project accommodates increases in population or employment. The population and employment assumptions used by the SCAQMD to estimate regional emissions in the AQMP are obtained from SCAG projections for cities and unincorporated areas in the SCAQMD's jurisdiction. The Downtown Plan would not facilitate population or employment growth exceeding the SCAG population or employment forecasts for the City as a whole. Therefore, implementation of the Downtown Plan would not conflict with the AQMP. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would conflict with the AQMP. Neither the Downtown Plan nor the New Zoning Code would make cumulatively considerable contribution to a significant cumulative impact related to AQMP consistency. There are ***no cumulative impacts*** related to AQMP Consistency.

## Air Quality Standards

In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Downtown Plan, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. The cumulative context for consideration of most air quality impacts is the SCAB. The context for localized significance thresholds is within 1,500 feet of the project site per SCAQMD LST guidance, as health risks generally decrease by about 90 percent at 1,500 feet from the emission source (SCAQMD 2017a).

As discussed under Impact 4.2-2, construction activities could result in significant impacts related to regional and localized emissions, along with TAC concentrations. Because construction activities are of limited duration and in a limited area, it is unlikely that construction currently underway would overlap with reasonably expected construction from the Downtown Plan. However, without a specific construction schedule, timing and emission levels cannot be accurately estimated. Therefore, reasonably expected construction from the Downtown Plan has the potential to be cumulatively considerable. Implementation of Mitigation Measure 4.2-2 would reduce regional and local emissions generated by various construction

activities, including equipment operation, truck trips, and painting. However, it is possible that construction activities associated with individual development projects citywide could generate emissions that would exceed the significance thresholds despite incorporation of Mitigation Measure 4.2-2. Because the SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level, this would result in a significant and unavoidable cumulative impact related to regional emissions of $NO_X$, $PM_{10}$, and $PM_{2.5}$, and localized emissions of $PM_{10}$ and $PM_{2.5}$, along with TAC concentrations. In addition, operational emissions of VOCs, $PM_{10}$, and $PM_{2.5}$ would potentially exceed SCAQMD thresholds and substantially contribute to cumulative long-term air quality impacts. Thus, the incremental effect of the Downtown Plan related to construction activity and operation would be cumulatively considerable and cumulative impacts would be ***significant and unavoidable***.

Due to the modularity nature of the New Zoning Code, it is not known where or to what extent future development may occur, therefore no specific air quality impacts would occur. Further, projecting the location and type of future growth would be speculative at this time as future application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. Future community plan updates or amendments would be required in order to apply the New Zoning Code to other parts of the City, which would include environmental review and calculate emissions based on the density and intensity proposed. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the New Zoning Code would not have a cumulatively considerable contribution to a significant cumulative impact. There are ***no cumulative impacts*** to Air Quality Standards from New Zoning Code.

## Operational Toxic Air Contaminants and CO Hotspots

As indicated under Impact 4.2-2, the Downtown Plan would not result in localized CO concentrations that exceed SCAQMD CO significance thresholds. New industrial sources of emissions are subject to SCAQMD Regulation XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analysis to determine and, if necessary, mitigate the downwind impact prior to permit issuance. Permit issuance for these hazardous facilities under the Downtown Plan would be handled on a case-by-case basis, and the emissions modeling analysis would be project-specific. Each individual future project would be responsible for demonstrating compliance with the air quality thresholds of significance devised by the SCAQMD that are designed to protect public health and prevent exposures to substantial pollutant concentrations. As discussed under Impact 4.2-3, the Downtown Plan related to sensitive receptor exposure to substantial TACs from operations would be less than significant for all operations except Distribution Facilities. Although Mitigation Measure 4.2-3 would reduce impacts associated with distribution centers to the degree feasible, it cannot be determined with certainty that distribution centers in the Downtown Plan Area would not result in health risks exceeding SCAQMD standards.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for CO hotspots or the exposure of sensitive receptors to substantial pollutant concentrations.

For these reasons, the Downtown Plan's cumulative impacts related to operational emissions of toxic air contaminants would be cumulatively considerable. Neither the Downtown Plan nor the New Zoning Code would have an impact that is cumulatively considerable to any significant cumulative impact related to CO hotspots. Cumulative Impacts from the Proposed Project related to Operational TACs is ***significant and unavoidable*** and ***less than significant for*** CO hotspots***.***

## Odor

The Downtown Plan is not anticipated to facilitate the development of uses typically associated with odor complaints, including in new industrial areas. While construction activity can emit odors, construction activity has not been identified as a source of odor complaints. Accordingly, future development occurring under the Downtown Plan would not cause a construction-related odor nuisance. On -site trash receptacles would have the potential to create adverse odors. Consistent with the Mayors Clean Streets LA Program, trash receptacles would be located and maintained in a manner that promotes odor control.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for odor impacts. For these reasons, cumulative impacts related to objectionable odors would not be significant and neither the Downtown Plan nor the New Zoning Code would an impact that is cumulatively considerable to any significant cumulative impact. Cumulative impacts from Proposed Project related to odors is ***less than significant***.

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# 4.3 BIOLOGICAL RESOURCES

This section assesses potential impacts to biological resources. Topics addressed in this section include habitats and sensitive species; Significant Ecological Areas (SEAs); wetlands, streams, rivers, and riparian habitat; wildlife movement; Habitat Conservation Plans (HCPs); and other applicable plans, policies, and ordinances related to biological resources.

## ENVIRONMENTAL SETTING

The City of Los Angeles encompasses approximately 478 square miles and is surrounded by the San Gabriel Mountains to the north, the Santa Susana Mountains, Santa Monica Mountains, and Pacific Ocean to the west, the Pacific Ocean to the South, and the Verdugo Mountains, San Rafael Hills, and San Gabriel Valley to the east. Approximately 214 of 478 square miles in the City are comprised of hills and mountains that provide habitat for wildlife. Generally, open space is located in the northern portion of the City and the central and southern portions are highly urbanized. The City is also bisected by the channelized LA River.

### SIGNIFICANT ECOLOGICAL AREAS

#### Citywide Significant Ecological Areas

Significant Ecological Areas (SEAs) are ecologically important land and water systems that support valuable habitat for plants and animals, and are often integral to the preservation of rare, threatened, or endangered species and the conservation of biological diversity. There are a number of SEAs located within the City of Los Angeles boundaries, including Ballona Creek, Tujunga Valley-Hansen Dam, and Chatsworth Reservoir Simi Hills, Encino Reservoir, Temescal-Rustic-Sullivan Canyons, Griffith Park, Terminal Island, and Verdugo Mountains (City of Los Angeles 2015).

#### Downtown Plan Area Significant Ecological Areas

The Downtown Plan Area encompasses approximately 4,000 acres in downtown Los Angeles. The Downtown Plan Area is fully urbanized and, as noted above, generally lacks native biological habitat. The Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping, are the only sources of biological habitat in and around the Downtown Plan Area. There are no designated SEAs in the Downtown Plan Area.

### SENSITIVE SPECIES AND HABITATS

A sensitive natural community, including a sensitive plant community, is one that is considered rare within the region by regulatory agencies, supports sensitive species or serves as a wildlife corridor. A special status species is a plant or animal species listed as endangered, threatened, candidate, or as some other special status, by federal, state, or local agencies, or by one or more special interest groups, such as The California Native Plant Society (CNPS), The California Department of Fish and Wildlife (CDFW) and the California Natural Diversity Database (CNDDB). CDFW and CNDDB were consulted to determine whether any sensitive species could occur Citywide or in the Downtown Plan Area. CNDDB is a computerized database that identifies occurrences of plants, animals, and communities listed by CDFW and/or the U.S. Fish and Wildlife Service (USFWS) as rare, threatened, or endangered (i.e., "listed species"), or otherwise considered species of special concern.

## Citywide Sensitive Species and Habitats

The California Department of Fish and Wildlife CNDDB Quad Species List for Los Angeles identifies a number of sensitive wildlife species within the City of Los Angeles. **Table 4.3-1** lists the federally- and state-designated threatened and endangered species.

**TABLE 4.3-1 PLANT AND ANIMAL SPECIES OCCURRING IN LOS ANGELES**

| Scientific Name | Common Name | Federal Status[1] | State Status[2] | CDFW[3] | Rare Plant Rank[4] |
|---|---|---|---|---|---|
| **Animals** | | | | | |
| *Rana draytonii* | California red-legged frog | Threatened | None | SSC | n/a |
| *Taricha torosa* | Coast Range newt | None | None | SSC | n/a |
| *Spea hammondii* | western spadefoot | None | None | SSC | n/a |
| *Piranga rubra* | summer tanager | None | None | SSC | n/a |
| *Spinus lawrencei* | Lawrence's goldfinch | None | None | None | n/a |
| *Riparia riparia* | bank swallow | None | Threatened | None | n/a |
| *Setophaga petechial* | yellow warbler | None | None | SSC | n/a |
| *Athene cunicularia* | burrowing owl | None | None | SSC | n/a |
| *Polioptila californica californica* | coastal California gnatcatcher | Threatened | None | SSC | n/a |
| *Calypte costae* | Costa's hummingbird | None | None | None | n/a |
| *Empidonax traillii extimus* | southwestern willow flycatcher | Endangered | Endangered | None | n/a |
| *Vireo bellii pusillus* | least Bell's vireo | Endangered | Endangered | None | n/a |
| *Eumops perotis californicus* | western mastiff bat | None | None | SSC | n/a |
| *Nyctinomops macrotis* | big free-tailed bat | None | None | SSC | n/a |
| *Taxidea taxus* | American badger | None | None | SSC | n/a |
| *Lasiurus cinereus* | hoary bat | None | None | None | n/a |
| *Anodonta californiensis* | California floater | None | None | None | n/a |
| *Gonidea angulate* | western ridged mussel | None | None | None | n/a |
| *Anniella stebbinsi* | southern California legless lizard | None | None | SSC | n/a |
| *Arizona elegans occidentalis* | California glossy snake | None | None | SSC | n/a |
| *Diadophis punctatus modestus* | San Bernardino ringneck snake | None | None | None | n/a |
| *Salvadora hexalepis virgultea* | coast patch-nosed snake | None | None | SSC | n/a |
| *Thamnophis hammondii* | two-striped gartersnake | None | None | SSC | n/a |
| *Phrynosoma blainvillii* | coast horned lizard | None | None | SSC | n/a |
| *Community* | | | | | |
| *Walnut Forest* | Walnut Forest | None | None | None | n/a |
| **Plants** | | | | | |
| *Helianthus nuttallii ssp. parishii* | Los Angeles sunflower | None | None | None | 1A |
| *Symphyotrichum greatae* | Greata's aster | None | None | None | 1B.3 |
| *Lepidium virginicum var. robinsonii* | Robinson's pepper-grass | None | None | None | 4.3 |
| *Atriplex serenana var. davidsonii* | Davidson's saltscale | None | None | None | 1B.2 |
| *California macrophylla* | round-leaved filaree | None | None | None | 1B.2 |
| *Ribes divaricatum var. parishii* | Parish's gooseberry | None | None | None | 1A |
| *Phacelia hubbyi* | Hubby's phacelia | None | None | None | 4.2 |
| *Juglans californica* | southern California black walnut | None | None | None | 4.2 |

**TABLE 4.3-1 PLANT AND ANIMAL SPECIES OCCURRING IN LOS ANGELES**

| Scientific Name | Common Name | Federal Status[1] | State Status[2] | CDFW[3] | Rare Plant Rank[4] |
|---|---|---|---|---|---|
| *Clinopodium mimuloides* | monkey-flower savory | None | None | None | 4.2 |
| *Calochortus catalinae* | Catalina mariposa-lily | None | None | None | 4.2 |
| *Calochortus plummerae* | Plummer's mariposa-lily | None | None | None | 4.2 |
| *Sidalcea neomexicana* | salt spring checkerbloom | None | None | None | 2B.2 |
| *Hordeum intercedens* | vernal barley | None | None | None | 3.2 |
| *Navarretia prostrata* | prostrate vernal pool navarretia | None | None | None | 1B.1 |
| *Horkelia cuneata var. puberula* | mesa horkelia | None | None | None | 1B.1 |
| *Atriplex serenana var. davidsonii* | Davidson's saltscale | None | None | None | 1B.2 |

**NOTES**
[1] United States legal status under the Federal Endangered Species Act.
[2] State of California legal status.
[3] California Department of Fish and Wildlife designation and applies to animals only.
SSC = species of special concern.
[4] California Native Plant Society rare plant rank status applies to plants only.
1B.1 = rare, threatened or endangered in California and elsewhere; seriously threatened in California.
1B.2 = rare, threatened or endangered in California and elsewhere; fairly threatened in California.
1B.3= rare, threatened or endangered in California and elsewhere; not very threatened in California.
2B.2 = rare, threatened or endangered in California but more common elsewhere; moderately threatened in California.
n/a is not applicable
**SOURCE**: California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB), https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data, January 2018.

Habitat types in the City include inland habitats, mountainous areas, wildlife corridors, coastal wetlands, and Significant Ecological Areas (SEAs). The largest collection of publicly owned natural habitats in the City are the parks and publicly owned open spaces in the San Gabriel, Santa Monica, Verdugo and Santa Susana Mountains (City of Los Angeles 2001). No Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) are applicable to the City (City of Los Angeles 2015).

## Downtown Plan Area Sensitive Species and Habitats

**Table 4.3-2** details special status animal and plant species listed on the CNDDB that have been identified in the Downtown Plan Area.

As shown in **Table 4.3-2**, nine special status animals have a historical presence to occur in the Downtown Plan Area over the last 130 years. Of the nine species identified as having historically occurred in the Downtown Plan Area, two species have a Federal and State listed status as Endangered [least Bell's vireo (*Vireo bellii pusillus)* and southwestern willow flycatcher *(Empidonax traillii extimus)*]. The bank swallow *(Riparia riparia*) has a state status of being threatened; however, it is not federally listed as threatened. None of the other species are Federal or State listed special status species. There are four animal species of special concern: the western mastiff bat (*Eumops perotis californicus*), burrowing owl (*Athene cunicularia*), big free tailed bat (*Nyctinomops macrotis*), and American badger (*Taxidea taxus*). However, none of these four species have been sited in the Downtown Plan Area in the last 25 years.

As shown in **Table 4.3-2**, four plant species have been historically identified in the Downtown Plan Area over the last 115 years. The plant species are listed as rare, threatened or endangered but have varying degrees of threatened severity in the state of California. Davidson saltscale (*Atriplex serenana var. davidsonii*) is fairly threatened, Greata's aster (*Symphoyotrichum greatae*) is not very threatened, Prostrate vernal pool navarretia (*Navarretia prostrata*) is seriously threatened, and Salt Spring checkerbloom (*Sidalcea neomexicana*) is moderately threatened. All four plant species are listed as possibly extirpated (i.e., no longer in existence in the area).

| TABLE 4.3-2 PLANT AND ANIMAL SPECIES OCCURRING IN THE DOWNTOWN PLAN AREA | | | | | | |
|---|---|---|---|---|---|---|
| **Scientific Name** | **Common Name** | **Habitat** | **Federal Status[1]** | **State Status[2]** | **CDFW[3]** | **Rare Plant Rank[4]** |
| **Animals** | | | | | | |
| *Taxidea taxus* | American badger | Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows. | None | None | SSC | n/a |
| *Riparia riparia* | Bank swallow | Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole. | None | Threatened | None | n/a |
| *Nyctinomops macrotis* | Big free tailed bat | Low-lying arid areas in Southern California. Need high cliffs or rocky outcrops for roosting sites. Feeds principally on large moths. | None | None | SSC | n/a |
| *Athene cunicularia* | Burrowing owl | Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel. | None | None | SSC | n/a |
| *Lasiurus cinereus* | Hoary bat | Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water. | None | None | None | n/a |
| *Vire bellii pusillus* | Least Bell's vireo | Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite. | Endangered | Endangered | None | n/a |
| *Empidonix traillii extimus* | Southerwest ern willow flycatcher | Riparian woodlands in Southern California. | Endangered | Endangered | None | n/a |
| *Eumops perotis californicus* | Western mastiff bat | Many open, semi-arid to arid habitats, including conifer & deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels. | None | None | SSC | n/a |

**TABLE 4.3-2 PLANT AND ANIMAL SPECIES OCCURRING IN THE DOWNTOWN PLAN AREA**

| Scientific Name | Common Name | Habitat | Federal Status[1] | State Status[2] | CDFW[3] | Rare Plant Rank[4] |
|---|---|---|---|---|---|---|
| **Plants** | | | | | | |
| *Atriplex serenana var. davidsonii* | Davidson saltscale | Coastal bluff scrub, coastal scrub. Alkaline soil. 0-460 m. | None | None | n/a | 1B.2 |
| *Symphoyotrichum greatae* | Greata's aster | Chaparral, cismontane woodland, broadleafed upland forest, lower montane coniferous forest, riparian woodland. Mesic canyons. 335-2015 m. | None | None | n/a | 1B.3 |
| *Navarretia prostrata* | Prostrate vernal pool navarretia | Coastal scrub, valley and foothill grassland, vernal pools, meadows and seeps. Alkaline soils in grassland, or in vernal pools. Mesic, alkaline sites. 3-1235 m. | None | None | n/a | 1B.1 |
| *Sidalcea neomexicana* | Salt Spring checkerbloom | Playas, chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub. Alkali springs and marshes. 0-1530 m. | None | None | n/a | 2B.2 |

**NOTES**
[1] United States legal status under the Federal Endangered Species Act.
[2] State of California legal status.
[3] California Department of Fish and Wildlife designation and applies to animals only.
SSC = species of special concern.
[4] California Native Plant Society rare plant rank status applies to plants only.
1B.1 = rare, threatened or endangered in California and elsewhere; seriously threatened in California.
1B.2 = rare, threatened or endangered in California and elsewhere; fairly threatened in California.
1B.3= rare, threatened or endangered in California and elsewhere; not very threatened in California.
2B.2 = rare, threatened or endangered in California but more common elsewhere; moderately threatened in California.
n/a is not applicable
**SOURCE:** California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB), https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data, September 2017.

# WETLANDS, STREAMS, AND RIPARIAN HABITATS

Wetlands are transitional lands between water and land systems where the water table is usually at or near the surface or the land is covered by shallow water, e.g., marshes and bogs. Riparian areas are those plant communities adjacent to and affected by surface or ground water of perennial or ephemeral water bodies such as rivers, streams, lakes, ponds, or other drainages. Wetlands and riparian vegetation provide a range of functions, such as water quality maintenance, flood control, bank stabilization, groundwater replenishment, and food, cover, and water for a diversity of wildlife species. Riparian vegetation and wetlands may also serve as stopover points for migrating birds. During the 20th century an estimated 95% of the wetlands along the Los Angeles coast disappeared, largely due to water being diverted by flood control and drainage systems, development of wetlands, encroachment, water contamination and other impacts associated with urbanization.

## Citywide Wetlands, Streams, and Riparian Habitat

Wetlands in the City are associated with springs, streams, rivers (e.g., Tujunga Wash) and lakes, as well as the ocean (City of Los Angeles 2001). The largest coastal wetland, Ballona wetlands, is in the Westchester-Playa del Rey community (City of Los Angeles 2001). The Ballona wetlands is an identified SEA that provides approximately 153 acres of wetland habitat and 83 acres of non-wetland waters (CDFW 2017).

While Ballona wetlands is among one of the most degraded wetlands in California, it provides a variety of habitat types and is home to a variety of wildlife and plant species (CDFW 2017). The Venice Canal System, in the Venice community, is also an important part of the wetlands system as its canals connect to the Pacific Ocean (City of Los Angeles 2001).

Other riparian habitats in the City include the LA River and its tributaries, including the Pacoima Wash, Tujunga Wash, and Verdugo Wash. Most of the LA River corridor is of extremely poor habitat quality, especially in areas where the river channel is completely lined with concrete. The only areas that presently support riparian habitat are Sepulveda Basin and the Glendale Narrows. The 225-acre Sepulveda Basin Wildlife Preserve is the only officially designated wildlife area along the River, within the City. Key indicator species found within these areas include a variety of mammals and birds, such as coyote, shrike, acorn woodpeckers, and California quail (City of Los Angeles 2017).

### Downtown Plan Area Wetlands, Streams, and Riparian Habitat

According to the USFWS National Wetlands Inventory, the only wetland area in the Downtown Plan Area is the Los Angeles River (see **Figure 4.3-1**). The portion of the Los Angeles River in the Downtown Plan Area is classified as Low Perennial Riverine with stretches of the River containing artificial substrate (i.e., concrete) bottom that does not support riparian vegetation. There are no riparian habitats located in the Downtown Plan Area.

## WILDLIFE CORRIDORS

As described above, wildlife corridors are land segments that connect two or more large habitat areas and provide a habitat for movement of animals between those areas. They encourage protection and health of animal populations by enabling access to food and broader animal interchange for healthy species propagation. Loss of corridors especially impacts large carnivores that need extensive territory for survival. As freeways and other barriers block corridors and as habitats shrink, large animals are forced from the city or are unable to survive.

### Citywide Wildlife Corridors

Because much of Los Angeles is either urban or suburban in nature, wildlife corridors are not present in much of the City. Areas that may facilitate wildlife movement in the City are generally located in the mountainous and outer areas of the City, such as Santa Monica Mountains. Those wildlife corridors on the borders of the City link to regional corridors, including the Angeles National Forest to the north and Topanga State Park to the west (Los Angeles County 2009).

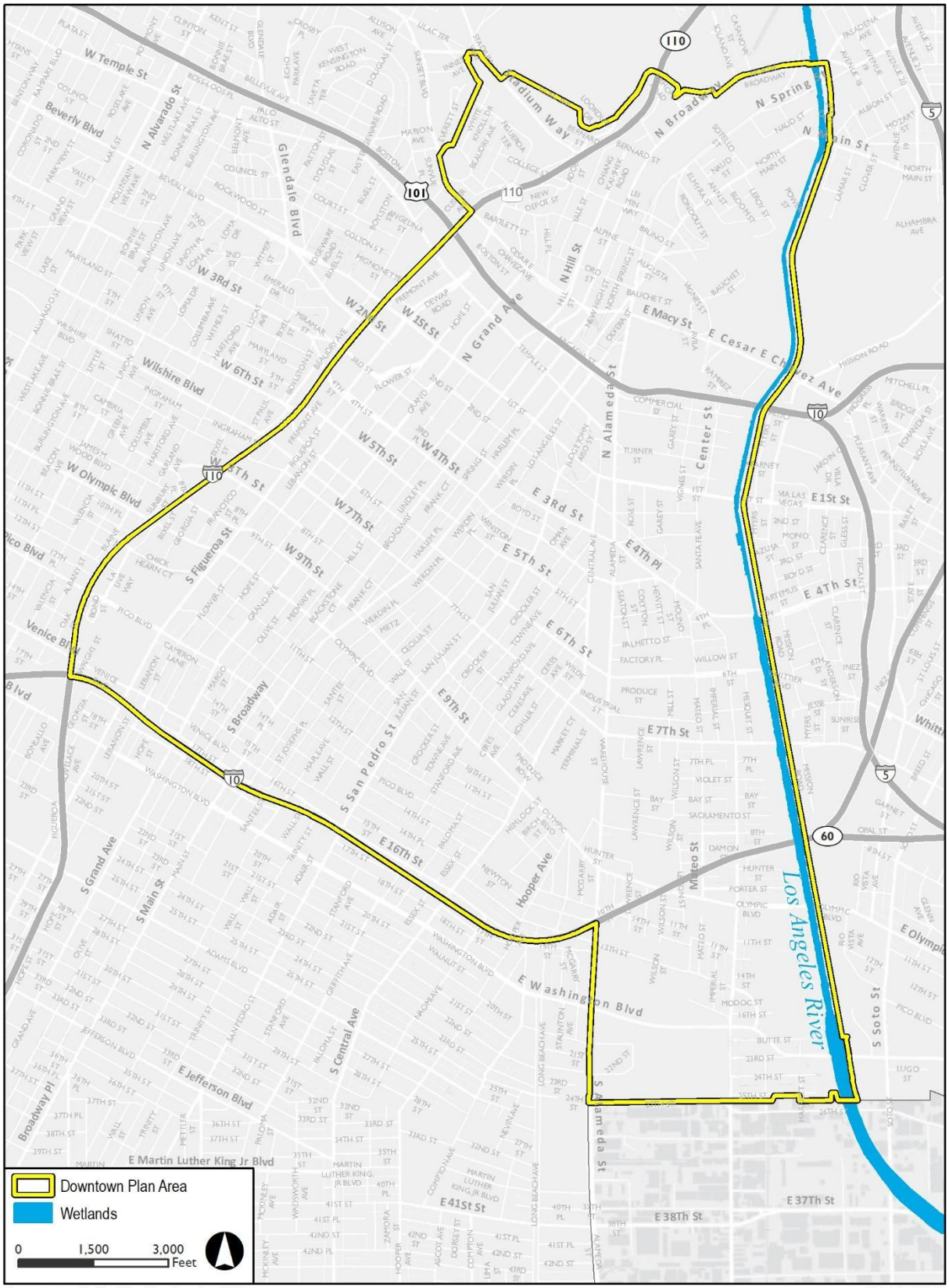
### Downtown Plan Area Wildlife Corridors

The Downtown Plan Area is entirely urbanized and no wildlife corridors are present in the Downtown Plan Area. The Los Angeles River runs along the eastern edge of the Downtown Plan Area and could potentially facilitate wildlife movement, but the channelized nature of the river in this location and urbanized nature of its surroundings limits the potential for wildlife movement along this corridor.

## HERITAGE TREES AND ORDINANCE-PROTECTED TREES

Heritage trees are individual trees of any size or species that are specially designated by the Los Angeles Department of Recreation and Parks (DRP) as “heritage” because of their historical, commemorative, or horticultural significance. The nomination and determination of heritage trees is an internal process within DRP. Nominations are generally made by DRP staff members or community members. The City of Los

**Figure 4.3-1 Downtown Plan Area Wetlands**




*Basemap provided by City of Los Angeles, 2018.*

Fig 4.3-2 Wetlands

Angeles online GIS mapper, NavigateLA, provides an inventory of all heritage trees on City parks and recreation center properties.

As discussed below under *Regulatory Framework*, native Oak, Western or California Sycamore, California Bay, and Southern California Black Walnut are protected by City Ordinance. Removal of these species requires a permit and replacement of lost trees.

### Citywide Heritage Trees and Ordinance-Protected Trees

Heritage trees can be found on a number of City parks and protected tree species may be found on individual public or private properties throughout the City. As noted above, NavigateLA includes an inventory of citywide Heritage Trees. Protected trees could be located anywhere in the City and are too numerous to identify as part of this Program EIR.

### Downtown Plan Area Heritage Trees and Ordinance-Protected Trees

Per the NavigateLA mapper discussed above, approximately 80 heritage trees are located in the Downtown Plan Area. Heritage trees in the Downtown Plan Area are primarily located in the City's parks and recreation center properties. Many of these trees are located in the vicinity of Alpine Park and Paseo de la Plaza Park. Protected trees could be present on individual properties throughout the Downtown Plan Area.

# REGULATORY FRAMEWORK

## FEDERAL

### U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACE) has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, USACE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the Clean Water Act. USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

### Federal Endangered Species Act (FESA)

The Federal Endangered Species Act of 1973 (FESA) and subsequent amendments provide for the conservation of endangered and threatened species, and the ecosystems upon which they depend. Section 7 of the FESA requires federal agencies to aid in the conservation of listed species, and to ensure that the activities of federal agencies will not jeopardize the continued existence of listed species or adversely modify designated critical habitat. The USFWS and the National Oceanic and Atmospheric Administration (NOAA) are responsible for administration of the FESA and have regulatory authority over federally listed species.

### Migratory Bird Treaty Act (MBTA)

The MBTA makes it unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, or kill migratory birds, and prohibits the removal of nests occupied by migratory birds. The CDFW has jurisdiction over actions that may result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include Sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

## STATE

### California Endangered Species Act

The CDFW is responsible for administration of the California Endangered Species Act (CESA). For projects that affect both a state and federal listed species, compliance with the FESA will satisfy the California Endangered Species Act if the CDFW determines that the federal incidental take authorization is consistent with the California Endangered Species Act. Projects that result in a take of a California listed species require a take permit under the California Endangered Species Act. The federal and state acts lend protection to species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or den locations, communal roosts, and other essential habitat. Unlike the FESA, the CESA prohibits the take of not just listed endangered or threatened, but also candidate species (species petitioned for listing).

The CESA defines an endangered species as:

> *…a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.*

A threatened species is defined as:

> *…a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.*

Candidate species are defined as:

> *…a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.*

Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened or endangered species by stating:

> *…no person shall import into this State, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.*

Under the CESA, "take" is defined as, "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Additionally, some sensitive mammals and birds are protected by the state as Fully Protected Mammals or Fully Protected Birds, as described in the California Fish and Game Code, Sections 4700 and 3511, respectively.

### Migratory Bird Protection - California Fish and Game Code (CFGC)

According to CFGC Section 3503 it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird [except English sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*)]. Sections 3503 and 3513 prohibit the taking of specific birds, their nests, eggs, or any portion thereof during the nesting season. Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory nongame bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by CDFW.

### California Native Plant Protection Act (NPPA)

The NPPA was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. Currently, 64 species, subspecies, and varieties of plants are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the California Endangered Species Act's (CESA) permitting procedures (CFG Code Section 2081) would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

### Natural Community Conservation Act (NCCA)

The Natural Community Conservation Act (NCCA) (CFGC Chapter 10, Division 3, Sections 2800 et seq.) was enacted in 1991. NCCA is administered by CDFW. The goal of this Act is to identify and secure habitat areas for protection of biodiversity. Habitat areas are identified by CDFW, and plans are prepared for habitat protection. When a development project is proposed, a determination is made concerning the potential impacts of the project on biodiversity and the best means of avoiding or mitigating them. NCCA allows local, state or federal agencies to enter into agreements with public and private entities to implement a "natural community conservation plan" (NCCP), e.g., habitat and species protection within a specified geographic area. Participation in an NCCP does not exempt a development project from CEQA. Mitigation measures pursuant to CEQA may, as an alternative, include participation in an NCCP in order to reduce the burden for on-site mitigation.

### Habitat Conservation Plans (HCPS)

HCPs, designated under the Federal Endangered Species Act Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed or eligible under the act and detail how those impacts will be minimized, or mitigated; and how the HCP is to be funded (USFW 2016). No HCPs are located in the Downtown Plan Area.

# LOCAL

## Los Angeles Municipal Code (LAMC) Sec. 46 Tree Preservation Ordinance

The City of Los Angeles passed an ordinance for the preservation of protected trees (Ordinance No. 177,404), which became law in 2006. The Ordinance applies to protected trees that are located on public and private properties, and protects the following tree species:

- All native Oak tree species (*Quercus spp*)
- Western or California Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- Southern California Black Walnut (*Juglans californica*)

The Ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, and on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW) and replacement of the removed tree(s). Any act that may cause the failure or death of a protected tree requires inspection by the LADPW's Urban Forestry Division.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Chapter 3, *Project Description*.

## LAMC Sec. 64.72 Stormwater Pollution Control Measures for Development Planning and Construction Activities Ordinance

Through LAMC Section 64.72, the City of Los Angeles has established Low Income Development (LID) practices and standards that aim to mitigate stormwater pollution and maximize open, green, and pervious areas on all new developments or redevelopments. The LID Ordinance requires developments of any kind to comply with the *Development Best Management Practices Handbook.* It also requires all development to be designed to manage and capture stormwater runoff to the maximum extent feasible. Suggested practices, in priority order, include infiltration, evapotranspiration, and capture and use, treated through high removal efficiency biofiltration/biotreatment systems.

Heritage Trees

The City of Los Angeles maintains an inventory of trees with historical, commemorative, or horticultural significance that the City intends to maintain and preserve on City properties, including parks. Heritage trees are not required to be one of the protected tree types covered by Ordinance 177,404. The list of heritage trees is maintained by the City of Los Angeles Department of Recreation and Parks (DRP) and can be viewed on NavigateLA on the City's DPR website. Because heritage trees are located on City parks and recreational facilities, as well as public rights-of-way, DRP is responsible for the maintenance and protection of these trees from injury. The list of heritage trees remains open for new designations and provides information to DRP staff regarding the importance of their actions while planning activities near heritage trees.

## City of Los Angeles General Plan Framework and Conservation Elements

The Citywide General Plan Framework Element (Framework Element) is intended to guide the City's long-range growth and development. Chapter 6, Open Space and Conservation of the Framework Element, includes goals, objectives, and policies for the provision, management, and conservation of the City's open space resources, including Significant Ecological Areas (SEAs), wildlife corridors, and natural animal ranges.

The Conservation Element of the General Plan addresses endangered species, habitats, wildlife corridors, and wetlands occurring in the City and identifies policies intended to protect, restore, and enhance these biological resources. Relevant goals, objectives, and policies from the Framework and Conservation Elements related to biological resources are listed in **Table 4.3-3**.

**TABLE 4.3-3 RELEVANT GENERAL PLAN FRAMEWORK ELEMENT BIOLOGICAL RESOURCES GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Goal/Objective/Policy Description |
|---|---|
| **Framework Element** | |
| Goal 6A | An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses |
| Objective 6.1 | Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region. |
| Policy 6.1.1 | Consider appropriate methodologies to protect significant remaining open spaces for resource protection and mitigation of environmental hazards, such as flooding, in and on the periphery of the City, such as the use of tax incentives for landowners to preserve their lands, development rights exchanges in the local area, participation in land banking, public acquisition, land exchanges and Williamson Act contracts. |
| Policy 6.1.2 | Coordinate City operations and development policies for the protection and conservation of open space resources, by:<br>● Encouraging City departments to take the lead in utilizing water re-use technology, including graywater and reclaimed water for public landscape maintenance purposes and such other purposes as may be feasible;<br>● Preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges; and<br>● Preserving natural viewsheds, whenever possible, in hillside and coastal areas. |
| Policy 6.1.3 | Reassess the environmental importance of the County of Los Angeles designated Significant Ecological Areas (SEAs) that occur within the City of Los Angeles and evaluate the appropriateness of the inclusion of other areas that may exhibit equivalent environmental value. |
| Policy 6.1.4 | Conserve, and manage the undeveloped portions of the City's watersheds, where feasible, as open spaces which protect, conserve and enhance natural resources. |
| Policy 6.1.5 | Provide for an on-site evaluation of sites located outside of the targeted growth areas, as specified in amendments to the community plans, for the identification of sensitive habitats, sensitive species, and an analysis of wildlife movement, with specific emphasis on the Framework Element's Technical Background Report and Environmental Impact Report. |
| Policy 6.1.6 | Consider preservation of private land open space to the maximum extent feasible. In areas where open space value determine the character of the community, development should occur with special consideration of these characteristics. |
| Policy 6.1.7 | Encourage an increase of open space where opportunities exist throughout the City to protect wild areas such as the Sepulveda Basin and Chatsworth Reservoir. |

**TABLE 4.3-3 RELEVANT GENERAL PLAN FRAMEWORK ELEMENT BIOLOGICAL RESOURCES GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Goal/Objective/Policy Description |
|---|---|
| **Conservation Element – Endangered Species** | |
| Policy 1 | Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts of sensitive animal and plant species and their habitats and habitat corridors relative to land development activities. |
| Policy 2 | Continue to administer city-owned and managed properties so as to protect and/or enhance the survival of sensitive plant and animal species to the greatest practical extent. |
| Policy 3 | Continue to support legislation that encourages and facilitates protection of endangered, threatened, sensitive and rare species and their habitats and habitat corridors. |
| **Conservation Element – Habitat** | |
| Policy 1 | Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them. |
| Policy 2 | Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites. |
| Policy 3 | Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species. |
| Policy 4 | Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats. |

**SOURCE**: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001; City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001.

## Los Angeles River Revitalization Master Plan

The City of Los Angeles adopted the Los Angeles River Revitalization Master Plan (LARRMP) in 2007 with the goal of restoring the ecological and hydrological functioning of the river, through the recreation of a riparian habitat corridor in the channel, and through the removal of concrete walls where feasible. This would help restore a continuous, functioning riparian ecosystem that supports vegetation as well as birds and mammals, and developing fish passages, fish ladders, and riffle pools (City of Los Angeles 2007).

Development and implementation of the Revitalization Master Plan would maintain the river as a resource that provides flood protection and opportunities for recreational and environmental enhancement, as well as intend to improve the aesthetics of the region, enrich the quality of life for residents, and help sustain the economy of the region. Goals of the plan include:

- Establishing environmentally sensitive urban design guidelines, land use guidelines, and development guidelines for the River zone that would create economic development opportunities to enhance and improve River-adjacent communities by providing open space, housing, retail spaces such as restaurants and cafes, educational facilities, and places for other public institutions.
- Improving the environment, enhancing water quality, improving water resources, and improving the ecological functioning of the River.
- Providing public access to the River.
- Providing significant recreation space and open space, new trails, and improve natural habitats to support wildlife.
- Preserving and enhancing the flood control features of the River.
- Fostering growth in community awareness of the Los Angeles River, and pride in the Los Angeles River.

### River Implementation Overlay

The River Implementation Overlay (RIO) is a citywide zoning ordinance (No. 183145) that applies to properties in close proximity to the Los Angeles River. Per Section 13.17(a), the purposes of the ordinance include but are not limited to: supporting the goals of the LARRMP, contributing to the environmental and ecological health of the City's watersheds, and providing a native habitat and supporting local species. Specific references are made in the ordinance to the LARRMP's native landscaping guidelines. As described in *Chapter 3, Project Description*, applicable development regulations and measures to protect sensitive biological resources in the existing RIO will be incorporated into Frontage Districts and development standard rules of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Downtown Plan Area to avoid redundancy with the New Zoning Code.

### Local Coastal Programs

Venice Coastal Zone Specific Plan

The City of Los Angeles does not have a certified Local Coastal Program for the Venice community, but the City has adopted the Venice Coastal Zone Specific Plan. This Specific Plan consists of land use plans, zoning ordinances, zoning district maps, and other implementing actions intended to implement the provisions and policies of the California Coastal Act at the local level. The Specific Plan is predominantly a land use plan, but it also addresses water and marine resource issues relating to regulation of storm water runoff, tidal circulation, and protection and enhancement of environmentally sensitive habitat areas within the Venice Coastal Zone (City of Los Angeles 1999).

San Pedro Local Coastal Program

The City of Los Angeles does not have a certified Local Coastal Program for the San Pedro community, but the City has adopted the San Pedro Coastal Land Use Plan and the San Pedro Specific Plan. The San Pedro Specific Plan and the San Pedro Coastal Land Use Plan contain land use and development regulations to protect, maintain, enhance, and restore the overall quality of the San Pedro Coastal Zone while meeting provisions of the California Coastal Act (City of Los Angeles 2013).

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines. Biological resource impacts that may result from implementation of the Downtown Plan would be significant if the Project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Threshold 4.3-1)
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service (Threshold 4.3-2)
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (Threshold 4.3-3)

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Threshold 4.3-4)
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (Threshold 4.3-5)
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Threshold 4.3-6)

# METHODOLOGY

This section outlines the methodology for evaluating impacts to biological resources, including sensitive natural communities and special status species. For purposes of this analysis, "special status species" include:

- Plants and wildlife species listed as rare, threatened, or endangered under the FESA or the CESA
- Species that are candidates for listing under federal or state law
- Species designated by the USFWS as Proposed or Candidates for listing and/or species designated as Species of Special Concern by CDFW
- Species protected by the Federal Migratory Bird Treaty Act
- Species identified as rare, threatened, or endangered by the California Native Plant Society (CNPS)
- Any other species that may be considered endangered or rare pursuant to CEQA Guidelines Section 15380(b)

The analysis of biological resource impacts was based on review of applicable biological resource databases, plans and policies, as described in the Setting, as well as review of aerial photography such as Google Earth and aforementioned online database mappers. Impacts to biological resources could include the direct take of a species or the removal or disturbance of habitats from future development or more indirect delayed or secondary effects from future development, such as fragmentation, pollination interruption, plant and wildlife dispersal interruption, increased risk of fire, and increased invasion of non-native animals and plants that out-compete natives.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.3-1** | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service |

**Impact 4.3-1**

**Downtown Plan:** The Downtown Plan Area is urbanized and lacks native habitat that would support special status plant or animal species; therefore, the potential to adversely affect endangered and special status plant and animal species would be low. Impacts to special status species would be ***no impact***. Although most of the Downtown Plan Area is highly urbanized and unlikely to have active bird nests, future development in the northern portion of the Downtown Plan Area near Elysian Park could potentially disturb active bird nests. Such impacts would be ***less than significant with mitigation***.

**New Zoning Code:** The City contains designated Significant Ecological Areas,

rivers and tributaries, and hillside and coastal areas that contain biological resources. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be a ***less than significant***.

## Downtown Plan Impact

As shown in **Table 4.3-2**, nine special status animals and four special status plants with historical presence to occur have been observed in the Downtown Plan Area and its vicinity. Of the identified species, none have been sited in over 25 years. Two animal species are identified as endangered by the CDFW and/or USFWS. Four animal species are identified as species of special concern. The Downtown Plan's impact on these sensitive species is discussed below.

The Downtown Plan would not foreseeably result in modification of the portions of the Los Angeles River because the Plan does not include components that would affect the existing use, zoning, or land use designation of the Los Angeles River. The segment of the Los Angeles River located in the Downtown Plan Area does not contain riparian or other habitat for plant or animal species, as it is channelized and located in an urban environment. The introduction of riparian habitat into the Downtown Plan Area is discussed in Impact 4.3-2.

Endangered Animal Species

According to the CNDDB, the endangered species southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*) has been historically sited in the Downtown Plan Area. The southwestern willow flycatcher was last observed in the Downtown Plan Area in 1894 and is presumed no longer present in the Downtown Plan Area. The habitat for this species is riparian woodlands, which the Downtown Plan Area does not contain. Impacts to the southwestern willow flycatcher are not likely to occur as a result of Downtown Plan. Least Bell's vireo was last observed in the Downtown Plan Area in 1913and is listed as possibly extirpated in the Downtown Plan Area. The habitat for this species is generally low riparian in vicinity of water or in dry river bottoms. The Downtown Plan Area does not contain riparian habitat. As such, impacts to the least Bell's vireo would not occur as a result of Downtown Plan implementation.

Species of Special Concern

The species of special concern which have been historically sited in the Downtown Plan Area include the burrowing owl (*Athene cunicularia*), American badger (*Taxidea taxus*), big free tailed bat (*Nyctinomops macrotis),* and western mastiff bat (*Eumops perotis californicus*). According to CNDDB, the western mastiff bat, burrowing owl, big free tailed bat, and American badger are presumed to be extant in the Downtown Plan Area. The burrowing owl was last observed in the Downtown Plan Area in 1921, and the habitat includes open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. American badgers habitat include drier open stages of most shrub, forest, and herbaceous habitats with friable soils. The CNDDB ranking of quality of the habitat in the Downtown Plan Area is Unknown, which is likely due to the lack of shrub, forest and herbaceous habitats within the Downtown Plan Area. The western mastiff bat was last observed in the Downtown Plan Area in 1990, and this species' habitat is defined as open and semi-arid to arid, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral. The big free tailed bat was last observed in in the Downtown Plan Area 1985, and habitat includes high cliffs and rocky outcroppings, which are used for roosting sites. The areas in which these four species were historically found are developed today with urban uses. The Downtown Plan Area does not provide habitat for these species.

Threatened Plant and Animal Species

The bank swallow (*Riparia riparia)* is listed threatened at the California state level. The species was last observed in the Downtown Plan Area in 1894, and listed as extirpated.

Threatened plant species that have been historically sited to occur in the Downtown Plan Area include the Davidson's saltscale (*Atriplex serenana var. davidsonii*), the prostrate vernal pool navarretia (*Navarretia prostrata*), the Salt Spring checkerbloom (*Sidalcea neomexicana*) and the Greata's aster (*Symphyotrichum greatae*). All four plant species are possibly extirpated in the Downtown Plan Area. The habitat for Davidson's saltscale includes coastal bluff scrub and coastal scrub, and the species was last observed in the Downtown Plan Area in 1902. The habitat for the prostrate vernal pool navarretia includes coastal scrub, grasslands, vernal pools, and meadows, and the species was last observed in the Downtown Plan Area in 1907. The habitats for Salt Spring checkerbloom and Greata's aster include chaparral and coniferous forest, and the species was last observed in the Downtown Plan Area in 1902 and 1932, respectively. Based on the type of habitat and quality of habitat for these species, all four plant species have a CNDDB Occurrence Rank of None within the Downtown Plan Area.

Based on the above, threatened plant and animal species are not expected to occur in the Downtown Plan Area. There is ***no impact.***

Migratory Birds

Downtown Plan Area development could involve construction activity during the bird nesting season, which is generally from March 1 through August 31 and begins as early as February 1 for raptors. Most of Downtown is highly urbanized and lacking trees likely to contain active bird nests. However, Elysian Park, located adjacent to the northern edge of the Downtown Plan Area, includes open lands with stands of mature trees with higher likelihood of containing active bird nests. As such, tree trimming or removal in the northern portion of the Downtown Plan Area abutting Elysian Park would have the potential to disturb active nests, which could constitute a violation of the federal MBTA and/or the CFGC. Therefore, impacts to active bird nests would be ***potentially significant***.

## New Zoning Code Impact

As shown in **Table 4.3-1**, 41 federally- and state-designated threatened and endangered wildlife and plant species have the potential to occur in the City of Los Angeles. Additionally, the CNDDB Quad Species List contains a number of other sensitive species that have the potential to occur in the City. There are also several SEAs, as well as the LA River and its tributaries, including the Pacoima Wash, Tujunga Wash, and Verdugo Wash, located within the City of Los Angeles boundaries.

The New Zoning Code would allow for a variety of new Form and Use Districts that could be applied elsewhere in the City through future community plan updates or amendments. Future application of the New Zoning Code could occur in or adjacent to areas including a SEA, rivers and tributaries, hillside, and coastal areas that contain biological resources, or occur in or adjacent to areas with special status species. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to biological resources from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Mitigation Measures

Downtown Plan

**Mitigation Measures 4.3-1(a)** and **4.3-1(b)** below would address impacts related to the potential disturbance of active bird nests.

### 4.3-1(a) Pre-Construction Bird Nest Surveys and Avoidance

For discretionary projects in the Downtown Plan Area that are within 200 feet of Elysian Park, a pre-construction nesting bird survey shall be conducted no more than ten days prior to initiation of ground disturbance and vegetation removal activities for any grading or construction activity initiated during the bird nesting season (February 1 – August 31).

The nesting bird pre-construction survey shall be conducted on foot by a qualified biologist and shall include a 100-foot buffer around the construction site. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities or vegetation removal shall occur within this buffer until the biologist has confirmed that breeding/ nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A Statement of Compliance signed by the Applicant and Owner is required to be submitted to LADBS at plan check and prior to the issuance of any permit. Any survey, report, construction monitoring, and implementation of protective measures conducted shall be documented by a qualified biologist, and shall be provided to the City upon request.

### 4.3-1(b) Notification

All project applicants will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found, including inadvertently during grading or construction activities. Such best practices shall include giving an adequate construction and grading buffer to avoid the active nest during construction.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

Implementation of Measure 4.3-1(a) and 4.3-1(b) would reduce potential impacts to active bird nests to a ***less than significant*** level by ensuring that active nests are identified and as, necessary, avoided.

New Zoning Code

This impact would be ***less than significant*** without mitigation.

| | |
|---|---|
| **Threshold 4.3-2** | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service |

**Impact 4.3-2**

**Downtown Plan:** No riparian or sensitive natural communities are located in or adjacent to the Downtown Plan Area. As such, Plan implementation would have ***no impact*** Downtown with respect to natural communities.

**New Zoning Code:** Riparian and sensitive natural communities are located in the City. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect biological resources impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact.

## Downtown Plan Impact

There are no riparian habitats or sensitive natural communities located in the Downtown Plan Area. In addition, there are no Significant Ecological Area's (SEAs) located in the Downtown Plan Area. Although the Los Angeles River contains portions of riparian habitat located along the banks in some portions throughout the City, there are no riparian habitats in the Downtown Plan Area.

The Los Angeles River Revitalization Master Plan proposes to enhance and create riparian habitat along the sides of the LA River, which could occur in the Downtown Plan Area. A long-term goal of the River Master Plan is to restore the ecological and hydrological functioning of the river, through the recreation of a riparian habitat corridor within the channel, and through the removal of concrete walls where feasible. This would help restore a continuous, functioning riparian ecosystem that supports vegetation as well as birds and mammals, and developing fish passages, fish ladders, and riffle pools (City of Los Angeles 2007).

The Downtown Plan does not include any development on or adjacent to the Los Angeles River. Therefore, the Downtown Plan would not interfere with implementation of the Los Angeles River Revitalization Master Plan. Since no riparian or sensitive communities currently exist, there would be ***no impact.***

## New Zoning Code Impact

As discussed under Existing Conditions, riparian habitats in the City are associated with streams, rivers, lakes, and the Pacific Ocean. In addition, there are several SEAs in the City which have the potential for riparian habitat or sensitive natural communities to occur. As discussed above in the Downtown Plan Impact subsection, the Los Angeles River Revitalization Master Plan proposes to enhance and create riparian habitat along the LA River.

The existing Los Angeles River Improvement Overlay District (RIO) sets forth procedures and standards for the development of areas that are located in close proximity to the LA River. These standards were established to accommodate and protect sensitive biological resources, such as native plants. The New Zoning Code would implement the protection of sensitive biological resources by incorporating parts of the existing RIO standards into Frontage Districts and Development Standard Rules. These Frontage Districts and Development Standard Rules are available to be applied, as appropriate, within future community plan updates and amendments.

As discussed above, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code

outside the Downtown Plan Area would be speculative. Therefore, no indirect impacts are foreseeable that could directly or through habitat modification affect these biological resources.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to riparian habitat or other sensitive natural community. A ***less than significant*** impact to riparian habitat or other sensitive natural community would occur.

## Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.3-3** | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means |

**Impact 4.3-3**

**Downtown Plan:** Implementation of the Downtown Plan would not result in an adverse effect to the Los Angeles River and no other wetlands are located in or adjacent to the Downtown Plan Area. There would be ***no impact*** Downtown.

**New Zoning Code:** Wetlands are located in the City. Through future community plan updates or amendments, application of zoning from the New Zoning Code could occur in and adjacent to wetlands. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact.

## Downtown Plan Impact

According to the USFWS National Wetlands Inventory, the only wetland in the Downtown Plan Area is the Los Angeles River, which runs along the eastern Downtown Plan Area boundary (see Error! Reference source not found.). The portion of the Los Angeles River in the Downtown Plan Area is classified as Low Perennial Riverine, with stretches of the River containing artificial substrate bottom.

Reasonably anticipated development from the Downtown Plan would not directly or indirectly affect the Los Angeles River. As part of the Los Angeles River Revitalization Master Plan, goals in the plan intend to improve water quality, create and restore habitat within and adjacent to the river. These restoration goals intend to ensure that any growth directly adjacent to the river would improve and not degrade existing conditions. Any Downtown Plan Area development that would occur in areas adjacent to the river would be required to adhere to the new Frontage regulations and Development Standard Rules set forth in the New Zoning Code in order to not disturb the river or otherwise conflict with the goals of the River Revitalization Master Plan. As described in Section 4.9, *Hydrology and Water Quality* of this Draft EIR, City's Stormwater and Urban Runoff Pollution Control Ordinance would require future development in the Plan Area to comply with the SUSMP requirements, which require the inclusion of BMPs in a project's design to prevent, control and reduce stormwater pollutants, if applicable; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements to ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade

water quality. Implementation of the Downtown Plan would not have an adverse effect on federally-protected wetlands. ***No impact*** would occur.

### New Zoning Code Impact

As discussed under Existing Conditions, wetlands in the City are associated with streams, rivers, lakes, and the Pacific Ocean. The Ballona wetlands provide approximately 153 acres of wetland habitat and 83 acres of non-wetland waters. The Venice Canal System is also an important part of the wetlands system as its canals connect to the Pacific Ocean. Through future community plan updates or amendments, application of zoning from the New Zoning Code could occur in or adjacent to wetlands. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, indirect impacts are not foreseeable that could directly or indirectly affect wetland resources.

The New Zoning Code would incorporate parts of the existing RIO design standards into new Frontage Districts that could be applied to development along the LA River. Translation of these existing regulations into the New Zoning Code would not impact wetlands associated with the LA River. The New Zoning Code would also include references to the City's Low Impact Development (LID) requirements, when appropriate, to ensure future development would incorporate stormwater management strategies. Implementation of the City's LID requirements would require best management practices that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. These LID practices can effectively remove nutrients, bacteria, and metals from stormwater while reducing the volume and intensity of stormwater flows (City of Los Angeles 2016).

The New Zoning only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zoning classifications would analyze potential community- and site-specific impacts to wetlands. A ***less than significant impact*** to wetlands would occur.

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.3-4** | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites |

**Impact 4.3-4**

**Downtown Plan:** There are no wildlife corridors in or adjacent to the Downtown Plan Area. There would be ***no impact*** Downtown.

**New Zoning Code:** The City contains areas that may facilitate wildlife movement. Through future community plan updates or amendments, application of zoning from the New Zoning Code could occur in or adjacent to wildlife corridors. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact Citywide.

### Downtown Plan Impact

As discussed in the Setting, the Downtown Plan Area is completely developed, and no current wildlife corridors are present in the Downtown Plan Area. Nesting birds are discussed under Impact 4.3-1. Based on the above, the Downtown Plan would not interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery sites. There would be ***no impact.***

### New Zoning Code Impact

As discussed under Existing Conditions, much of the City is either urban or suburban in nature; therefore, prominent wildlife corridors do not exist. Areas that may facilitate wildlife movement within the City are generally located in the mountainous and outer areas of the City, such as Santa Monica Mountains, which provide connections to regional corridors such as the Angeles National Forest and Topanga State Park. Through future community plan updates or amendments, application of zoning from the New Zoning Code could occur in or adjacent to wildlife corridors. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, indirect impacts are not foreseeable that could directly or indirectly affect native or migratory species.

Additionally, adjacency buffers, light and glare standards, and river setbacks standards would be available for application in areas adjacent to the LA River and other areas that contain biological resources. The New Zoning Code will include a range of zone districts that can be applied through future community plan updates or amendments to protect resources associated with wildlife corridors by limiting the allowable development.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts related to the movement of any native resident or migratory species. A ***less than significant*** impact would occur.

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.3-5** | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance |

**Impact 4.3-5**

**Downtown Plan:** The Downtown Plan Area contains protected tree species, including an estimated 80 Heritage trees in public parks. The Downtown Plan and future Downtown Plan Area development would comply with the City Tree Preservation Ordinance and the City would comply with the goals, policies and programs of the Conservation Element and the Los Angeles River Revitalization Master Plan in all of its discretionary actions and approvals; therefore, the Downtown Plan would not conflict any local policies or ordinances. Impacts would be ***less than significant***.

**New Zoning Code:** The New Zoning Code would not conflict with applicable goals or policies of the City's General Plan Framework or Conservation Element, the City's Tree Preservation Ordinance, or the Los Angeles River Revitalization Master Plan. The Proposed Project does not intend to implement the New Zoning

Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant***.

## Downtown Plan Impact

As discussed in **Table 4.3-4**, the Downtown Plan would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. Reasonably anticipated development from the Downtown Plan would include infill development in an urban area and, therefore, would not interfere with natural resources or degrade the sustainability of natural resources in the region. The Downtown Plan would not disrupt existing open space or encroach upon any natural settings. As discussed under Impact 4.3-2, any Downtown Plan Area development that would occur in areas adjacent to the river would be required to adhere to the Frontage regulations and Development Standard Rules set forth in new the New Zoning Code in order to not disturb the river or otherwise conflict with the goals of the Los Angeles River Revitalization Master Plan.

**TABLE 4.3-4 DOWNTOWN PLAN CONSISTENCY WITH RELEVANT GENERAL PLAN FRAMEWORK ELEMENT BIOLOGICAL RESOURCES GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Consistency |
|---|---|
| **Framework Element** | |
| **Goal 6A**<br>An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses | **Consistent**<br>The Downtown Plan Area encompasses downtown Los Angeles, an urban area that lacks substantial open spaces. Reasonably anticipated development from the Downtown Plan would not adversely affect planned private or public open spaces. To the contrary, the Plan encourages the preservation and enhancement of existing parks as well as the revitalization of adjacent segments of the Los Angeles River in accordance with the River Revitalization Master Plan. |
| **Objective 6.1**<br>Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region. | **Consistent**<br>The Downtown Plan Area encompasses downtown Los Angeles, an urban area that generally lacks natural settings. By facilitating infill development in the Downtown Plan Area and focusing new development in an already urban portion of Los Angeles, the Downtown Plan would help relieve pressure for encroachment of urban development into areas containing natural resources to accommodate projected growth. |
| **Conservation Element – Habitat** | |
| **Policy 1**<br>Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them. | **Consistent**<br>The Downtown Plan Area encompasses downtown Los Angeles, an urban area that generally lacks native biological habitat. By facilitating development in an already urbanized area, the Downtown Plan would avoid potential impacts to habitat areas and corridors. In addition, any Downtown Plan Area development that would occur in areas adjacent to the river would be required to adhere to the new Frontage regulations and Development Standard Rules set forth in the New Zoning Code in order to not disturb the Los Angeles river or otherwise conflict with the goals of the River Revitalization Master Plan, which seeks to improve water quality, create and restore habitat within and adjacent to the river. |
| **Policy 2**<br>Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites. | **Consistent**<br>The Downtown Plan Area encompasses downtown Los Angeles, an urban area that generally lacks native biological habitat. By facilitating development in an already urbanized area, the Downtown Plan would avoid potential impacts to habitat areas and corridors. |
| **Policy 3** | **Not Applicable** |

**TABLE 4.3-4 DOWNTOWN PLAN CONSISTENCY WITH RELEVANT GENERAL PLAN FRAMEWORK ELEMENT BIOLOGICAL RESOURCES GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Consistency |
|---|---|
| Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species. | This policy is aimed at working with other entities to protect habitats, which is not the specific purpose of the Downtown Plan. Nevertheless, as noted above, Reasonably anticipated development from the Downtown Plan would include infill development, thus relieving pressure for encroachment of urban development into areas containing natural resources. |
| **Policy 4**<br>Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats. | **Not Applicable**<br>This policy is aimed at support for legislation that would protect native plant and animal habitats, which is not the specific purpose of the Downtown Plan. Nevertheless, as noted above, Reasonably anticipated development from the Downtown Plan would include infill development, thus relieving pressure for encroachment of urban development into areas containing natural resources. |

**SOURCE**: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001; City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001.

As discussed in the Local Setting, approximately 80 heritage trees are located in the Downtown Plan Area. Future development occurring in the Downtown Plan Area is not expected to affect heritage trees since these trees are located on public property and DRP is responsible for the maintenance and protection of heritage trees from injury.

Some ordinance-protected trees may be located on private property and in street rights-of-way. These protected trees are protected by the City of Los Angeles Tree Preservation Ordinance, which makes it illegal to relocate, remove, or fatally harm the trees without the issuance of a permit by the LADPW. Per the Protected Tree Regulations (4a) listed in Ordinance 177,404, in the event that the LADPW approves a tree removal, replacement of the tree would be required with at least two trees of a protected variety (Ordinance No. 177,404). The Downtown Plan does not include any components that would preclude implementation of or alter these policies or procedures. Thus, implementation of the Downtown Plan would not conflict with any local policies or ordinances protecting biological resources, including protected trees. Therefore, impacts related to local policies or ordinances protecting biological resources would be ***less than significant***.

## New Zoning Code Impact

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the New Zoning Code would not result in the removal of trees in conflict with the City's Tree Preservation Ordinance. Additionally, the intent of the Plants standards in Article 4 of the New Zoning Code is to preserve existing trees and vegetation. The content of the New Zoning Code would not result in conflicts with the Tree Preservation Ordinance.

The New Zoning Code would not conflict with applicable goals and policies within the City's General Plan Framework and Conservation Element. The New Zoning Code would allow for a range of Frontage districts that would allow the application of adjacency buffers in areas of sensitive species and habitat, as appropriate. The New Zoning Code would also incorporate parts of the existing RIO design standards into new Frontage standards, which could be applied to development along the LA River. Therefore, the New Zoning Code would not conflict with the goals of the Los Angeles River Revitalization Master Plan. The new zoning code does not conflict with any local policies or ordinances protecting biological resources.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts related to consistency with local policies and ordinances protecting biological resources. A ***less than significant*** impact would occur.

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.3-6** | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. |

**Impact 4.3-6**

**Downtown Plan:** The Downtown Plan would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state plans because no such plans apply to the Downtown Plan Area. There would be ***no impact***.

**New Zoning Code:** The New Zoning Code would not conflict with any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state plans because no such plans apply to the City. There would be ***no impact***.

### Downtown Plan Impact

There are no Habitat Conservation Plans (HCPs) located in or near the Downtown Plan Area. There are no Community Conservation Plans (NCCPs) or other local, regional, or state HCPs within or near the Downtown Plan Area. Implementation of the Downtown Plan does not have the potential to conflict with adopted HCPs, NCCPs, or other approved local, regional, or state HCPs because the Downtown Plan Area is not subject to any such plans. There would be ***no impact***.

### New Zoning Code Impact

No portion of the City is subject to an adopted habitat conservation plan or natural community conservation plan. Additionally, as discussed above, the New Zoning Code would not conflict with the goals of the City's General Plan Framework, Conservation Element, Tree Preservation Ordinance, or Los Angeles River Revitalization Master Plan. ***No impact*** would occur.

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable biological resource impacts includes the City and immediately adjacent areas that could be indirectly affected.

### Sensitive Species and Habitats, including Riparian Habitats

Citywide development through 2040 generally would not affect sensitive plant or animal species since Los Angeles is largely urbanized and the General Plan Framework and other policy documents primarily emphasize infill development in already urbanized areas that lack native biological habitats. Isolated individual projects may adversely affect sensitive species and habitats, including wetlands, but such impacts would be addressed on a case-by-case basis as part of project-level environmental reviews. Cumulative impacts would not be significant. Moreover, as discussed under Impacts 4.3-1 through 4.3-3, because the Downtown Plan Area encompasses downtown Los Angeles, which is completely urbanized, implementation of the Downtown Plan would make no contribution to any cumulative impacts to sensitive species or habitats. The New Zoning Code would apply only to the Downtown Plan Area at this time so analysis of potential impacts in other areas of the City would be speculative. Nevertheless, it is not anticipated that any component of the New Zoning Code would increase the potential for impacts, including cumulatively considerable impacts, to sensitive species or habitats.

Trees located throughout the City, including the Downtown Plan Area, could potentially support migratory birds. As discussed previously, the MBTA protects migratory avian species, including sensitive species. Compliance with the MBTA throughout the City would ensure that cumulative impacts to migratory birds would not be significant. Mitigation Measures 4.3-1(a) 4.3-1(b) would ensure that Downtown Plan Area development would not contribute to cumulatively considerable impacts related to bird nest disturbance. No component of the New Zoning Code would increase the potential for disturbance of bird nests.

Based on the above information, cumulative impacts to sensitive species and habitats, including riparian habitats, could occur citywide; however, the incremental contribution of the Downtown Plan and New Zoning Code to cumulative impacts to sensitive species and habitats would not be cumulatively considerable and cumulative impacts related to sensitive species and habitats would be ***less than significant.***

### Wildlife Movement

Citywide development generally would not disrupt wildlife movement because the future development in the City would primarily focus on infill development where wildlife corridors are not present. Nevertheless, individual developments on "greenfield" or previously undeveloped sites in and around the Santa Monica Mountains and the periphery of the City may have the potential to affect wildlife movement. However, as discussed under Impact 4.3-4, the Downtown Plan Area encompasses downtown Los Angeles, which lacks wildlife movement corridors; therefore, the Downtown Plan would not add cumulatively considerable impacts related to wildlife movement. The New Zoning Code would apply only to the Downtown Plan Area at this time so analysis of potential impacts in other areas of the City would be speculative. Nevertheless, it is not anticipated that any component of the New Zoning Code would increase the potential for impacts to wildlife movement. Based on this information, the incremental effect of the Downtown Plan and New Zoning Code would not be cumulatively considerable and cumulative impacts related to wildlife movement would be ***less than significant.***

### Heritage Trees and Other Protected Trees

The City's Tree Preservation Ordinance provides protection for four tree species citywide, as previously discussed. All future development in the City, including in the Downtown Plan Area, would also be subject to these existing ordinances and regulations. Compliance with the Tree Preservation Ordinance would ensure that there would be no net loss of protected trees citywide, including the Downtown Plan Area. The New Zoning Code would apply only to the Downtown Plan Area at this time so analysis of potential impacts in other areas of the City would be speculative. Nevertheless, it is not anticipated that any component of the New Zoning Code would conflict with the Tree Preservation Ordinance. Based on this information, the

incremental effect of the Downtown Plan and New Zoning Code not be cumulatively considerable and cumulative impacts related to Protected Tree Ordinance and other local policies would be ***less than significant.***

## Habitat and Natural Community Plans

As discussed under Impact 4.3-6, no portion of the City is subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, cumulative impacts related to such plans would not occur and the incremental effect of the Downtown Plan and New Zoning Code would not be cumulatively considerable and the Proposed Project would have ***no cumulative impact*** related to Habitat and Natural Community Plans.

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# 4.4 CULTURAL RESOURCES

This section provides an overview of cultural resources and evaluates impacts associated with the Proposed Project. Topics addressed include historical, and archaeological resources, as well as human remains. It was prepared with reliance on documents compiled by the SurveyLA program (SurveyLA).

SurveyLA is a comprehensive survey program developed by the City of Los Angeles Office of Historic Resources to identify significant historical resources throughout the City of Los Angeles. SurveyLA field surveys were undertaken and field survey results are presented by Community Plan Area (CPA). The Proposed Project encompasses the Central City and Central City North CPA Survey areas. Additional general information regarding the SurveyLA program is available online via the link https://planning.lacity.org/preservation-design/historic-resources-survey.

# ENVIRONMENTAL SETTING

## PREHISTORY

### Citywide Prehistory

The prehistoric chronological sequence that is applicable to near-coastal and many inlands areas within southern California, including the City of Los Angeles, is generally divided into four periods: Early Man, Milling Stone, Intermediate, and Late Prehistoric. The Early Man - Horizon I period (ca. 10,000 – 6,000 B.C.) is represented by numerous pre-8,000 B.C. sites identified along the mainland coast and Channel Islands. Early Man - Horizon I sites are generally associated with a greater emphasis on hunting than in later periods, though recent data indicates that the economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources. The Milling Stone – Horizon II period (ca. 6,000 – 3,000 B.C.) is characterized by subsistence strategies centered on collecting plant foods and small animals, including an apparent importance of seed processing suggested by the appearance and abundance of stone grinding implements, namely milling stones and handstones. The Intermediate – Horizon III period (ca. 3,000 B.C. – A.D. 500) is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. A pronounced trend occurred toward greater adaptation to regional or local resources including an increased variety and abundance of fish, land mammals, and sea mammals along the coast. Tool kits for hunting, fishing, and processing food and other resources reflect this increased diversity, with larger knives, flake scrapers, shell fishhooks, and drill-like implements, and various projectile points being more common than in the preceding period. An increase in mortars and pestles also became more common, indicating an increasing reliance on acorns. The Late Prehistoric – Horizon IV period (ca. A.D. 500 – Historic Contact) experienced further increase in the diversity of food resources demonstrated by more classes of artifacts, including finely sharpened projectile points associated with usage of the bow and arrow. Other items include steatite cooking vessels and containers, a variety of bone tools, and personal ornaments made from shell, bone, and stone. During this period, there was also an increase in population size accompanied by the advent of larger, more permanent villages.

### Citywide Ethnography

Los Angeles lies in an area traditionally occupied by the Native American group known as the Gabrieleño. The name Gabrieleño was applied by the Spanish to those natives that were attached to Mission San Gabriel. Today, most contemporary Gabrieleño prefer to identify themselves as Tongva. Tongva territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to

Topanga Creek in the north. The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region.

The Tongva established large permanent villages and smaller satellite camps throughout their territory. Society was organized along patrilineal non-localized clans, a common Takic pattern. Tongva subsistence was oriented around acorns supplemented by roots, leaves, seeds, and fruits of a wide variety of plants. Meat sources included large and small mammals, freshwater and saltwater fish, shellfish, birds, reptiles, and insects. Tongva employed a wide variety of tools and implements to gather and hunt food. The digging stick, the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks were common tools. Like the Chumash, the Tongva made oceangoing plank canoes (known as ti'at) capable of holding 6 to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands.

# HISTORY

The following local history is largely summarized from the following SurveyLA-produced reports, accessible online via the links below.

- Historic Resources Survey Report Central City Community Plan Area (Architectural Resources Group 2016); https://planning.lacity.org/preservation-design/survey-la-results-central-city
- Historic Resources Survey Report Central City North Community Plan Area (Historic Resources Group 2016); https://planning.lacity.org/preservation-design/survey-la-results-central-city-north

## Citywide History

Europeans first entered the area that now comprises the City of Los Angeles in 1769, as part of a Spanish expedition led Gaspar de Portola. By 1779, colonial authorities selected a site along the Los Angeles River, then called Rio de Porciúncula, as the site for a pueblo. Los Angeles was established in 1781 by a contingent of 44 settlers. Long a local center of the hide and tallow trade, the pueblo remained frontier outpost through the period of Mexican rule (1821-1848). When the United States assumed possession of California at the end of the Mexican-American War of 1846-48, Los Angeles was small city of about 1,500 residents. A limited degree of development followed the influx into California during the Gold Rush era. By the 1860s, the city had become a center of the state's burgeoning cattle industry. Local development remained agricultural in character through much of the rest of the nineteenth century, with dairying and citrus farming vying for predominance in the regional economy.

The late nineteenth century was a period of rapid growth and economic change for the city. A turning point in the history of Los Angeles came in 1876, with the opening of a Southern Pacific (SP) rail line connecting the city to San Francisco and, by extension, the Transcontinental Railroad. This connection with the eastern United States—augmented by the completion of the Atchison, Topeka and Santa Fe (ATSF) Railway's transcontinental line in 1885—paved the way for a late nineteenth-century population boom and an accompanying wave of industrialization. A city of 1002,000 by 1900, Los Angeles was transformed from a small, isolated agricultural community into Southern California's principal industrial hub by the end of the century, a fact that seemed to belie the city's reputation as a peaceful resort town. Mutually reinforcing expansions of the city's population and its industrial base fueled rapid urbanization outside the historic core. Residential neighborhoods began growing in the southern and western areas of the city, while a large industrial district started to take shape east of downtown, centered on the SP and ATSF depot and warehouse facilities. The lure of economic opportunity helped to secure the city's cosmopolitan character by the turn of the twentieth century. Several ethnic enclaves—including Chinatown, Little Tokyo, and Little Italy—formed in older districts in and near the historic pueblo in the nineteenth and early twentieth centuries.

Los Angeles' phenomenal pace of growth continued through the first half of the twentieth century. The construction of the Pacific Electric Railway and other commuter rail lines starting in the late nineteenth

century facilitated the spread of suburban communities, both within the city limits and in independent bedroom communities throughout the Los Angeles Basin. Another factor in the city's continuing growth was the 1913 opening of the Los Angeles Aqueduct. This effort spearheaded by Water Department Superintendent William Mulholland secured a vital supply of Owens Valley water for the Los Angeles area. The Great Migration of African Americans following World War I transformed southeastern Los Angeles and adjacent communities, as transplants from the South settled in racially segregated neighborhoods in these areas. By the late 1920s, the Los Angeles area possessed a large and growing population, improved port facilities at San Pedro Bay, and a burgeoning oil industry. This combination of factors awakened Eastern manufacturers to the area's advantages as a location for West Coast branch factories, including those of major automakers and food processing firms. In turn, the same set of conditions led Federal authorities to locate several substantial war production factories in and around Los Angeles (Verge 1994). By 1950, the massive wartime influx of munitions factory workers and the first phase of a postwar population boom pushed of Los Angeles to a population of 1.9 million.

Postwar Los Angeles faced the twin challenges of rapid suburban expansion and the decline of its central business district. As federal subsidies under the G.I. Bill subsidized the suburbanization of the San Fernando Valley and other far-flung residential areas, a network of freeways, including four that cut through downtown, were erected to convey commuters and shoppers across the ever-widening city. The flight of middle-class residents from the central city, ongoing since the 1920s, led retailers to relocate to new shopping centers closer to their suburban clientele. By the 1950s, redevelopment officials believed, the situation in declining areas such as Bunker Hill was such that the city opted for the wholesale razing of large formerly residential areas. Following the loss of many residents and retailers, downtown Los Angeles was rebuilt largely with modern, high-rise office towers. The trend toward suburbanization held steady through much of the late 20th century. However, early steps toward a return of residents to the central city began in the 1970s, as artists settled in live-work spaces in the industrial district located east of downtown. City officials and real estate interests came to embrace the residential redevelopment of the central city around the turn of the twenty-first century, as several sections of the city's historic core were targeted for new development.

## Downtown Plan Area History

Spanish settlement of the area that is now Downtown Los Angeles began with the founding of the pueblo in 1781 and the arrival of eight families that began improving the land by erecting shelters and planting small agricultural plots. The inhabitants of the pueblo, or *pobladores*, directed the local Tongva to construct the Zanja Madre, or "Mother Ditch," to transport water between the Los Angeles River and the pueblo. Water transported via the Zanja Madre was utilized throughout the pueblo for irrigation and various domestic use. By 1818, the population of the pueblo had grown to nearly 600. With the transition from Spanish to Mexican rule in 1821 and the deeding of large ranchos, the Los Angeles pueblo saw a new wave of prosperity and increased population. By 1835, its status was officially changed from "pueblo" to "ciudad," or city.

After the end of the Mexican-American War and the signing of the 1848 Treaty of Guadalupe Hidalgo, American settlers began to flood into the Los Angeles area. The City's first official survey was completed by Lieutenant Edward O.C. Ord in 1849, delineating a network of streets and blocks in and around the plaza and serving as a basis for future development in Downtown Los Angeles. Although the city was experiencing growth, it remained a relatively remote community in the early years of statehood.

In the last quarter of the nineteenth century, Los Angeles experienced a period of intense growth sparked by the development of railroad lines to and from Los Angeles, forging connections between the city and the rest of Southern California. Between 1868 and 1869 the Central City area was connected with port facilities at San Pedro, and in 1876, the Southern Pacific Railroad completed a line connecting Los Angeles with San Francisco. By 1885, the Atchison, Topeka, and Santa Fe Company completed a line from the east

coast to Los Angeles, providing a more direct connection for travel and trade. Downtown Los Angeles saw an onslaught of new development as it emerged as a major regional economic center, leading to the construction of numerous office buildings, hotels, and other commercial structures. The railroad boom also led to a large amount of residential development in the surrounding areas. By this period, the city's water transportation system had been expanded to include a primary ditch (called the Zanja Madre) and at least eight secondary ditches to distribute water throughout the city. The system reached its peak in the early 1880s.

By 1900, the City's population had reached 102,000 people. In addition to residential development, the railroad boom also led to the development of numerous small single room occupancy hotels to house train crews and other migrant workers in the fifty-block area of downtown bound by Main Street, Third Street, Alameda Street and Seventh Street, now generally referred to as Skid Row, (Los Angeles Chamber of Commerce 2017). With the area's proximity to the railroad station, it became a landing ground for many displaced farmers and workers during the Great Depression and later for military personnel and transients during World War II and the Vietnam War. As the city urbanized and land was subdivided, the need for irrigation waned; use of the Zanja Madre system declined and was discontinued around the turn of the century.

As more development occurred, the central business district materialized and the term "Downtown" began to be commonly used to refer to the area. The first written reference to "Downtown Los Angeles" was in a 1906 edition of the *Los Angeles Herald*. Around this time, the City was expanding its limits by incorporating nearby communities. With an expansion in residential land, Downtown was rezoned to exclude residential housing in support of commercial and industrial uses. The area now known as, the Arts District of Downtown, became a major industrial center with numerous manufacturers constructing warehouses and factories in the area (Los Angeles Conservancy 2013).

Early twentieth century development in Downtown Los Angeles was characterized as catering to transportation and automobile use, with the construction of multi-story auto parks, garages, service stations, and improved roadways and infrastructure. A commercial enclave to the southwest of the central business district arose that was oriented around the sale and maintenance of cars.

After World War II, Downtown development saw a decline as residents began to move from the urban core to suburban neighborhoods. Many businesses followed suit, changing the identity of Downtown. Newer nearby cities with larger tracts of land were better able to accommodate the needs of industrial companies, leading to abandonment of the factories and warehouses of the Arts District and the rest of Downtown (Los Angeles Conservancy 2013). Starting as early as the 1950s, urban renewal and redevelopment projects changed the character of Downtown's built environment to the modern skyline that characterizes the area today. As part of this redevelopment, many of the earlier buildings were demolished to make way for newer development. However, the majority of the historic buildings of Downtown Los Angeles remain intact.

In the 1970s, a group of artists illegally reclaimed the warehouses of the Arts District and rehabilitated them for use as galleries and art spaces (Los Angeles Conservancy 2013).

# CULTURAL RESOURCES

Los Angeles contains a wide range of cultural resource types spanning the entire history of Los Angeles from pre-Contact, through the Spanish pueblo era, the Mexican era, and the American era. Cultural heritage can be generally categorized as "tangible" or "intangible." Tangible cultural heritage includes the movable and immovable physical representations of heritage, including objects, archaeological sites, buildings, structures, districts, and landscapes. Intangible cultural heritage includes those aspects of heritage that are more ephemeral, such as events, traditions, organizations, knowledge, and the interaction between communities and their environment. Intangible cultural heritage is not a regulated category and intangible

resources cannot be identified as historical resources under CEQA, but they can inform the significance of tangible cultural resources.

# HISTORICAL RESOURCES

CEQA considers "historical resources" to be part of the environment that could be impacted by a project. Historical resources are defined to include resources that have been designated by a state or local agency or found eligible to be designated by the state or local agency. Properties can be designated at the national, state, and/or local level. The State Register includes those resources that have been designated at the national or state level. The City has two types of formal designation: those designated as Historic Cultural Monuments and those properties in a Historic Preservation Overlay Zone. Below is a summary of those resources that have been designated at the National, State or local level in the Downtown Plan Area, as well as summary of those designated Citywide.

In regards to eligible historical resources, the City and the former CRA, have prepared numerous surveys, prepared by qualified architectural historians, to identify those resources (buildings, structures, improvements) that could be potentially eligible for designation based on documentary research and visual review of the resource itself, or photographs of the resource. The principal survey relied on by the City to identify eligible resources for purposes of CEQA compliance is SurveyLA, which is further described below.

## Designated Historical Resources

State and National

Currently, the Central City Community Plan Area contains 121 state- and/or federally designated historical resources, including three historic districts listed on the NRHP (see **Table 4.4-1**). The Central City North Community Plan area contains 9 state- or federally designated historic resources (see **Table 4.4-2**).

**TABLE 4.4-1 HISTORICAL RESOURCES DESIGNATED AT THE STATE AND NATIONAL LEVEL, CENTRAL CITY COMMUNITY PLAN AREA**

| City of L.A. ZI No. | Resource Name | Address/Location |
|---|---|---|
| ZI-0 | 800 South Robertson Boulevard Office Building | 800 South Robertson Boulevard |
| ZI-1008 | The Mirror Building (SM#744) | 145 S. Spring Street |
| ZI-1012 | Merced Theater (SM#171) | 418 N. Main Street |
| ZI-1013 | Pico House (SM#159) | 430 N. Main Street |
| ZI-1014 | Old Plaza Firehouse (SM#730) | 134 Plaza Street |
| ZI-1015 | Bella Union Hotel Site (SM#656) | 314 N. Main Street |
| ZI-1022 | Nuestra Senora la Reina de Los Angeles (Plaza Church) (SM#144) | 535 N. Main Street |
| ZI-1023 | Nuestra Senora la Reina de Los Angeles (Plaza Church) (SM#144) | 535 N. Main Street |
| ZI-1024 | Los Angeles Plaza Park (SM#156) | 500 N. Main Street |
| ZI-2001 | Van Nuys Building | 210 W. 7th Street |
| ZI-2002 | Bartlett Building | 651 S. Spring Street |
| ZI-2003 | Barclay's Bank | 639 S. Spring Street |
| ZI-2004 | California - Canadian Bank | 625 S. Spring Street |
| ZI-2005 | E. F. Hutton Buliding | 623 S. Spring Street |
| ZI-2006 | Hotel Hayward | 601 S. Spring Street |
| ZI-2007 | Pacific Southwest Bank | Northwest 6th Street & Spring Street |
| ZI-2008 | Spring Arcade Building | 541 S. Spring Street |

| TABLE 4.4-1 HISTORICAL RESOURCES DESIGNATED AT THE STATE AND NATIONAL LEVEL, CENTRAL CITY COMMUNITY PLAN AREA | | |
|---|---|---|
| City of L.A. ZI No. | Resource Name | Address/Location |
| ZI-2009 | Stationer's Building | 525 S. Spring Street |
| ZI-2010 | Building | 523 S. Spring Street |
| ZI-2011 | Palm Court (Alexandria Hotel) | 210 W. 5th Street |
| ZI-2012 | Crocker Bank | 453 S. Spring Street |
| ZI-2013 | Title Insurance & Trust Company Building and Annex | 433 S. Spring Street |
| ZI-2014 | Banco Popular | Northeast 4th Street & Spring Street |
| ZI-2015 | Continental Building | 408 S. Spring Street |
| ZI-2016 | Hellman Annex | 410 S. Spring Street |
| ZI-2017 | El Dorado Hotel | 416 S. Spring Street |
| ZI-2018 | Rowan Building | 131 W. 5th Street |
| ZI-2019 | Security Building | 510 S. Spring Street |
| ZI-2020 | President Trading Company | 514 S. Spring Street |
| ZI-2021 | Lloyd's Bank | 548 S. Spring Street |
| ZI-2022 | Mortgage Guarantee Building | 626 S. Spring Street |
| ZI-2023 | Banks and Huntley Building | 630-634 S. Spring Street |
| ZI-2024 | Bank of America Building | 117 W. 7th Street |
| ZI-2025 | Financial Center Building | 704 S. Spring Street |
| ZI-2026 | Trustee Building | 340 S. Broadway |
| ZI-2027 | O. T. Johnson Block | 350 S. Broadway |
| ZI-2028 | O. T. Johnson Building | 356 S. Broadway |
| ZI-2029 | Judson Rives Building | 424 S. Broadway |
| ZI-2030 | Bumiller Building | 430 S. Broadway |
| ZI-2031 | Chester Williams Building | 215 W. 5th Street |
| ZI-2032 | Jewelry Trades Building | 220 W. 5th Street |
| ZI-2033 | O. T. Johnson Building #2 | 510 S. Broadway |
| ZI-2034 | Roxie Theater | 518 S. Broadway |
| ZI-2035 | Cameo Theater (formerly Clune's Broadway) | 528 S. Broadway |
| ZI-2036 | Arcade Theater (formerly Pantages Theater) | 534 S. Broadway |
| ZI-2037 | Arcade Building | 540 S. Broadway |
| ZI-2038 | Hubert - Thom McAn Building | 546 S. Broadway |
| ZI-2039 | Silverwood's Building | 558 S. Broadway |
| ZI-2040 | Walter P. Story Building | 610 S. Broadway |
| ZI-2041 | Desmond's Building | 614 S. Broadway |
| ZI-2042 | Broadway Cafeteria | 618 S. Broadway |
| ZI-2043 | Palace Theater | 636 S. Broadway |
| ZI-2044 | Forrester Building | 638 S. Broadway |
| ZI-2045 | J. E. Carr Building | 644 S. Broadway |
| ZI-2046 | Lankershim Hotel | 700 S. Broadway |
| ZI-2047 | Yorkshire Hotel | 710-714 S. Broadway |
| ZI-2048 | Parmelee Building | 716 S. Broadway |
| ZI-2049 | Barker Brothers | 722 S. Broadway |
| ZI-2050 | Globe Theater | 744 S. Broadway |
| ZI-2051 | Chapman Building | 756 S. Broadway |
| ZI-2052 | Tower Theater | 802 S. Broadway |

| TABLE 4.4-1 HISTORICAL RESOURCES DESIGNATED AT THE STATE AND NATIONAL LEVEL, CENTRAL CITY COMMUNITY PLAN AREA | | |
|---|---|---|
| City of L.A. ZI No. | Resource Name | Address/Location |
| ZI-2053 | Singer Building | 806 S. Broadway |
| ZI-2054 | Rialto Theater Building | 812 S. Broadway |
| ZI-2055 | Apparel Center Building | 814 S. Broadway |
| ZI-2056 | Braun Building | 820-822 S. Broadway |
| ZI-2057 | AnJac Fashion Building | 830 S. Broadway |
| ZI-2058 | Orpheum Theater | 842 S. Broadway |
| ZI-2059 | Ninth and Broadway Building | Northwest 9th Street & Broadway |
| ZI-2060 | Eastern Columbia Building | 849 S. Broadway |
| ZI-2061 | May Company | Southwest Broadway & 8th Street |
| ZI-2062 | Merritt Building | 301 W. 8th Street |
| ZI-2063 | Issacs Building | 737-747 S. Broadway |
| ZI-2064 | Chency Block | 731 S. Broadway |
| ZI-2065 | Woolworth's | 719 S. Broadway |
| ZI-2066 | United Building | 703 S. Broadway |
| ZI-2067 | Bullock's | 641 S. Broadway |
| ZI-2068 | Bullock's Hollenbeck | 639 S. Broadway |
| ZI-2069 | Mailing's | 617-619 S. Broadway |
| ZI-2070 | Los Angeles Theater | 615 S. Broadway |
| ZI-2071 | Norton Building | 601-605 S. Broadway |
| ZI-2072 | Wood Brothers Building | 315 W. 6th Street |
| ZI-2073 | Swelldom Building | Northwest 6th Street & Broadway |
| ZI-2074 | Metropolitan Annex | 553 S. Broadway |
| ZI-2075 | Hartfields | 537 S. Broadway |
| ZI-2076 | Reed's | 533 S. Broadway |
| ZI-2077 | Broadway Interiors | 529 S. Broadway |
| ZI-2078 | Remick Building | 517-519 S. Broadway |
| ZI-2079 | Fifth Street Store | 501-515 S. Broadway |
| ZI-2080 | Metropolitan Building | 315 W. 5th Street |
| ZI-2081 | Wilson Building | 431 S. Broadway |
| ZI-2082 | Broadway Mart Center | 401-423 S. Broadway |
| ZI-2083 | Nelson Building | 355 S. Broadway |
| ZI-2084 | Karl's | 341-345 S. Broadway |
| ZI-2085 | Grand Central Market | 315 S. Broadway |
| ZI-2086 | Million Dollar Theater | 307 S. Broadway |
| ZI-2152 | Title Guarantee & Trust Company Building | 401-411 W. 5th Street |
| ZI-2153 | Pershing Square Building | 448 S. Hill Street |
| ZI-2154 | Barker Brothers Building | 800-898 W. 7th Street & 709-711 S. Flower St |
| ZI-2155 | Federal Title Building | 437 Hill Street |
| ZI-2156 | Myrick - Markham Building | 324-326 Hill Street |
| ZI-2181 | Hotel Clark | 400-426 Hill Street |
| ZI-2187 | Roosevelt Building | 648-654 S. Flower Street |
| ZI-2190 | Fire Station No. 28 | 644-646 S. Figueroa Street |
| ZI-2302 | Plaza Substation | 10 Olvera Street |
| ZI-2306 | AnJac Fashion Building | 830 S. Broadway |
| ZI-2309 | Little Tokyo Historic District | 106-120 N. San Pedro St & 301-369 E 1st St |
| ZI-2310 | First Cemetery of Los Angeles (site of) | 521 N. Main Street |

**TABLE 4.4-1 HISTORICAL RESOURCES DESIGNATED AT THE STATE AND NATIONAL LEVEL, CENTRAL CITY COMMUNITY PLAN AREA**

| City of L.A. ZI No. | Resource Name | Address/Location |
|---|---|---|
| ZI-2314 | Spring Street Financial District | 210 W. 5th Street; 401 & 404-11 S. Main Street |
| ZI-2318 | Bradbury Building | 304 S. Broadway |
| ZI-2332 | Fire Station No. 23 | 225 E. 5th Street |
| ZI-2335 | Friday Morning Club | 938-940 S. Figueroa Street |
| ZI-2336 | Garfield Building | 403 W. 8th Street |
| ZI-2345 | Los Angeles Central Library Building and Grounds | 630 W. 5th Street |
| ZI-2360 | James Oviatt Building | 617 S. Olive Street |
| ZI-2384 | California Theater Building | 812 S. Main Street |
| ZI-2390 | Los Angeles Herald Examiner Building Annex | 1101-1111 S. Hill St & 200-214 W. 11th St |
| ZI-2483 | Patriotic Hall | 1033-1037 S. Hope Street |
| ZI-2486 | Charnock Block (Pershing Hotel) | 104-114 E. 5th Street & 500-506 S. Main St |
| ZI-2503 | Federal Reserve Bank of San Francisco | 401-409 W. Olympic Boulevard |
| ZI-2507 | San Fernando Building | 400-410 S. Main Street |
| N/A | Broadway Theater and Commercial District | 242, 248-260, 249-259, 900-911,908-910, 921-937, 930-947 South Broadway |

SOURCES: City of Los Angeles, 2018; Historic Places LA, 2018

**TABLE 4.4-2 HISTORICAL RESOURCES DESIGNATED AT THE STATE AND NATIONAL LEVEL, CENTRAL CITY NORTH COMMUNITY PLAN AREA**

| City of L.A. ZI No. | Resource Name | Address/Location |
|---|---|---|
| ZI-0 | Naval and Marine Corps Reserve Center | 1700 Stadium Way |
| ZI-1011 | Navy and Marine Corps Reserve Center (SM#972) | 1700 Stadium Way |
| ZI-2177 | Post Office Terminal Annex | 900 N. Alameda Street |
| ZI-2346 | Los Angeles Union Station Passenger Terminal and Grounds | 800-850 N. Alameda Street |
| ZI-2448 | Bernard Street Residence | 411-415 Bernard Street |
| ZI-2449 | Bernard Street Residence | 706 Bernard Street |
| ZI-2477 | Commerce Eng. Co. Foundry Company | 2416-2454 Porter Street |
| ZI-2488 | Southern California Gas Company Administration Building | 1700 S. Santa Fe Avenue |
| ZI-2512 | Savoy Street Residence | 437-439 3/4 Savoy Street |

SOURCE: City of Los Angeles, 2018

Local – HPOZ

There are 35 designated HPOZs in the City. An additional HPOZ is proposed, 27th and 28th Street, and another is currently inactive, Holmby-Westwood. The majority of the HPOZs are located in the central portion of the City and range in size from neighborhoods of approximately 50 parcels to more than 4,000 properties. While most HPOZs are primarily residential, there are several that have a mix of single-family and multi-family residential, and some that include commercial and industrial properties (City of Los Angeles 2018c).

*Downtown Plan Area Historic Preservation Overlay Zones*

The Downtown Plan Area does not currently contain any HPOZs.

Local – HCM

The City's Office of Historic Resources has recorded thousands of HCMs throughout the City, officially recognizing and providing protection to some of Los Angeles' historical resources (Los Angeles 2020a, 2020b). The HCM list is continually updated as new resources are designated.

*Citywide Historic-Cultural Monuments*

As of November 7, 2017, there are 1,150 HCMs in the City of Los Angeles (City of Los Angeles 2017).

*Downtown Plan Area Historic-Cultural Monuments*

Currently, the Central City Community Plan Area contains 119 City-designated HCMs (see **Table 4.4-3**), and the Central City North Community Plan Area contains 19 City-designated HCMs (see **Table 4.4-4**).

## Eligible Historical Resources

Local Surveys

*Citywide*

SurveyLA identifies and evaluates potential built-environment resources and historic districts for NRHP, CRHR, and local listing. SurveyLA field surveys have been completed for all 35 CPAs in the City of Los Angeles. All individual survey reports have been completed and data entry into HistoricPlacesLA, the City's online information and management database to inventory, map, and describe significant historical resources, is ongoing. HistoricPlacesLA may be accessed online via the link below.

- HistoricPlacesLA: http://www.historicplacesla.org/

In addition to the survey reports completed as part of the SurveyLA effort, other recent historical resources surveys reports have been completed that further identify resources in the City. These reports have been prepared for the Adelante Eastside Redevelopment Area, the Cornfield Arroyo Seco Specific Plan Area, the Hollywood Redevelopment Project Area, the Normandie 5 Redevelopment Area, the Northeast Los Angeles River Revitalization Area, the San Pedro Commercial Area Redevelopment Area, the Westlake Recovery Redevelopment Area, and the Wilshire Center and Koreatown Recovery Redevelopment Area.

*Downtown Plan Area*

The Historic Resources Survey Report for the Central City Community Plan Area (Architectural Resources Group, Inc. 2016a) and the Historic Resources Survey Report for the Central City North Community Plan Area (Historic Resources Group, Inc. 2016b) prepared for the SurveyLA documents historical resources in the Downtown Plan Area and the SurveyLA data is continually updated by the Los Angeles Office of Historic Resources. SurveyLA identifies the following resource types:

- Individual Resources are generally resources located within a single assessor parcel such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.
- Non-Parcel Resources are not associated with Assessor Parcel Numbers and generally do not have addresses. Examples may include street trees, street lamps, landscaped medians, bridges, and signs.

- Historic Districts and Multi-Property Resources are areas that are related geographically and by theme. Districts may include single or multiple parcels depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes. These areas require additional analysis and field work for HPOZ determination. District contributors and non-contributors are located within resources recorded as historic districts. Non-contributing resources may be those that are extensively altered, built recently, or that do not relate to historic contexts and themes defined for the district.
- Planning Districts are areas that are related geographically and by theme, but do not meet eligibility standards for designation, and as such are not considered "historical resources" as defined by CEQA (and will not be analyzed as such for purposes of this EIR). This is generally because the majority of the contributing features have been altered, resulting in a cumulative impact on the overall integrity of the area and making it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent planning concepts, such as height, massing, setbacks, and street trees, which may be considered in the local planning process.

According to SurveyLA, the Central City Community Plan Area includes four NRHP-listed historic districts. In addition, the current SurveyLA Consolidated Data Report for the Central City Community Plan Area contains 190 individually eligible resources in the Central City Community Plan Area. The SurveyLA listed or determined eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or for local designation as a City of Los Angeles Historic-Cultural Monument.

In addition to the SurveyLA effort, historic surveys by the Community Redevelopment Agency (CRA) in Central City North Community Plan Area led to the designation of the New Chinatown and the Greater Chinatown historic districts in 1982. These historic districts were determined eligible for listing in the National Register through the federal Section 106 review process and are listed in the California Register.

**Figures 4.4-1a** – **4.4-1g** display known eligible and designated historical resources located in the Downtown Plan Area. City of Los Angeles HCMs are grouped together and shaded pink; NRHP and CRHR designated resources are grouped together and shaded purple; eligible resources are grouped together and shaded peach. Many of the resources depicted are listed or eligible for multiple designations (for example a resource may be a designated HCM and also listed in the NRHP). In such situations, only the highest level of designation is displayed (in the aforementioned example, the resource would be grouped and displayed as NRHP designated). Also included are **Figures 4.4-1h, 4.4-1i, and 4.4-1j**, which display the locations of districts, multi-property sites, non-parcel, and individual properties in the Downtown Plan Area that were identified by SurveyLA as potentially eligible for historic designation.

**TABLE 4.4-3 CITY DESIGNATED HISTORIC-CULTURAL MONUMENTS, CENTRAL CITY COMMUNITY PLAN AREA**

| Monument No. | HCM Name | Address/Location |
|---|---|---|
| LA-1074 | 800 South Robertson Boulevard Office Building | 800 South Robertson Boulevard |
| LA-871 | 810 South Spring Street Building | 810 South Spring Street |
| LA-80 | Alexandria Hotel, Addition, Annex and Palm Court | 210 W. 5th Street & 501-511 S. Spring Street |
| LA-4 | Angel's Flight | 4th Street & Hill |
| LA-920 | Aoyama Tree | 135 North Central Avenue |
| LA-525 | Arcade Theater (formerly Pantages Theater) | 532-536 S. Broadway |
| LA-631 | Banks-Huntley Building | 634 S. Spring Street |
| LA-288 | Barclay Hotel | 103-107 W. 4th Street |
| LA-671 | Barclay's Bank | 639-641 South Spring Street |
| LA-356 | Barker Brothers Building | 700-726 S. Figueroa Street |
| LA-476 | Belasco Theater | 1046-1054 S. Hill Street |
| LA-60 | Biltmore Hotel | 503-539 S. Olive Street |
| LA-765 | Blackstone's Department Store | 901 S Broadway |
| LA-357 | Boston Stores - J.W. Robinson's | 600-632 W. 7th Street |
| LA-6 | Bradbury Building | 216-224 W. 3rd Street |
| LA-358 | Brock Jewelers - Clifton's | 513-515 W. 7th Street |
| LA-43 | California Club Building | 532-538 S. Flower Street |
| LA-524 | Cameo Theater (formerly Clune's Broadway) | 526-530 S. Broadway |
| LA-140 | Cast Iron Commercial Building | 611 Agatha Street |
| LA-899 | Charles C. Chapman Building | 756 South Broadway |
| LA-323 | Church of the Open Door (Former Site of) | 550 S. Hope Street - Demolished: 01-01-1988 |
| LA-346 | Coast Federal Savings Building | 315 W. 9th Street |
| LA-138 | Coca Cola Building | 1200-1334 S. Central Avenue |
| LA-119 | Cohn - Goldwater Building | 1145-1149 San Julian Street |
| LA-104 | Coles P.E. Buffet / Pacific Electric Building | 100-134 E. 6th Street |
| LA-1075 | Commercial Club Building | 1100 South Broadway |
| LA-1145 | Commercial Exchange Building | 416-436 West 8th Street |
| LA-730 | Continental Building | 408 S. Spring St. |
| LA-966 | Douglas Building | 257 South Spring Street |
| LA-294 | Eastern Columbia Building | 211 W. 9th Street |
| LA-786 | Edwards-Wildey Building | 609 S Grand Ave |
| LA-299 | Embassy Auditorium and Hotel | 501 W. 9th Street |
| LA-1155 | F. and W. Grand Silver Store Building | 537 South Broadway |
| LA-271 | Farmers and Merchants Bank Building | 401-411 S. Main Street |
| LA-125 | Fine Arts Building | 807-815 W. 7th Street |
| LA-137 | Finney's Cafeteria | 217-219 W. 6th Street |
| LA-37 | Fire Station No. 23 | 225 E. 5th Street |

**TABLE 4.4-3 CITY DESIGNATED HISTORIC-CULTURAL MONUMENTS, CENTRAL CITY COMMUNITY PLAN AREA**

| Monument No. | HCM Name | Address/Location |
|---|---|---|
| LA-348 | Fire Station No. 28 | 644-646 S. Figueroa Street |
| LA-289 | Fire Station No. 30 | 1401 S. Central Avenue |
| LA-71 | First African Methodist Episcopal Church Building (Former Site of) | 754-760 E. 8th Street - Demolished: 07-04-1972 |
| LA-505 | First Baptist Church of San Pedro (Facade & Stained-Glass Window) | 555 W. 7th Street |
| LA-26 | First Cemetery of Los Angeles (site of) | 521 N. Main Street |
| LA-953 | Foreman and Clark Building | 701 South Hill Street |
| LA-1125 | Forve-Pettebone Building | 510-514 South Broadway |
| LA-737 | Gans Brothers Building | 814 S Spring St |
| LA-121 | Garfield Building | 401-415 W. 8th Street |
| LA-930 | Garment Capitol Building | 217-221 East 8th Street |
| LA-766 | General Petroleum Building | 612 S Flower St |
| LA-354 | Giannini - Bank of America | 505 W. 7th Street |
| LA-709 | Gray Building | 824 S. Los Angeles Street |
| LA-957 | Great Republic Life Building | 756 South Spring Street |
| LA-1067 | Grether & Grether Building | 730 S. Los Angeles Street |
| LA-459 | Hamburger's Department Store | 300-332 W. 8th Street |
| LA-345 | Harris Newmark Building | 127 E. 9th Street |
| LA-729 | Hellman Building | 411 S. Main St./ 410 S. Spring St. |
| LA-873 | Higgins Building | 108 West 2nd Street |
| LA-544 | Irvine - Byrne Building | 249-259 S. Broadway & 301 W. 3rd Street |
| LA-195 | James Oviatt Building | 615-617 S. Olive Street |
| LA-312 | Japanese Union Church of Los Angeles | 120-122 N. San Pedro Street |
| LA-1154 | Joannes Brothers Company Building | 310 South Hewitt Street |
| LA-881 | Judson Rives Building | 424 South Broadway |
| LA-806 | Kerckoff Building and Annex | 101-133 E 6th St |
| LA-69 | Los Angeles Athletic Club Building | 425-437 W. 7th Street |
| LA-46 | Los Angeles Central Library Building and Grounds | 630 W. 5th Street |
| LA-150 | Los Angeles City Hall | 200 N. Spring Street |
| LA-1022 | Los Angeles Department of Water and Power General Office Building (John Ferraro Building) | 111 N. Hope Street |
| LA-178 | Los Angeles Herald Examiner Building | 1111-1131 S. Broadway |
| LA-313 | Los Angeles Hompa Hongwanji Buddhist Temple | 109-119 N. Central Avenue |
| LA-64 | Los Angeles Plaza Park | Cesar E. Chavez Avenue |
| LA-205 | Los Angeles Stock Exchange Building | 610-618 S. Spring Street |
| LA-225 | Los Angeles Theater | 609-619 S. Broadway |
| LA-711 | M. J. Connell Building 4, 5, & 6 | 738 & 746 S. Los Angeles St. and 743 Santee S |

**TABLE 4.4-3 CITY DESIGNATED HISTORIC-CULTURAL MONUMENTS, CENTRAL CITY COMMUNITY PLAN AREA**

| Monument No. | HCM Name | Address/Location |
|---|---|---|
| LA-710 | M. J. Connell Buildings 1, 2, 3 & 7 | 714, 716, 720 & 724 S. Los Angeles St. |
| LA-1001 | May Company Garage | 900 S. Hill Street |
| LA-460 | Mayan Theater | 1036-1044 S. Hill Street |
| LA-286 | Mayflower Hotel | 531-535 S. Grand Avenue |
| LA-1019 | Metropolitan Building | 315 W. 5th Street |
| LA-186 | Morgan House (Harbor Area YWCA) | 437 W. 9th Street |
| LA-3 | Nuestra Senora la Reina de Los Angeles (Plaza Church) | 100-110 Cesar E. Chavez Ave & 535 N. Main St |
| LA-347 | One Bunker Hill Building | 455 S. Grand Avenue |
| LA-255 | Original Pantry | 809-817 W. 9th Street |
| LA-398 | Pacific Mutual Building | 523 W. 6th Street |
| LA-449 | Palace Theater | 630-636 S. Broadway |
| LA-596 | Petroleum Building | 1001-1013 S. Flower St/700-714 W Olympic Bl |
| LA-61 | Philharmonic Auditorium (Former Site of) | - Demolished: 01-01-1984 |
| LA-472 | Rialto Theater Building | 808-812 S. Broadway |
| LA-355 | Roosevelt Building | 648-654 S. Flower Street |
| LA-526 | Roxie Theater | 512-524 S. Broadway |
| LA-16 | Saint Joseph's Church (site of) | 1200-1210 S. Los Angeles Street - Demolished: 09-04-1983 |
| LA-66 | Saint Paul's Cathedral (site of) | 901-915 Wilshire Boulevard - Demolished: 01-11-1979 |
| LA-17 | Saint Vibiana's Cathedral | 110-136 E. 2nd Street |
| LA-728 | San Fernando Building | 400 S. Main Street |
| LA-615 | San Pedro Firm Building | 108-116 N. San Pedro Street |
| LA-741 | Security Building | 500-510 S. Spring Street |
| LA-748 | South Park Loft Building | 816 S Grand Ave |
| LA-789 | Southern California Gas Company | 800, 810, and 820 S Flower St |
| LA-480 | Spanish - American War Memorial (Pershing Square) | 5th Street & Olive Street |
| LA-984 | Spreckels Building | 322-24 West Seventh St. and 708-16 South Hill St. |
| LA-340 | Standard Oil Company | 601-605 Olympic Boulevard & 953 S. Hope St |
| LA-522 | State Theater Building | 300-314 W. 7th Street |
| LA-1029 | Stowell Hotel | 416 S. Spring Street |
| LA-177 | Subway Terminal Building | 415-419 S. Hill Street |
| LA-985 | Sun Realty Company Building | 629-33 South Hill Street |
| LA-686 | Superior Oil Company Building | 550 S. Flower Street |
| LA-767 | Temple Mishkon Tephilo | 206 Main St |
| LA-712 | Textile Center Building | 315 E. 8th St. |
| LA-27 | The Castle (Former Site of) | 325 S. Bunker Hill Avenue (Now Hope Street) - Demolished: 01-01-1969 |

**TABLE 4.4-3 CITY DESIGNATED HISTORIC-CULTURAL MONUMENTS, CENTRAL CITY COMMUNITY PLAN AREA**

| Monument No. | HCM Name | Address/Location |
|---|---|---|
| LA-5 | The Salt Box (Former Site of) | 339 S. Bunker Hill Avenue (Now Hope Street) - Demolished: 10-09-1969 |
| LA-278 | Title Guarantee & Trust Company Building | 401-411 W. 5th Street |
| LA-772 | Title Insurance Building | 456 S Spring St |
| LA-385 | Title Insurance & Trust Company Building and Annex | 433 S. Spring Street |
| LA-450 | Tower Theater | 218-230 W. 8th Street & 800-804 S Broadway |
| LA-1030 | Union Bank and Trust Company | 760 S. Hill St. |
| LA-523 | United Artists Theater Building | 921-939 S. Broadway |
| LA-898 | Van Nuys Building | 204, 210 & 212 West 7th Street |
| LA-196 | Variety Arts Center Building | 938-940 S. Figueroa Street |
| LA-937 | Westinghouse Electric Building | 420 South San Pedro Street |
| LA-161 | Wolfer Printing Company Building | 301-311 Winston Street |
| LA-317 | Young Apartments | 1615-1631 S. Grand Avenue |

SOURCE: City of Los Angeles, 2018

**TABLE 4.4-4 CITY DESIGNATED HISTORIC-CULTURAL MONUMENTS, CENTRAL CITY NORTH COMMUNITY PLAN AREA**

| Monument No. | HCM Name | Address/Location |
|---|---|---|
| LA-281 | Cathedral High School | 1253 Bishops Road |
| LA-826 | Chinatown East Gate | 945 N Broadway |
| LA-825 | Chinatown West Gate | 954 N Hill Street |
| LA-909 | First Street Bridge, No. 53C1166 | E 1st Street between Vignes Street and Mission Road |
| LA-906 | Fourth Street Bridge, No. 53C0044 | E 4th Street between Santa Fe Avenue and Mission Road |
| LA-211 | Granite Block Paving (Between Alameda and N. Main St.) | Bruno Street |
| LA-101 | Los Angeles Union Station Passenger Terminal and Grounds | 357 Aliso Street |
| LA-224 | Macy Street Viaduct (between Mission & Vignes) | Cesar E. Chavez Avenue |
| LA-888 | National Biscuit Company Building | 1850 Industrial Street |
| LA-1101 | Naval and Marine Corps Reserve Center | 1700 Stadium Way |
| LA-907 | North Broadway-Buena Street Vista Bridge | Broadway between Park Row Drive East and Pasadena Avenue |
| LA-901 | North Main Street Bridge, No. 53C1010 | N Spring Street between E Cesar E Chavez Ave and Albion Street |
| LA-900 | North Spring Street Bridge, No. 53C0859 | N Spring Street between Aurora Street and Avenue 18 |
| LA-902 | Olympic Boulevard Bridge, No. 53C0163 | E Olympic Boulevard between Rio Vista Avenue and Santa Fe Avenue |
| LA-872 | Raphael Junction Block Building (New York Suspender Factory-California Ice Company) | 1635-1637 North Spring Street |
| LA-82 | River Station Area | 1231 N. Spring Street |
| LA-795 | Santa Fe Inbound Freight House | 355 South Santa Fe Avenue |
| LA-904 | Seventh Street Bridge, No. 53C1321 | E 7th Street between Santa Fe Avenue and Meyers Street |
| LA-903 | Washington Boulevard Bridge | E Washington Boulevard between E 23rd Street and S Soto Street |

SOURCE: City of Los Angeles, 2018.

**Figure 4.4-1a Downtown Plan Area Historical Resources**

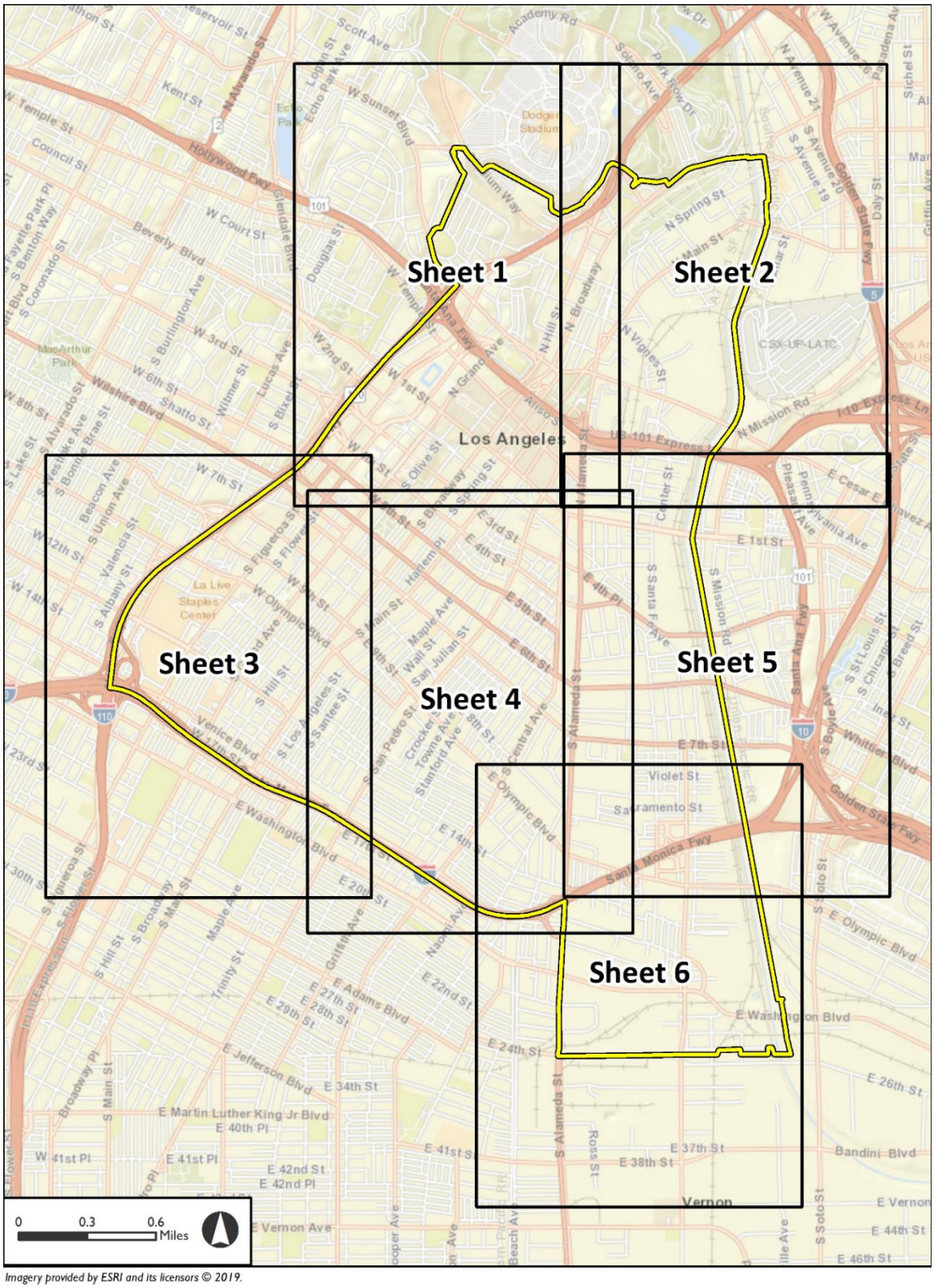


**Figure 4.4-1b Downtown Plan Area Historical Resources**

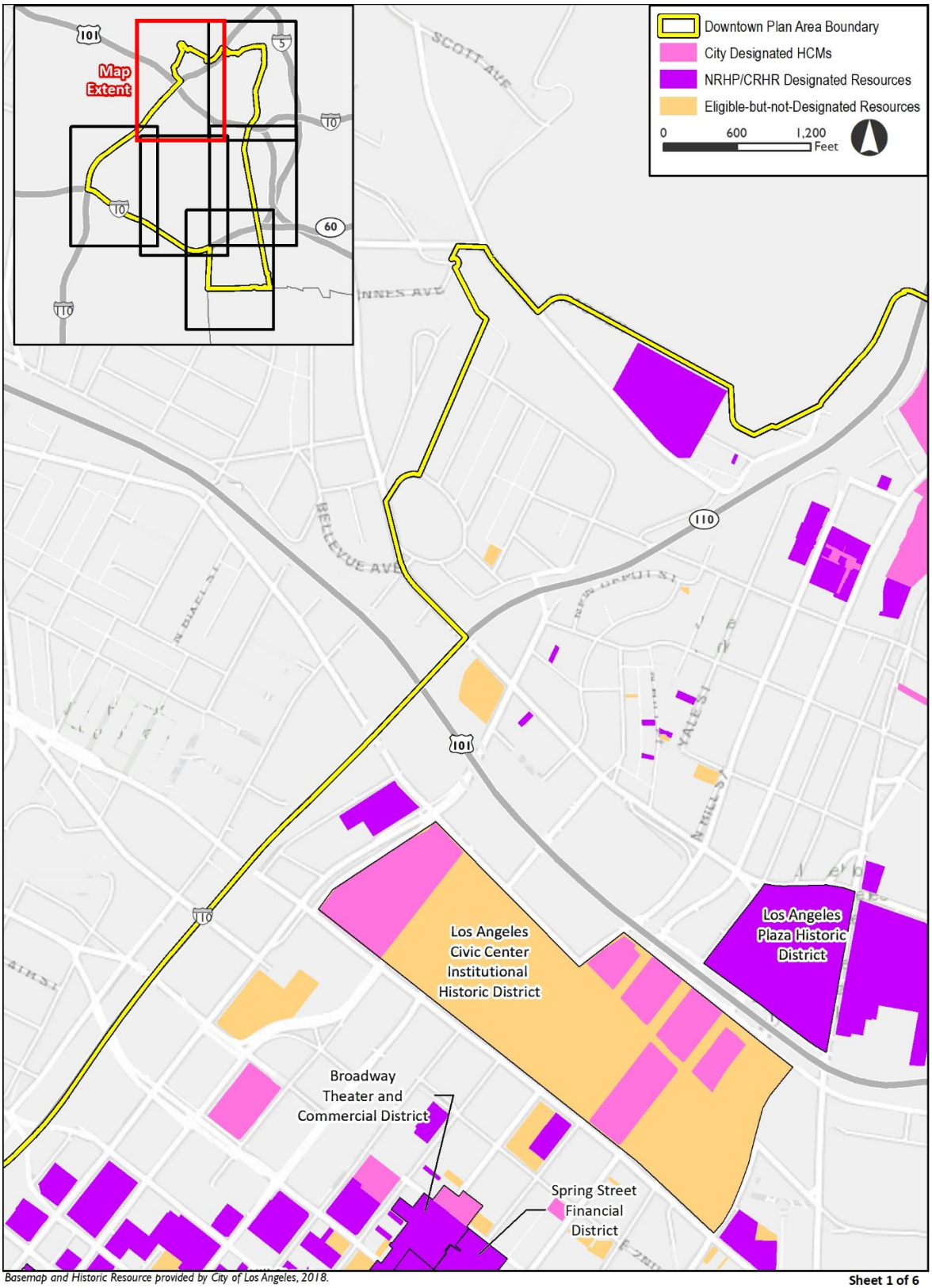


**Figure 4.4-1c Downtown Plan Area Historical Resources**

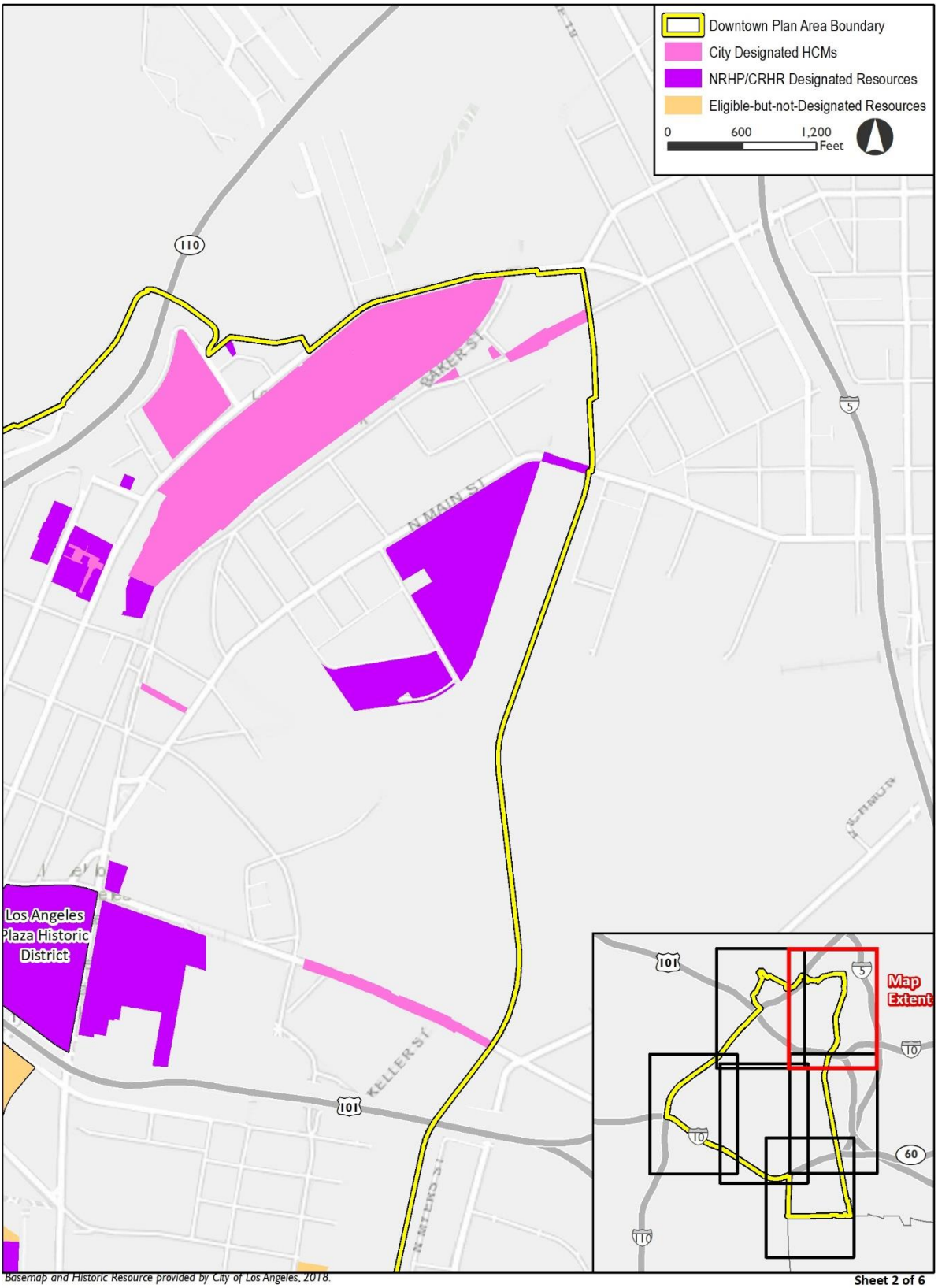
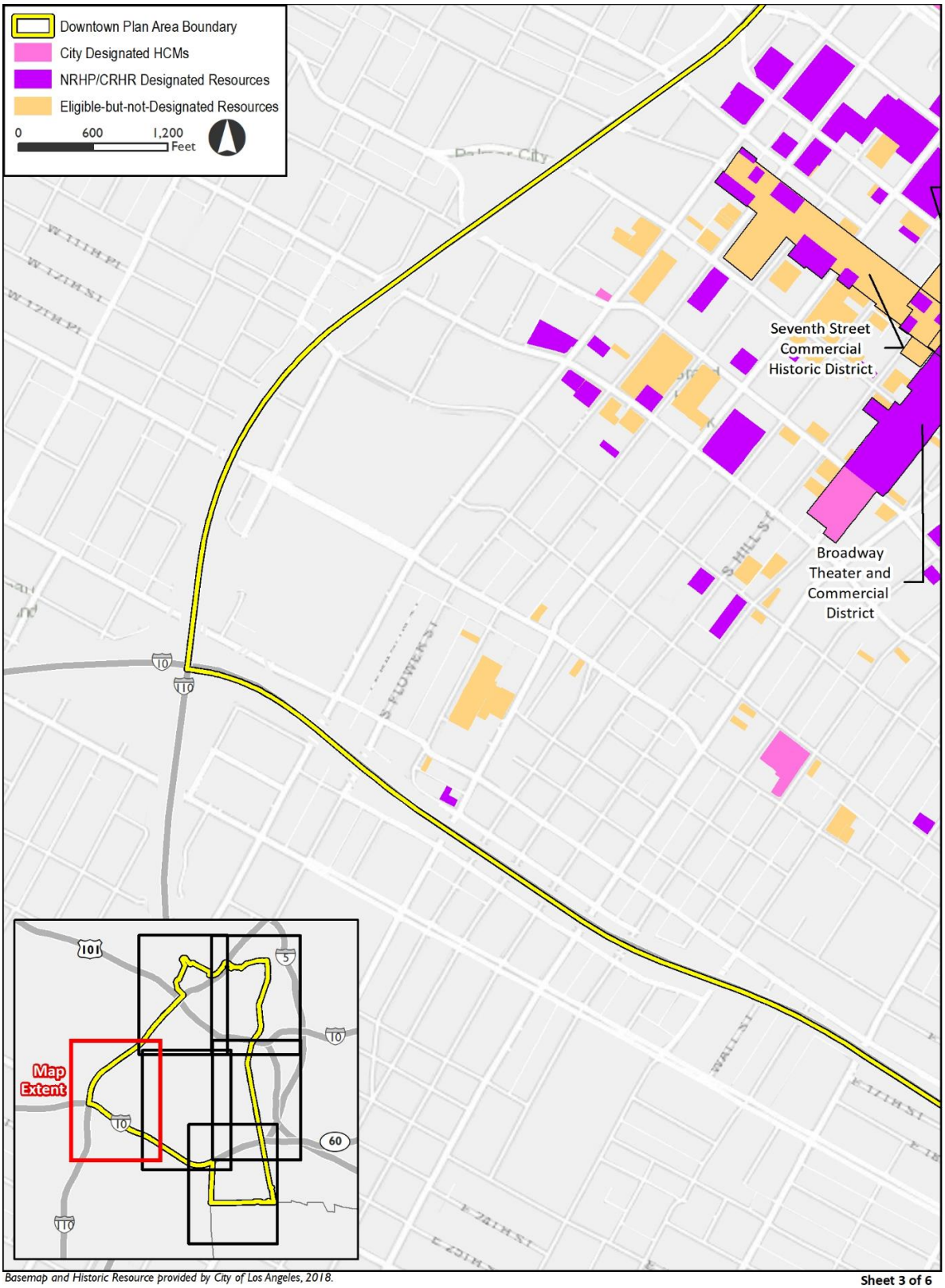


**Figure 4.4-1d Downtown Plan Area Historical Resources**



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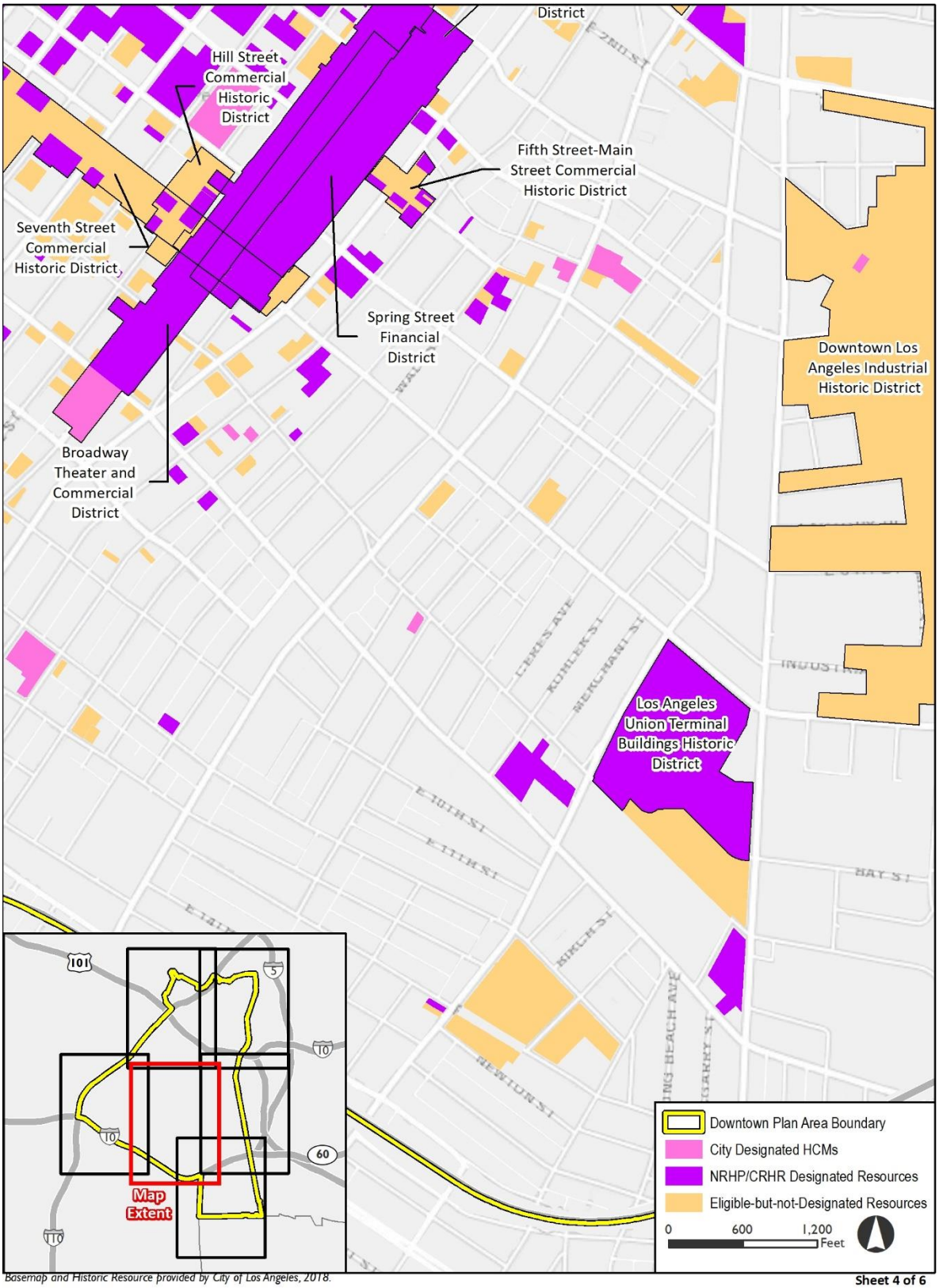


**Figure 4.4-1f Downtown Plan Area Historical Resources**

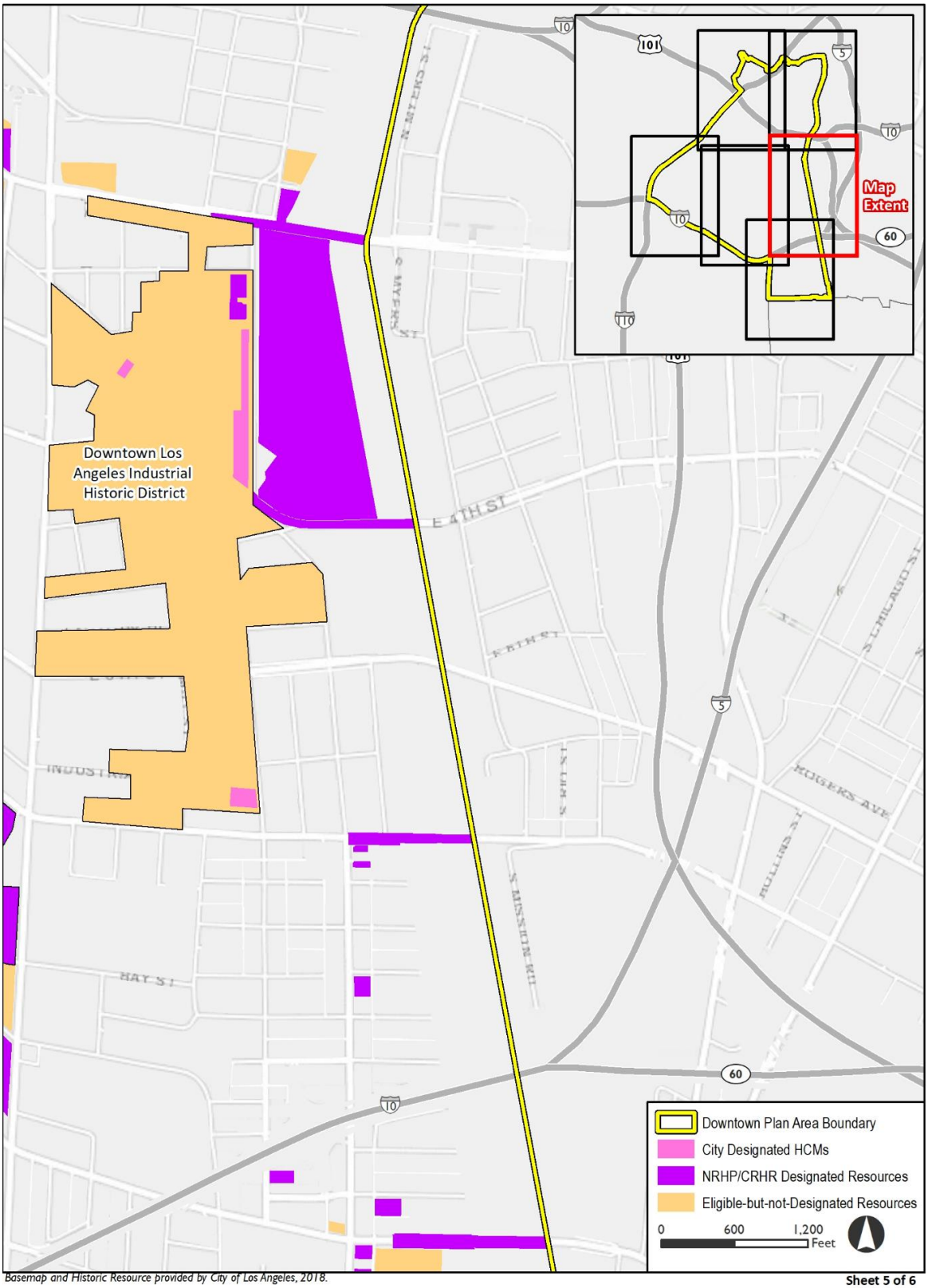


**Figure 4.4-1g Downtown Plan Area Historical Resources**

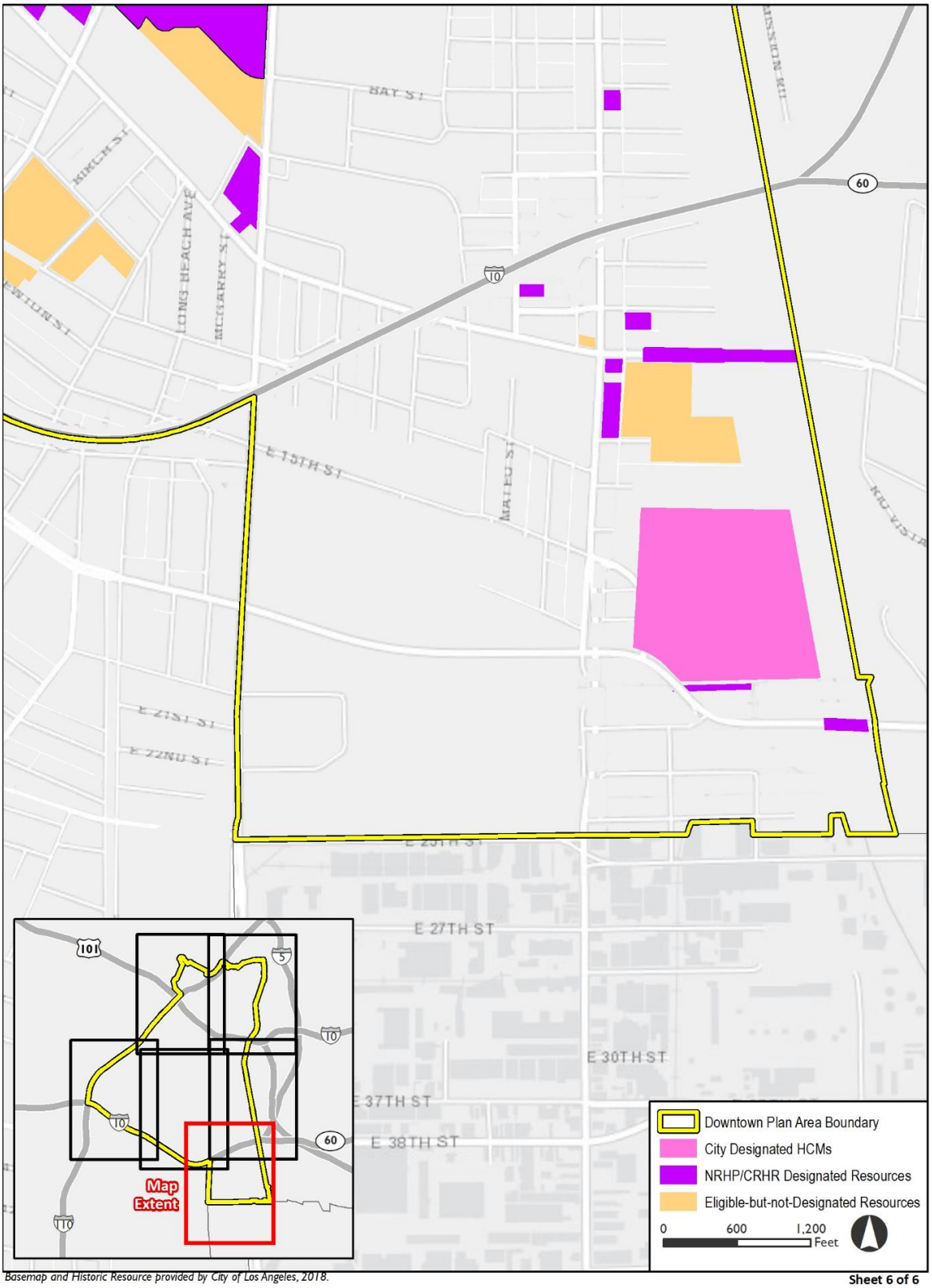
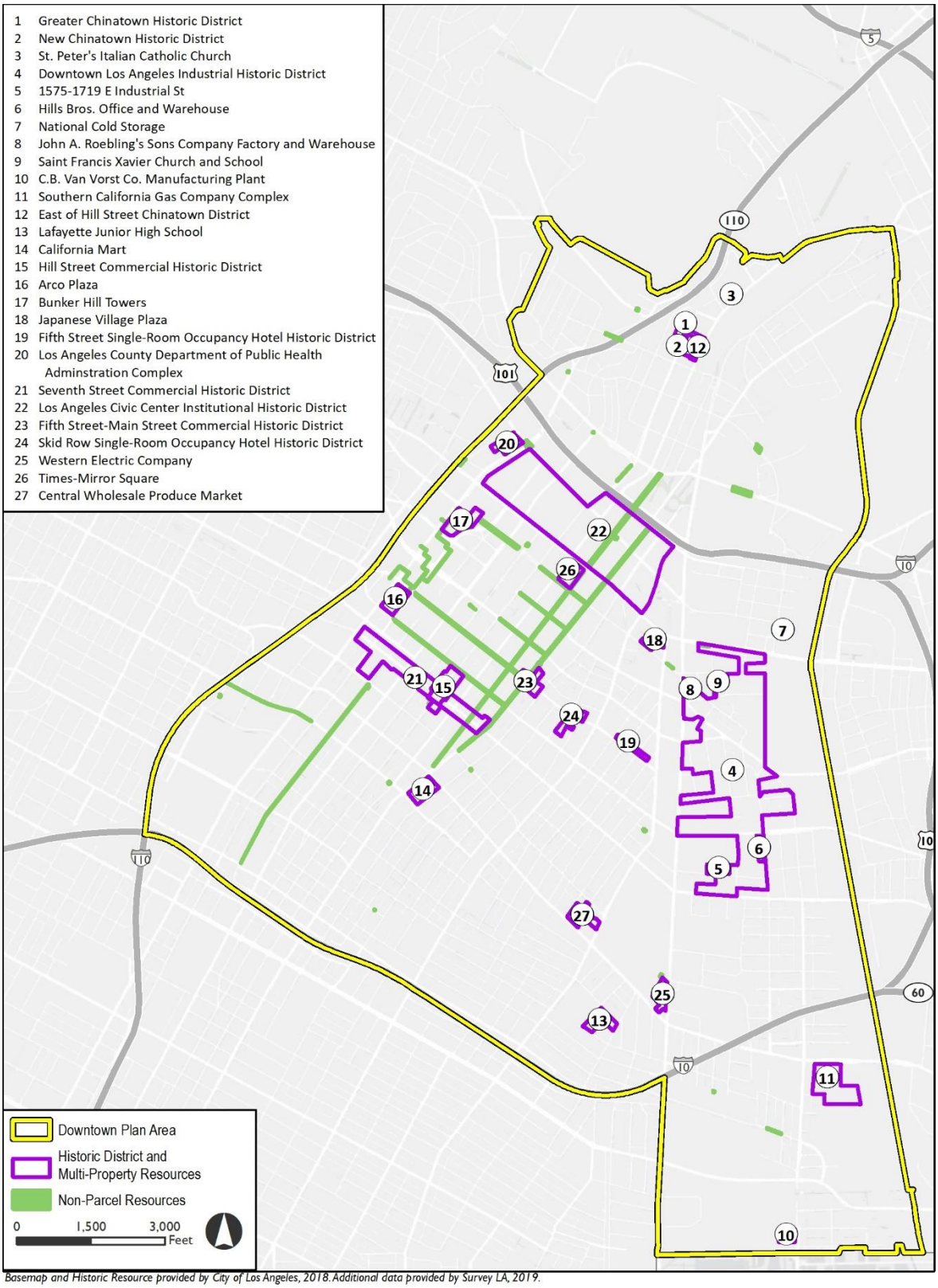
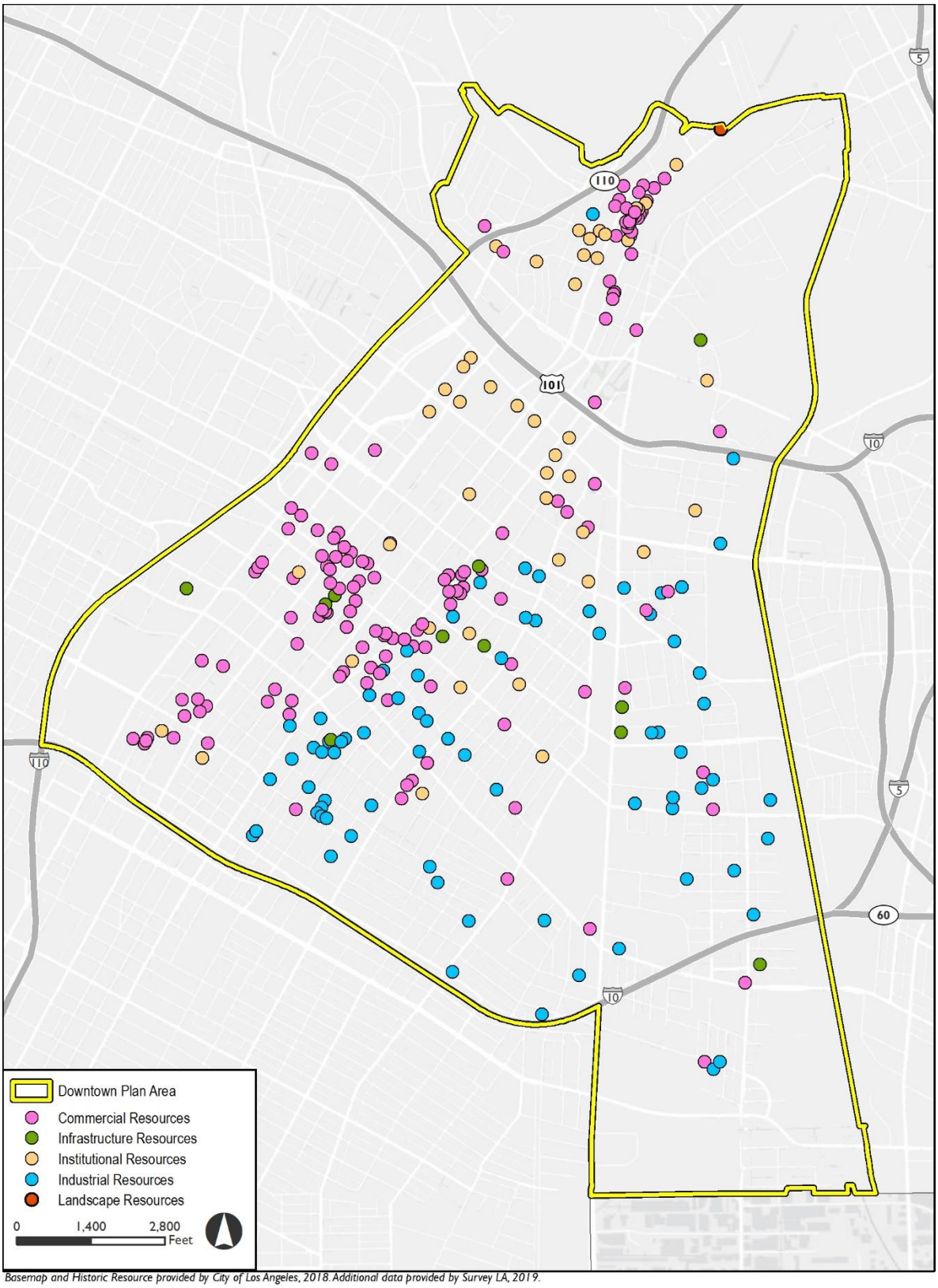


**Figure 4.4-1h Resources Identified by SurveyLA**



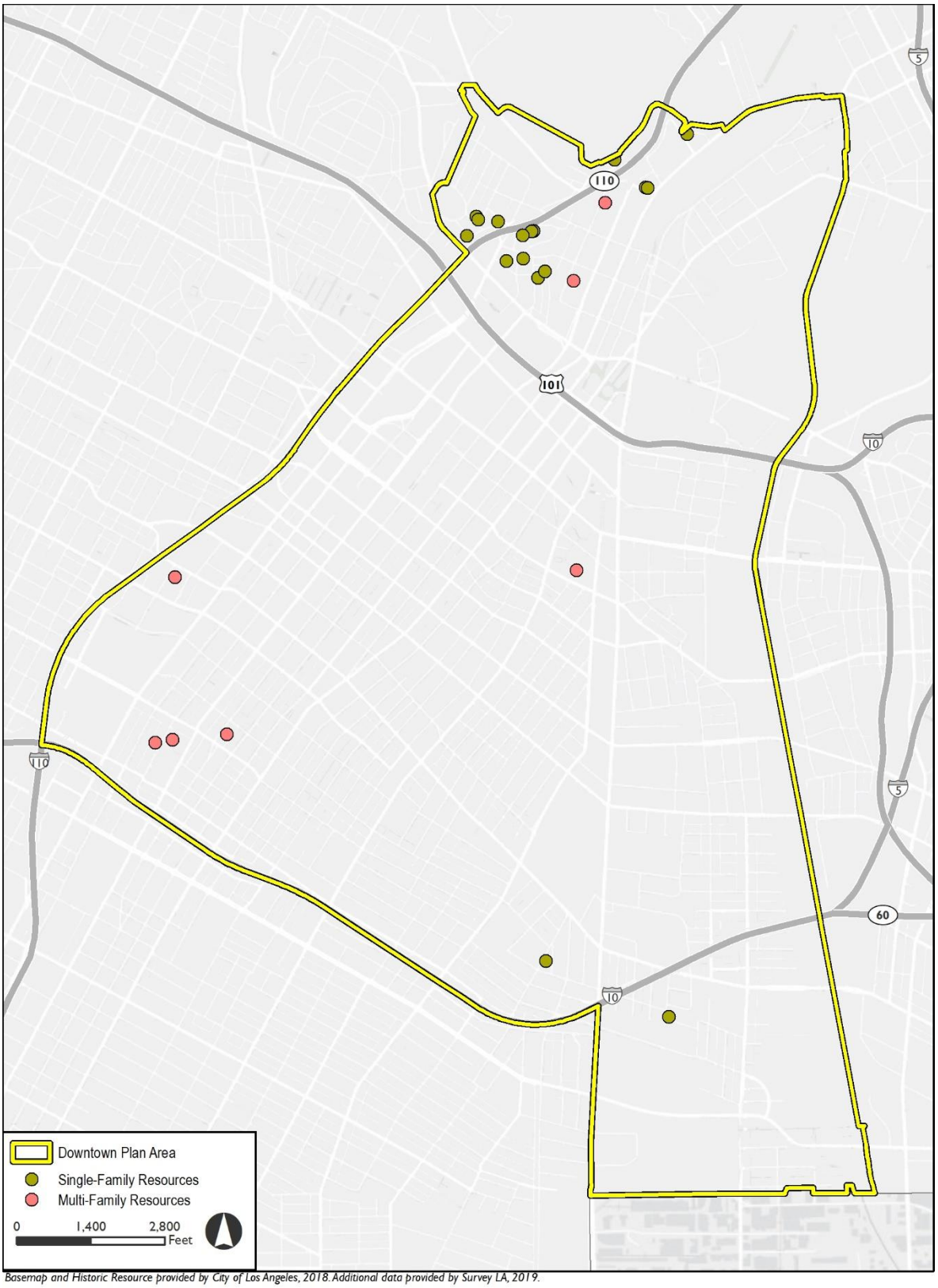

*Basemap and Historic Resource provided by City of Los Angeles, 2018. Additional data provided by Survey LA, 2019.*

**Figure 4.4-1i Resources Identified by SurveyLA**




*Basemap and Historic Resource provided by City of Los Angeles, 2018. Additional data provided by Survey LA, 2019.*

**Figure 4.4-1j Resources Identified by SurveyLA**




*Basemap and Historic Resource provided by City of Los Angeles, 2018. Additional data provided by Survey LA, 2019.*

**Archaeological Sites**

As discussed above, people have been living and using the land in the City and Downtown Plan Area for hundreds of years. Prehistoric and historic archaeological sites are known to exist throughout the City.

**Citywide Archaeological Sites**

Archaeological sites and survey areas exist throughout the City (City of Los Angeles 2001). In August 1993, 196 prehistoric sites, 50 historical sites, and 10 undefined isolated occurrences had been recorded. Of these, at least 26 sites were known to contain human burials, and 10 sites had both prehistoric and historic components. The prehistoric sites include named Native American villages, buried deposits and features, pit houses, occupied caves and rock shelters, bedrock mortars, camp sites, cemeteries and rock art (City of Los Angeles 2006). Historic-period archaeological sites primarily include privies and refuse deposits dating to the Spanish, Mexican, and early American settlement of the City, especially before the advent of citywide sewer and trash systems.

**Downtown Plan Area Archaeological Sites**

Archaeological sites of Native American origin are known to exist throughout the Los Angeles Basin, including the Tongva ethnographic village of Yangna, thought to be located near the present-day site of the Los Angeles Union Station in the Downtown Plan Area. Historic archaeological sites are also known to exist throughout the area and include sites associated with the Spanish settlement at the Los Angeles pueblo beginning in 1781, Mexican settlement of the area, and early American settlement and the establishment of the City. Remnants of the Zanja Madre, for example, the original aqueduct that carried water from the Los Angeles River to the pueblo, have been unearthed in the Downtown Plan Area. The Zanja Madre was constructed within a month of the founding of the Los Angeles Pueblo. The ditch originated near the modern North Broadway bridge and extended along the base of a bluff to the original Plaza. By 1870, there were over 50 miles of zanja including smaller ditches branching off of the Zanja Madre (**Figure 4.4-2**). During this time, the zanjas were enclosed by brick or replaced with piping (Gumprecht 1999). The system was mostly abandoned in 1906, with only small portions of zanjas used as part of the storm drain system. (Gust and Parker 2004). Portions of the abandoned zanjas have been unearthed throughout the City, including portions of the Zanja Madre within the Downtown Plan Area.

**Figure 4.4-2 Zanja Madre**

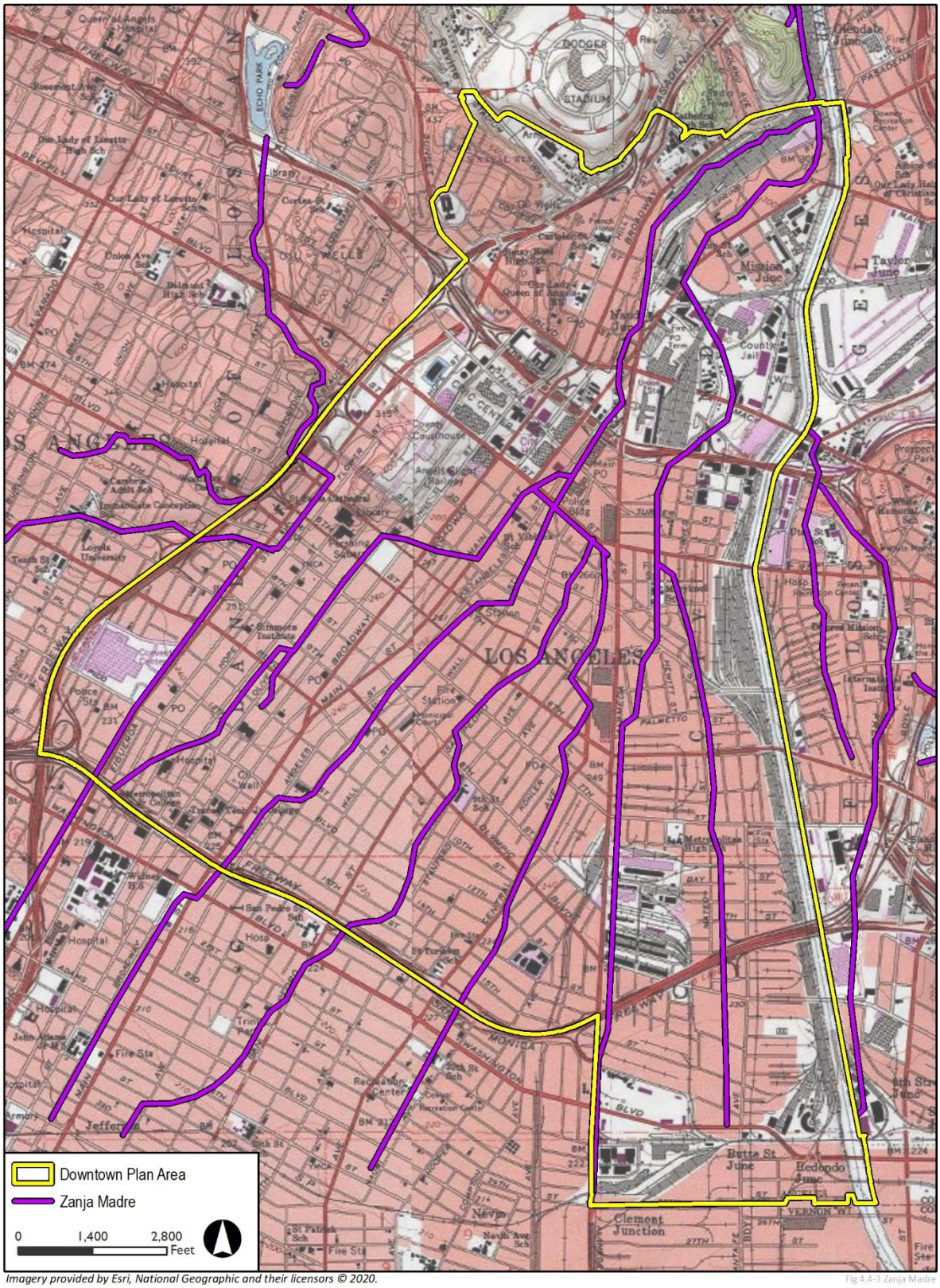



Fig 4.4-3 Zanja Madre

# REGULATORY FRAMEWORK

Several levels of government maintain jurisdiction over historic, archaeological, and tribal resources. The framework for the identification and, in certain instances, protection of historical resources is established at the federal level, while the identification, documentation, and protection of such resources are often undertaken by state and local governments. This section includes a discussion of the applicable federal, state, and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the proposed project.

## FEDERAL

Neither the Downtown Plan nor the New Zoning Code has a federal nexus and, therefore, compliance with reference to the NHPA and other federal laws is provided here for informational purposes only. Projects that involve federal funding or permitting (i.e., have a federal nexus) must comply with the provisions of the National Historic Preservation Act of 1966 (NHPA), as amended (16 United States Code [U.S.C.] 470f). Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act (NHPA) through one of its implementing regulations, 36 Code of Federal Regulations (CFR) 800 (Protection of Historic Properties), as well as the National Environmental Policy Act (NEPA). Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA. Other relevant federal laws include the Archaeological Data Preservation Act of 1974, American Indian Religious Freedom Act of 1978, Archaeological Resources Protection Act of 1979, and Native American Graves Protection and Repatriation Act of 1989.

### National Historic Preservation Act

The National Historic Preservation Act (NHPA), established in 1966, is a federal law created to avoid unnecessary harm to historic properties. The NHPA includes regulations that apply specifically to federal land-holding agencies, but also includes regulations (Section 106) that pertain to all projects funded, permitted, or approved by any federal agency that have the potential to affect cultural resources. Provisions of NHPA establish a National Register of Historic Places (maintained by the National Park Service), the Advisory Council on Historic Preservation, State Historic Preservation Office (SHPO), and federal grants-in-aid programs.

### National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the National Historic Preservation Act (NHPA) of 1966 as “an authoritative guide to be used by federal, State, and local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (CFR 36 CFR 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

**Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history;

**Criterion B:** It is associated with the lives of persons who are significant in our past;

**Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a

significant and distinguishable entity whose components may lack individual distinction;

**Criterion D:** It has yielded, or may be likely to yield, information important in prehistory or history.

### Secretary of the Interior's Standards

The Secretary of the Interior is responsible for establishing professional standards and providing guidance related to the preservation and protection of all cultural resources listed in or eligible for listing in the NRHP.

### Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (16 U.S.C. §§ 470aa *et seq*.) was enacted for the protection of archaeological resources on Native American lands and on public lands, including those held by the National Park system, the National Wildlife Refuge system, the National Forest System, and all other lands which the U.S. holds in fee.

### American Indian Religious Freedom Act and Native American Graves Protection and Repatriation Act

The American Indian Religious Freedom Act of 1978 and Native American Graves and Repatriation Act of 1990 (25 U.S.C. §§ 3001 et seq.) establishes that traditional religious practices and beliefs, sacred sites, and the use of sacred objects shall be protected and preserved.

## STATE

### Office of Historic Preservation (OHP)

As an office of the California Department of Parks and Recreation, the OHP implements the policies of the NHPA on a statewide level. The OHP also carries out the duties set forth in the Public Resources Code (PRC) and maintains the California Historic Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state's jurisdiction.

### California Register of Historical Resources (California Register)

The California Register is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change."[1] The criteria for eligibility for the California Register are based upon National Register criteria. These criteria are:

**Criterion 1:** Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California of the United States;

**Criterion 2:** Associated with the lives of persons important to local, California or national history;

**Criterion 3:** Embodies distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; and

[1]PRC Section 50241.1(a).

**Criterion 4:** Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register resources listed automatically includes the following:

California properties listed in the National Register (Category 1 in the State Inventory of Historical Resources) and those formally Determined Eligible for listing in the National Register (Category 2 in the State Inventory of Historical Resources);

California Registered Historical Landmarks from No.0770 onward; and

Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion in the California Register.

Other resources that may be nominated for listing in the California Register include:

- Historical resources with a significance rating of Categories 3 through 5 in the State Inventory of Historical Resources (Categories 3 and 4 refer to potential eligibility for the National Register, while Category 5 indicates a property with local significance);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as a local landmark.

Additionally, a historical resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing.

## California Penal Code Section 622½

California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

## California Penal Code Section 623

California Penal Code Section 623 provides the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

### California Public Resources Code (PRC) Sections 5020.1, 5024 and 5024.5

PRC Section 5020.1 provides definitions associated with historical resources. PRC Section 5020.1(h) defines a historic district as "a definable unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." PRC Section 5020.1(j) defines a historical resource as "any object, building, structure, site, area, place, record, manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." PRC Section 5020.1(p) defines State Historic Resources Inventory as "the compilation of all identified, evaluated, and determined historical resources maintained by the office and specifically those resources evaluated in historical resource surveys conducted in accordance with criteria established by the office, formally determined eligible for, or listed in, the National Register of Historic Places, or designated as historical landmarks or points of historical interest." PRC Section 5020.1(q) defines substantial adverse change to a historical resource as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The California State Legislature enacted PRC Sections 5024 and 5024.5 as part of a larger effort to establish a state program to preserve historical resources. These sections require state agencies to take a number of actions to ensure preservation of state-owned historical resources under their jurisdictions. These actions include evaluating resources for National Register eligibility and California Historical Landmark (California Landmark) eligibility; maintaining an inventory of eligible and listed resources; and managing these historical resources so that that they will retain their historic characteristics.

### PRC Sections 5097.5, 5097.9, and 5097.98-99

PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

PRC Section 5097.9 establishes the California Native American Heritage Commission (NAHC) to make recommendations to encourage private property owners to protect and preserve sacred places in a natural state and to allow appropriate access to Native Americans for ceremonial or spiritual activities. NAHC is authorized to assist Native Americans in obtaining appropriate access to sacred places on public lands, and to aid state agencies in any negotiations with federal agencies for the protection of Native American sacred places on federally administered lands in California.

PRC Sections 5097.98-99 require that the NAHC be consulted whenever Native American graves or human remains are found. According to these sections, it is illegal to take or possess remains or artifacts taken from Native American graves; however, it does not apply to materials taken before 1984.

### California Code of Regulations, Title 14, Section 4307 and Section 1427

Title 14, Section 4307 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces. Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any

public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."

## California Environmental Quality Act (CEQA)

Archaeological Resources - California Public Resources Code (PRC) Section 21083.2

PRC Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources. Section 21083.2(g) states that "unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or (2) has a special and particular quality such as being the oldest of its type or the best available example of its type; or (3) is directly associated with a scientifically recognized important prehistoric or historic event of person." Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods include excavation and curation, or study in place without excavation and curation. Section 21083.2 also provides required mitigation measures to the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state.

Historical Resources – PRC Section 21084.1

Under CEQA, a "project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." This statutory standard involves a two-part inquiry. The first involves a determination of whether the project involves a historical resource, as specifically defined by CEQA. If so, then the second part involves determining whether the project may involve a "substantial adverse change in the significance" of the resource. Section 21084.1 of the PRC defines a historical resource as:

> an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

Section 15064.5(a) of the CEQA Guidelines, provide that for the purposes of CEQA compliance, the term "historical resources" shall include the following:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register;
(2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements in PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant for purposes of CEQA unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific,

economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets one of the criteria for listing on the California Register; and

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or not deemed significant in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Section 15064.5 of the CEQA Guidelines also provides that "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Material impairment occurs when a project alters or demolishes in an adverse manner "those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion" in a state or local historic registry.

### California Health and Safety Code Sections 7050.5

California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98.

### Assembly Bill (AB) 52

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. AB 52 requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Furthermore, it provides examples of mitigation measures that may be considered to mitigate any impact. These provisions are applicable to projects that have a notice of preparation (NOP) for an environmental impact or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015.

## LOCAL

### City of Los Angeles General Plan Conservation Element (2001)

The City of Los Angeles General Plan contains growth and development policies that reflect a comprehensive long-range view of the City as a whole. The General Plan provides a comprehensive strategy for accommodating long-term growth should it occur as projected. The Conservation Element of the

General Plan consists of an identification and analysis of the existing natural and historical resources in the City of Los Angeles. Policies in the Conservation Element include the preservation of resources of historical, archaeological, and paleontological significance. Any proposed development plan must consider the potential for encountering and preserving these cultural resources. Policies from the Conservation Element related to paleontological, archaeological, and historical resources are listed in **Table 4.4-5**.

**TABLE 4.4-5 RELEVANT GENERAL PLAN CULTURAL RESOURCES OBJECTIVES AND POLICIES**

| Objective/Policy | Objective/Policy Description |
|---|---|
| **Conservation Element – Archaeological and Paleontological** | |
| Objective | Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes. |
| Policy | Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities. |
| **Conservation Element – Cultural and Historical** | |
| Objective | Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes. |
| Policy | Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities. |

**SOURCE:** City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, adopted September 26, 2001.

## City of Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code [LAAC] 22.171)

The City's Cultural Heritage Ordinance was first adopted by the Los Angeles City Council in 1962 and has since been amended several times. The provisions of the Cultural Heritage Ordinance are codified in Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCMs). The Commission comprises five citizens, appointed by the Mayor, who have exhibited a knowledge of Los Angeles' history, culture and architecture. Any interested party may apply for a proposed HCM designation. Section 22.171.7 of the LAAC states that a historical or cultural monument is:

> *Any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites that are "identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, State, or community is associated with the lives of historic personages important to national, State, or local history; or which embodies the distinctive characteristics of style, type, period, or method of construction; or represents a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.*

Each nomination is reviewed by the Cultural Heritage Commission, then by the Planning and Land Use delayManagement Committee of the City Council, and the City Council as a whole. Once a property has been designated a Monument, the Commission and its staff review permits for alteration, relocation, or demolition. The Commission can delay demolition of a Monument for 180 days and has the authority to recommend to the City Council to delay demolition for another 180 days. Locally designated cultural resources are presumed to be historically significant under CEQA. Therefore, demolition and/or alterations of HCMs are subject to review under CEQA.

## City of Los Angeles Historic Preservation Overlay Zone Ordinance (LAMC 12.20.3)

City's Historic Preservation Overlay Zone (HPOZ) Ordinance was first adopted by the Los Angeles City Council in 1979 and has since been amended several times. The most recent iteration City of Los Angeles Ordinance Number 1849031, found in Section 12.20.3 of the LAMC, describes the procedures for the establishment of Historic Preservation Overlay Zones (HPOZs), the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. The Ordinance was adopted by the Los Angeles City Council on April 25, 2017 and became effective on June 17, 2017. This ordinance is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. This Ordinance describes the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs.

As required by this ordinance, the construction, addition, demolition, reconstruction, alteration, removal, or relocation of any publicly or privately-owned building, structure, landscaping, natural feature, lot, street features, furniture or fixtures within a HPOZ identified as a Contributing Element or a Non-Contributing Element in the historical resources survey for the zone must obtain approval by the Director of the City's Department of City Planning (DCP) or Area Planning Commission. Depending on the scope of a project, an application may be reviewed through a ministerial process Conforming Work for a Contributing Element or Conforming Work for Non-Contributing Element; or through a discretionary process Certificate of Appropriateness or Certificate of Compatibility. The determination to approve, conditionally approve or disapprove a project is based on the project's conformance to the HPOZ's Preservation Plan, and if no Preservation Plan exists, compliance with the United States Secretary of Interior's Standards of Rehabilitation, and whether the project protects and preserves the historic and architectural qualities and the physical characteristics which make the building, structure, landscape, or natural feature a Contributing Element of the preservation zone. Any person proposing to demolish, remove or relocate any Contributing building, structure, landscaping, or natural feature within a preservation zone not qualifying as Conforming Work on Contributing Elements shall apply for a Certificate of Appropriateness and must conduct appropriate environmental review. No Certificate of Appropriateness shall be issued to demolish, remove or relocate any building, structure, landscaping, natural feature or lot within a HPOZ that is designated as a contributing element unless it can be demonstrated that the owner would be deprived of all economically viable use of the property.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of the New Zoning Code are described in detail in Section 3, *Project Description*. The HPOZ Ordinance will be incorporated into the New Zoning Code.

## Los Angeles Municipal Code (LAMC) Article 1 Chapter IX Section 91.106.4.5

All building permits on sites designated as historic at the local, state, or federal level must be reviewed by the Department of Building and Safety to determine whether the project will result in the loss of, or serious damage to, a significant historical or cultural asset. Section 91.106.4.5 states that the City of Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register, or has been included on the City of Los Angeles list of HCMs, without the department

having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset."

If it is determined that loss or damage to a historical resource could occur, the project applicant is required to conduct a CEQA analysis to determine if the impact is significant, and the Department of Building and Safety may not issue a permit without first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure."

### LAMC Article 1 Chapter IX Section 91.106.4.5.1

Under this section of the LAMC, permits for the demolition of a building or structure that are over 45 years old will not be issued unless abutting properties owners and occupant, and the City Council District Office, and the Certified Neighborhood Council representing the site are notified in writing and a public notice of application for demolition has been posted at the site at least 60 days prior to the date of issuance of the demolition of building or structure permit.

### City of Los Angeles Cultural Heritage Master Plan (2000)

The City of Los Angeles Cultural Affairs Department developed a Cultural Heritage Master Plan, adopted by the City Council in 2000. The Master Plan contains numerous important policy recommendations on historic preservation in the City of Los Angeles, many of which have shaped the creation and early work of the Office of Historic Resources.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed based on Appendix G of the CEQA Guidelines. The Proposed Project would have a significant impact to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 (Threshold 4.4-1)
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 (Threshold 4.4-2)
- Disturb any human remains, including those interred outside of dedicated cemeteries (Threshold 4.4-3)

## METHODOLOGY

The cultural resources analysis considers the presence and absence of known cultural resources, as well as the potential for significant cultural resources to occur within the Downtown Plan Area, and considers the potential impacts on such resources from adoption and implementation of the Proposed Project.

The analysis of historical resources examines the likelihood that the Proposed Project could cause a substantial adverse change in the significance of a historical resource. For purposes of the analysis of impacts to historical resources, historical resources include all resources on the California Register (which include those on the National Register); all HCMs, all HPOZs; all resources identified as eligible for listing or designated on a state or local register in a survey that meets the standards of PRC Section 5024.1(g), including SurveyLA and applicable CRA surveys.

A significant impact to historical resources will occur if there is a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." CEQA Guidelines Section 15064.5(b)(1). Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) is considered to be mitigated to a level of less-than-significant impact on the historical resource.

The analysis of archaeological resources identifies the likelihood of ground disturbing activities to potentially result in a significant impact to unique archaeological resources (non-unique resources do not have to be addressed in an Environmental Impact Report). PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Similar to archaeological resources, the analysis of human remains considers the likelihood of ground disturbing activities to potentially encounter human remains.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.4-1** | Cause a substantial adverse change in the significance of a historical resource as pursuant to § 15064.5 |

**Impact 4.4-1**

**Downtown Plan:** Although the existing regulations provide certain protections for significant historical resources, individual reasonably anticipated developmentfrom the Downtown Plan could potentially cause a substantial adverse change in or disturbance of historical resources as defined in CEQA Guidelines Section 15064.5. Impacts to historical resources would be ***significant and unavoidable.***

**New Zoning Code:** Historical resources exist citywide. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may impact historical resources. Projecting the location and type of future growth would be speculative. The New Zoning Code will strengthen existing protection of historical resources by continuing to provide and expanding upon incentives, such as through adaptive reuse of historic structures. The Proposed Project does not intend to implement the new Zoning Code outside of the Downtown Plan Area and therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Downtown Plan Impact

Based on CEQA Guidelines Section 15064.5, future reasonably anticipated development activities from the Downtown Plan would have a significant impact on historical resources if they would cause a substantial adverse change in the significance of a historical resource. Historical resources include properties eligible for listing on the NRHP, the CRHR, or a local register of historical resources. In addition, as explained in Section 15064.5, "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." As described in the Setting, there are hundreds of historical resources identified within the Downtown Plan Area, including both designated resources and those found potentially eligible in SurveyLA or other surveys.

Within the Plan Area, there are 130 state- and/or federally-designated historical resources, including three historic districts, and 138 designated HCMs. SurveyLA, which is a tool used to identify potentially eligible historical resources, identified 190 properties within the Downtown Plan Area which could be eligible for federal, state, and/or local designation pending further investigation. **Figure 4.4-1** identifies the location of these historical resources and indicates that although they are located throughout the Downtown Plan Area, there is a higher concentration in the Central City Community Plan Area and the northern portion of the Central City North Community Plan Area. Historical resources located within the northern portion of the Central City North Community Plan Area are generally associated with the earlier historical development of Los Angeles and include the NRHP-listed Los Angeles Plaza Historic District among others. In the area east of Alameda Street in the Central City Community Plan Area is a concentration of historical resources which are significant for their association with the early industrial development, many of which were identified by SurveyLA as contributors to the NRHP-eligible Downtown Los Angeles Industrial Historic District. The highest concentration of historical resources is located in the Central City Community Plan Area in the area generally west of Broadway. These resources are typically significant with their architectural value and association with the early twentieth century growth of Los Angeles and includes numerous properties which are designated and/or have been found eligible by SurveyLA or other historic resources surveys for designation at the federal, state, and/or local level.

The Downtown Plan does not introduce any features that would preclude implementation of, or alter the regulatory control ordinances that designated historical resources are subject to the Cultural Heritage Ordinance regulations discussed above. There are no historical resources that are called for removal or alteration under the Downtown Plan. However, development that would occur over the life of the Downtown Plan has the potential to occur on, or adjacent to, historical resources. Development can impact historical resources either through direct effects (demolition or alteration of a historical resource's physical characteristics that convey its historical significance, such as incompatible façade changes) or through indirect effects to the area surrounding a resource (such as creating a visually incompatible structure adjacent to a historical structure).

The provisions in the Cultural Heritage Ordinance reduce impacts to historic properties in the City as a whole, including throughout the Downtown Plan Area where a specific development site is located on designated historic properties. Specifically, the Cultural Heritage Ordinance requires that the Office of Historic Resources review projects that are: 1) located adjacent to properties designated as HCMs; 2) discretionary and located on properties that have been identified in survey meeting requirements of PRC Section 5024.1(g), including SurveyLA as having potentially historical resources; 3) discretionary and included in the CRA Survey as eligible for listing. These projects are required to include any modifications identified by the Office of Historic Resources, or a historical resource assessment prepared by a qualified architectural historian as deemed necessary, that will retain eligibility of the historical resource. The Office of Historic Resources typically recommends modifications that are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, and Reconstructing Historic Buildings. Such modifications may include setbacks, step backs, height and other project features related to context-sensitive project design. If the historic or cultural significance of a potential resource is contested, applicants will be required to provide a historical resource assessment prepared by a qualified architectural historian to determine the proposed resource's potential significance.

All discretionary projects that have the potential to impact historical resources must be individually reviewed by the Office of Historic Resources. While the Office of Historic Resources reports that it is extremely uncommon in the City to lose designated historical resources when a property owner has complied with the City's regulations, the Cultural Heritage Ordinance and the HPOZ Ordinance, it cannot prevent a property from being demolished or redeveloped or prevent structures from being altered. Rather these ordinances provide for processes, including environmental review, but they do not prohibit demolition. Therefore, even though the Downtown Plan incorporates changes that would assist in further protecting both designated and eligible historical resources, it is possible that demolition and/or significant alteration to some of the historical resources within the Downtown Plan Area would occur during the life of the Downtown Plan. In addition to the citywide Cultural Heritage Ordinance described above, the Downtown Plan includes a series of policies (see **Table 4.4-6**) and zoning strategies intended to encourage the protection, rehabilitation, and reuse of existing historical resources in the Downtown Plan Area as described further below.

Zoning Regulations

The Downtown Plan includes new zoning regulations that are intended to shape the massing, scale and architectural features of a building. Recognizing that the Plan Area comprises of distinct neighborhoods, these regulations are tailored to ensure new infill development is compatible with the existing character of each of these neighborhoods. Accordingly, all future development within the Plan Area will be subject to compliance with zoning specifications regarding building height and width, articulation, entrances, entry-features and transparencies, and in certain areas specifies allowable materials intended to ensure infill development is compatible with the character of these areas.

The Downtown Plan Community Plan Implementation Overlay (CPIO) includes information regarding best practices in design for certain neighborhoods in the Plan Area. Although these neighborhood-specific best practices are not mandatory, they serve as a design resource for future projects and provide ideas for context-sensitive development.

Transfer of Development Rights (TDR) Program

The Community Benefits Program for the Downtown Community Plan includes a Transfer of Development Rights (TDR) program to promote the preservation of historical resources, while enabling the transfer of development rights to be utilized on more appropriate sites. As identified in the Downtown Plan Community Plan Implementation Overlay (CPIO), the TDR program will be implemented in the area designated as Hybrid Industrial 2 (IH2) to the east of Alameda Street generally bounded by 1st Street to the north, Alameda Street to the west, the Bay Street to the south and the Los Angeles River to the east, in addition to the blocks bounded by Bay Street to the north, Mateo Street to the east, the 110 Freeway to the south and Santa Fe Avenue to the west.

The donor site would be eligible to transfer development rights to a receiver site if it complies with one of the following: a site designated as a Los Angeles Historic-Cultural Monument, a site listed in or formally determined to be eligible for the California Register of Historical Resources or the National Register of Historic Places; a contributor to a historic district identified by SurveyLA, or an individual resource identified by SurveyLA, or another historical resource survey completed after the effective date of the Downtown Plan CPIO by a person meeting the Secretary of the Interior's Professional Qualification

Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR)

The donor site would be able to sell unused floor area, up to the maximum Bonus FAR permitted in the Form District, to a receiver site within the Downtown Plan area. As part of this program, owners of the donor and receiver sites are required to execute a covenant and agreement that would run with the land. The covenant on the donor site would acknowledge the reduced FAR and transfer of this development to the receiver site. The donor site would be required to execute a preservation easement, to address minimum requirements related to maintenance of the building, property, or historic features. This program is intended to incentivize the protection of the existing historical resources.

SurveyLA also identifies a large concentration of historical resources in the area bounded by Hill Street to the west, 3rd Street to the north, Main Street to the east, and 9th Street to the south and along 7th Street between Figueroa Street and Main Street, and along 7th Street between Figueroa Street and Main Street in addition to several HCMs to the west of Hill Street. However, most of the resources are designated in the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments and are therefore protected under applicable regulations. In addition, a majority of the buildings in these areas are currently built to maximum FARs and do not possess additional FARs for transfer. Therefore, the Downtown Plan does not propose implementation of the TDR program for this area.

Downtown Adaptive Reuse Program

The City's current Adaptive Reuse Programs relaxes parking, density, and other typical zoning requirements in order to facilitate the conversion and retention of existing, historically significant buildings to dwelling units. The program has demonstrated its effectiveness as a revitalization tool that encourages the use of underutilized buildings.

Under the Downtown Community Plan, the Downtown Adaptive Reuse Program will be expanded through the New Zoning Code to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. This will help reduce vacancy in old historic buildings and encourage transition to different uses to suit changing market needs, while preserving Downtown's architectural and cultural past.

In order to qualify as an Adaptive Reuse Project, a project has to meet at least one of the following criteria:

- Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974
- Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if five years have elapsed since the date of issuance of final Certificates of Occupancy.
- Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Division 13.11. (Historic Preservation) of this Chapter are also eligible buildings.
- Any parking garage or structure, or parking area of any existing building, built at least 10 years prior to the date of application, in excess of the minimum parking required.

**TABLE 4.4-6 DOWNTOWN PLAN POLICIES RELATED TO CULTURAL RESOURCES**

| Policy Number | Policy |
|---|---|
| LU 3.3 | Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities. |
| LU 9.2 | Reinforce the distinct qualities of each neighborhood, and ensure that growth complements and is compatible with existing character and historic resources; and supports community needs. |
| LU 12.1 | Protect and support the rehabilitation of historic resources designated at the local, state, or national level. |
| LU 12.2 | Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and most distinguished stock of historic buildings in the United States for a variety of uses. |
| LU 12.3 | Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance. |
| LU 12.4 | Support existing and future policy that is intended to enhance, restore and activate those resources that have been designated as resources through the Los Angeles Historic Resources Survey. |
| LU 12.5 | Encourage incorporation of existing buildings in new development as feasible and appropriate. |
| LU 13.1 | Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites. |
| LU 13.2 | Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources. |
| LU 13.3 | Support existing and future efforts that are intended to enhance, restore, and activate historic resources. |
| LU 13.4 | Promote community participation and input in cultural and historic preservation efforts. |
| LU 13.5 | Partner with community organizations and local residents to identify and protect cultural resources and assets. |
| LU 14.1 | Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources. |
| LU 14.2 | Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in Downtown. |
| LU 14.3 | Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities. |
| LU 14.4 | Encourage innovative design that creates the preservation-worthy buildings of the future. |
| LU 14.5 | Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown. |
| LU 22.1 | Create a streamlined process to ensure adaptive reuse of existing (historic) structures is the preferred development option. |
| LU 22.2 | Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space. |
| LU 23.3 | Expand the range of uses permitted through adaptive reuse to include commercial reuse that encourages (historic) preservation and responds to market changes. |
| LU 25.1 | The existing built environment will be supported by prioritizing public benefits that favor (historic) preservation, renovation and adaptive reuse, and new construction that is responsive to and respectful of traditional building forms. |
| LU 33.7 | Introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users. |
| LU 41.7 | Retain, support, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural institutions within the community. |
| LU 41.10 | Support and reinforce the historic and cultural components of Chinatown, including architectural design, and the long-standing local businesses and legacy institutions that serve the local community. |
| LU 41.12 | Promote courtyard-style developments that are characteristic of the area and reinforce the neighborhood's historic pedestrian orientation and reflect the community's cultural heritage. |
| LU 49.3 | Utilize historic buildings to accommodate institutional, commercial, and residential uses. |
| LU 52.10 | Ensure that new structures are respectful of and responsive to City Hall as a primary focal point. |

| TABLE 4.4-6 DOWNTOWN PLAN POLICIES RELATED TO CULTURAL RESOURCES | |
|---|---|
| **Policy Number** | **Policy** |
| LU 52.11 | Preserve the legacy of this area (El Pueblo de Los Angeles Historic District) and ensure future development provides clear access to the historic district. |
| LU 52.13 | Reinforce the historic character and low-scale form of El Pueblo. |
| SO 6.4 | Honor existing historical features and support context sensitive design. |

These policies would reduce impacts to historical resources. Policies such as LU 12.1, 12.2, 12.3, 12.5, 13.3, 14.2, 22.1, 22.2, 23.3, and 49.3 would help by encouraging the retention and sensitive treatment of historical resources. Policies such as LU 14.1 and 14.3, would help to ensure new development is both compatible with individual historical resources and also larger historic districts, thereby minimizing negative impacts occurring through a dramatic change in historic setting. However, these policies will not eliminate the potential for demolition or renovation of historic structures, or changes in setting from new development, in a manner which could affect those physical characteristics which convey a resource's historic significance. Therefore, impacts to historical resources would be ***potentially significant***.

## New Zoning Code Impact

As described in Existing Conditions, there are over 24,500 cultural resources (as determined through the SurveyLA effort) (City of Los Angeles 2018b).[2]

As discussed in Section 2.5.3, there are many combinations of Form, Frontage, Development Standards, Use, and Density Districts that could be applied to properties to make a zone. The New Zoning Code would allow for a variety of new Form and Use Districts that could be applied elsewhere in the City through future community plan updates or amendments. If applied outside of the Downtown Plan Area, these different or more intensive zone districts could result in impacts to a historical resource. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts to specific historical resources cannot be identified. The Proposed Project expands the Citywide and Downtown Adaptive Reuse Programs to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. The Citywide Adaptive Reuse Program will require a discretionary action for such conversions. The expansion of the Adaptive Reuse Programs would further incentivize the reuse and preservation of eligible buildings, reducing potential impacts to historical resources. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

While the new districts and Development Standards Rules would be codified through the New Zoning Code, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to historical resources. Impacts to historical resources would be ***less than significant***.

[2] As of April 2018, 25,500 resources of those identified through the SurveyLA effort have been uploaded to the HistoricPlacesLA database.

## Mitigation Measures

Downtown Plan

No feasible mitigation measures have been identified. As discussed above, historical resources that are designated under HCM or HPOZ may be demolished if an applicant goes through the discretionary review process and receives an approved entitlement. Resources included in SurveyLA or any other survey meeting the requirements of PRC Section 5024.1(g) whether subject to additional review or based on discretionary entitlements, are not prohibited from demolition or alteration, provided they go through the appropriate process including environmental review. As a policy matter, the City finds that requiring additional review of projects otherwise undergoing discretionary review is undesirable based on the requirements it would place on City resources and the delay it would result in for projects. Additionally, as a policy matter, the City finds that it is undesirable to put additional regulations or processes to projects involving historical resources that are designated under the HCM or HPOZ, or subject to other discretionary review. Based on the above, there is no feasible mitigation to prevent the demolition or substantial alteration of historical resources. Therefore, impacts to historical resources from the Downtown Plan will be ***significant and unavoidable.***

New Zoning Code

None required for the New Zoning Code

| | |
|---|---|
| **Threshold 4.4-2** | Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 |

**Impact 4.4-2**

**Downtown Plan:** Implementation of the Downtown Plan could result in development that could cause a substantial adverse change in or disturbance of known or unknown archaeological resources as defined in CEQA Guidelines Section 15064.5. However, mitigation is available to address such impacts. Therefore, impacts to archaeological resources would be ***less than significant with mitigation incorporated***.

**New Zoning Code:** Archaeological resources exist citywide. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may impact these resources. Projecting the location and type of future growth would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area, and therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Downtown Plan Impact

Effects on archaeological resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities associated with reasonably anticipated development from the Downtown Plan, particularly in areas that have not been studied through a cultural resources investigation, or when excavation depths exceed those previously attained, have the potential to damage or destroy previously-unknown historic or prehistoric archaeological resources that may be present on or below the ground surface. Impacts to archaeological resources are especially likely in instances where ground disturbance will occur in native soils, in historic-age fill of unknown origin, and in areas that were developed prior to the implementation of City-wide sewer and trash collection programs.

Because of the extensive history of the Downtown Los Angeles area throughout the Prehistoric, Spanish, Mexican, and American periods, the entire Downtown Plan Area is considered sensitive for archaeological resources. Development throughout Downtown Los Angeles has encountered subsurface archaeological resources, such as remnants of the Zanja Madre, Tongva sites, and historic archaeological sites such as refuse deposits and privies associated with the early growth of the City. The Zanja Madre, for example, is thought to have run from El Pueblo de Los Angeles in several branches southward through Downtown but has not been fully mapped. Consequently, impacts related to damage to or destruction of previously-unknown sub-surface cultural resources could occur as a result of development under the Downtown Plan. Such damage or destruction would be ***potentially significant***.

## New Zoning Code Impact

Archaeological sites and survey areas exist throughout the City. As discussed above, the New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. If applied outside of the Downtown Plan Area, these different or more intensive zone districts could result in impacts to an archaeological resource during future ground-disturbing activities. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts to specific archaeological resources cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

As discussed above, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to archaeological resources. ***Less than significant*** impacts to archaeological resources would occur.

## Mitigation Measures

Downtown Plan

The following measure is required to address potential impacts to archaeological resources.

### 4.4-2(a) Archaeological Resources Evaluation and Avoidance/Recovery

For discretionary projects that are excavating previously undisturbed land or below previously excavated depths, all reasonable methods shall be used to determine the potential that archaeological or tribal cultural resources are present on the project site, including thorough searches of databases and records, surveys, and/or consultation with local tribe(s) with ancestral ties to the project area. If there is a medium to high potential that resources are located on the project site and it is possible that resources will be impacted, a Qualified Archaeologist shall monitor and direct all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources.

### 4.4-2(b) Archaeological Assessment

For all discretionary projects, the City shall require assessment and treatment of all cultural resources identified on a site, whether through monitoring under MM4.4-2(a) or through inadvertent discovery, in a manner consistent with PRC Section 21083.2, as determined appropriate by a Qualified Archaeologist. When an archaeological resource is identified on site, all work shall cease in the immediate area, work may continue unimpeded on other portions of the site. A Qualified Archaeologist shall identify the resource, prepare a mitigation plan consistent with PRC section 21083.2 and the project applicant and its contractors

shall comply with the plan. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.

### 4.4-2(c) Notification of Intent to Excavate Language

For all projects not subject to mitigation measure 4.4-2(a) or 4.4-2(b) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."
- Best practices to ensure archaeological resources are not damaged include but are not limited to the following steps:
    - A qualified archaeologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.
    - If archaeological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.
    - Personnel of the project shall not collect or move any archaeological materials or associated materials.
    - If cleared by a qualified archaeologist, construction activity may continue unimpeded on other portions of the project site.
    - The found deposits shall be treated in accordance with federal, state, and local guidelines and regulations.
    - As provided in Public Resources Code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by an archaeologist.
    - Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a qualified archeologist and the archaeologist clears the site for construction activity.

### 4.4-2(d) Zanja Madre HAER Documentation

Portions of the Zanja Madre are known to exist throughout the Downtown Plan Area. If any portion of the Zanja Madre is uncovered as a result of implementation of mitigation measure 4.4-2(c), the following steps should be taken.

If segments of Zanja Madre System are present and disturbance to the System cannot be avoided, they should be inspected by a qualified archaeologist. If the present segment/s are found to retain integrity, documentation meeting the standards and guidelines established the Historic American Engineering Record (HAER) should be undertaken and transmitted to the Library of Congress prior to any alteration or demolition activity. Documentation should include narrative records, measured drawings, and photographs in conformance with HAER Guidelines. In addition to HAER documentation, specific treatments shall be

developed and implemented based on potential California Register or eligibility criteria or as a unique archaeological resource as follows:

- Treatment Under Criterion 1: Treatment shall include interpretation of the Zanja Madre System for the public. The interpretive materials may include, but not be limited to, interpretive displays of photographs and drawings produced during the HAER documentation, signage at the Zanja Madre alignment, relocating preserved segments in a publicly accessible display, or other visual representations of Zanja alignments through appropriate means such as a dedicated internet website other online-based materials. At a minimum, the interpretive materials shall include photographs and drawings produced during the HAER documentation, and signage. These interpretive materials shall be employed as part of Project public outreach efforts that may include various forms of public exhibition and historic image reproduction. Additionally, the results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or with identified non-profit historic groups interested in the subject matter. The interpretive materials shall be prepared at the expense of the Project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archaeology. The development of the interpretive materials shall consider any such materials already available to the public so that the development of new materials would add to the existing body of work on the historical Los Angeles water system, and to this end, shall be coordinated, to the extent feasible and to the satisfaction of the Department of City Planning. The interpretive materials shall include a consideration of the Zanja Madre segment located on the Project Site in relation to the entire Zanja system. The details of the interpretive materials, including the content and format, and the timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning.
- Treatment Under Criterion 2: No additional work; archival research about important persons directly associated with the construction and use of Zanja Madre would be addressed as part of HAER documentation.
- Treatment Under Criterion 3: No additional work; HAER documentation is sufficient.
- Treatment Under Criterion 4: No additional work; archaeological data recovery and HAER documentation are sufficient.
- Treatment as a unique archaeological resource: Same as Criterion 1 treatment.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

Implementation of **Mitigation Measures 4.4-2(a), 4.4-2(b), 4.4-2(c)**, and **4.4-2(d)** would avoid significant direct impacts to archaeological resources to the maximum extent feasible and provide for recovery and/or documentation of any significant resources, including any present portions of the Zanja Madre, that cannot be preserved in place. With mitigation, significant archaeological resources would be preserved and impacts to archaeological resources would be ***less than significant with mitigation.***

New Zoning Code

Not applicable.

| T**hreshold 4.4-3** | Disturb any human remains, including those interred outside of dedicated cemeteries |
|---|---|

**Impact 4.4-3**

**Downtown Plan:** Although human remains are not known to be present in the Downtown Plan Area, new reasonably anticipated development from the Downtown Plan could result in damage to or destruction of as of yet undiscovered human remains. With adherence to existing regulations, impacts Downtown would be ***less than significant***.

**New Zoning Code:** Human remains, including Native American burials, may exist citywide. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may disturb these remains. Projecting the location and type of future growth would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Downtown Plan Impact

Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. Although the Downtown Plan Area is built out, the potential still exists for these resources to be present. Excavation during future construction activities in the Downtown Plan Area would have the potential to disturb these resources, including Native American burials.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction, and established procedures to be implemented if Native American skeletal remains are discovered. Public Resources Code Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and established the NAHC to resolve any related disputes.

Implementation of the above-described regulations would ensure that development carried out under the Downtown Plan would have a ***less than significant*** impact from potential disturbance of human remains, including those interred outside of formal cemeteries.

## New Zoning Code Impact

Although the City is mostly built out and open space areas are largely protected from extensive urban development, the potential still exists for resources to be present. As discussed above, the New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. If applied outside of the Downtown Plan Area, these different or more intensive zone districts could result in impacts during future ground-disturbing activities. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts related to the disturbance of human remains cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

As discussed above, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts. Less than significant impacts related to the disturbance of human remains would occur.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable cultural resource impacts includes the entire City of Los Angeles.

### Historical Resources

Cumulative development throughout Los Angeles could involve demolition or alteration of historical resources. The nature and magnitude of such impacts would depend on the nature and location of individual future developments so it would be speculative to try to predict the specific level of cumulative impact that may occur as the City continues to develop. Nevertheless, it is conservatively projected that Citywide development could result in the alteration or loss of some historical resources, with potentially significant cumulative impacts.

As discussed under Impact 4.4-1, the Downtown Plan could similarly involve the loss of historical resources throughout the Downtown Plan Area. Although the Downtown Plan includes a number of policies aimed at the preservation of historical resources, the loss of such resources remains a possibility. The New Zoning Code would only apply to the Downtown Plan Area at this time. Therefore, although the New Zoning Code would not contribute to the Downtown Plan impact, it would be speculative to predict what impact, if any, the New Zoning Code may have in other areas of the City. Based on this information, the Downtown Plan could foreseeably have cumulatively considerable contributions to a significant cumulative impact to historical resources. As discussed above, the New Zoning Code would not repeal, amend, and conflict with existing regulations intended to avoid impacts to historical resources, such as the City's 35 existing HPOZs. The New Zoning Code also retains standards for adaptive reuse projects to facilitate and encourage the conversion and retention of existing or historically significant buildings to preserve the City's architectural and cultural past while reducing vacant space and energy that goes into new construction. The New Zoning Code includes Frontage standards that would ensure that new development is compatible with the existing neighborhood character. These standards would be tailored specific to the area and incorporated into the zone module to ensure application.

The potential for impacts to historical resources from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects may be subject to project-specific mitigation requirements as outlined herein. It is anticipated that cumulative impacts to historical resources can be avoided through implementation of regulatory compliance measures (existing rules for HCM, HPOZ) and project design features (CPIO, and implementation of Proposed Project policies) on a project-by-project basis, but alteration or demolition of historical resources remains a possibility throughout the Downtown Plan Area and Citywide.

Based on the above, the incremental effect of the Downtown Plan on historical resources would be cumulatively considerable and cumulative impacts to historical resources in the Downtown Plan Area would be ***significant and unavoidable***.

## Archaeological Resources

Cumulative development throughout Los Angeles could potentially disturb known and currently unknown archaeological resources that could be present throughout the City. The nature and magnitude of such impacts would depend on the nature and location of individual future developments so it would be speculative to try to predict the specific level of cumulative impact that may occur as the City continues to develop. Nevertheless, it is anticipated that Citywide development would have the potential to disturb archaeological resources. Potentially significant cumulative archaeological resource impacts could, however, be mitigated to below a level of significance through resource avoidance or recovery on a case-by-case basis.

As discussed under Impact 4.4-2, the Downtown Plan could potentially disturb archaeological resources that may be present in the Downtown Plan Area. However, it is anticipated that with regulatory compliance measures identified in the regulatory setting and Mitigation Measures 4.4-2(a), 4.4-2(b), 4.4-2(c), 4.4-2(d), would reduce the Downtown Plan's cumulative impacts to a less than significant level. The New Zoning Code would only apply to the Downtown Plan Area at this time. Therefore, it would be speculative to predict what impact, if any, the New Zoning Code may have in other areas of the City. Nevertheless, it is not anticipated that any aspect of the New Zoning Code would result in the loss of archaeological resources. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable impacts related to archaeological resources. The incremental effects of the Proposed Project would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

## Human Remains

Although unlikely, cumulative development throughout Los Angeles could potentially disturb currently unknown human remains that could be present in the City. The nature and magnitude of such impacts would depend on the nature and location of individual future developments so it would be speculative to try to predict the specific level of cumulative impact that may occur as the City continues to develop. Nevertheless, Citywide development could potentially result in the discovery and disturbance of human remains. Potential cumulative impacts to human remains could, however, be reduced to below a level of significance through compliance with applicable regulatory requirements on a case-by-case basis.

As discussed under Impact 4.4-4, human remains are not known to be present in the Downtown Plan Area, but unknown remains could be present. Therefore, implementation of the Downtown Plan could potentially disturb human remains. However, as with cumulative Citywide development, compliance with current requirements related to the avoidance and treatment of human remains would reduce such impacts to a less than significant level, as discussed under Impact 4.4-4. The New Zoning Code would only apply to the Downtown Plan Area at this time. Therefore, it would be speculative to predict what impact, if any, the New Zoning Code may have in other areas of the City. Nevertheless, it is not anticipated that any aspect of the New Zoning Code would result in disturbance of human remains. Based on this information, neither the Downtown Plan nor the New Zoning Code would substantially contribute to any significant cumulative impact to human remains.

Based on the above, the Proposed Project's incremental effect would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.5 ENERGY

This section addresses the potential construction and operational impacts on energy resources. The analysis identifies the utility companies that provide electricity and natural gas services in the City, describes the existing consumption, the nature and location of related infrastructure, and the anticipated demand for electricity and natural gas.

# ENVIRONMENTAL SETTING

## PETROLEUM

California is one of the top producers of petroleum in the nation, with drilling operations primarily concentrated in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process large volumes of Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports. Led by Saudi Arabia and Ecuador, foreign suppliers now produce more than half of the crude oil refined in California (CEC 2016; CEC 2017a).

According to the United States Energy Information Administration (EIA), transportation accounted for nearly 40 percent of California's energy demand, amounting to approximately 3,017 trillion British thermal units (Btu) in 2015 (EIA 2017a). California's transportation sector, including on-road and rail transportation, consumed roughly 558 million bbl of petroleum fuels in 2015 (EIA 2017b). Furthermore, petroleum-based fuels are used for approximately 98.5 percent of the State's transportation activity (EIA 2017a). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB).

**Citywide Petroleum Consumption**

Southern California is in Petroleum Administration for Defense District 5 (PADD 5). PADDs are geographic groupings of the United States that assists the U.S. Energy Information Administration in assessing regional petroleum product supplies and their movements throughout the nation. Demand in PADD 5 includes in-region consumption, transfers of fuels to other parts of the United States (other PADDs) and to other regional markets within PADD 5, and exports to the global market. Supply in PADD 5 includes in-region refinery production, receipts of fuels produced in other regions and other PADD 5 regional markets, and imports (EIA 2015). There are no petroleum refineries located in the City of Los Angeles. As discussed below, the closest petroleum refineries are the Lunday-Thagard Co. Refinery and World Oil Refining Refinery, both located in the City of South Gate, adjacent to the southeastern boundary of the Southeast Los Angeles community.

For the purposes of analyzing the New Zoning Code, existing city-wide petroleum consumption was not calculated because future petroleum use citywide would not be expected to change as a result of the New Zoning Code or any change would be highly speculative. The New Zoning Code component of the Proposed Project will not change the land use designations or zoning in the City and therefore, there is no forecasted growth or related increase in development or transportation impacts associated with the New Zoning Code that would impact petroleum consumption.

### Downtown Plan Area Petroleum Consumption

Petroleum fuels are generally purchased by individual users such as residents and employees. As shown in **Figure 4.5-1**, while no petroleum refineries are located in the Downtown Plan Area, four gasoline stations and a local network of gas transmission and hazardous liquid pipelines are present in the Downtown Plan Area. As discussed above closest petroleum refineries are the Lunday-Thagard Co. Refinery, located at 9301 Garfield Avenue, and the World Oil Refining Refinery, located at 9302 Garfield Avenue in South Gate, Los Angeles, approximately 5.7 miles southeast of the Downtown Plan Area.

Petroleum consumption was identified by calculating the direct energy consumption of the Downtown Plan Area (see *Methodology* in Section 4.5.4, *Environmental Impacts*, for more information). Daily vehicle miles traveled (VMT) within the Downtown Plan Area were retrieved from the traffic study prepared by Fehr & Peers and were estimated at approximately 5.8 million in 2017, as shown in **Table 4.5-1**. Based on this daily VMT, approximately 38,898 million Btu (mmBtu) were consumed per day in 2017 by the transportation sector, as shown below in **Table 4.5-2**.

**TABLE 4.5-1 CURRENT DAILY AND ANNUAL VMT FOR THE DOWNTOWN PLAN AREA**

| | Daily VMT | Annual VMT[1] |
|---|---|---|
| Downtown Plan Area Total | 5,767,020 | 2,001,155,908 |

**NOTES**:
1 Annual VMT is calculated by multiplying daily VMT by 347 days, to account for reduced travel on weekends, in accordance with industry standards.
**SOURCE**: Fehr & Peers 2018.

**TABLE 4.5-2 CURRENT DIRECT TRANSPORTATION ENERGY USE IN THE DOWNTOWN PLAN AREA**

| | 2017 Daily Energy Use (mm Btu) | 2017 Annual Energy Use (mmBtu) | 2017 Daily Per Capita Energy Use (mmBtu) |
|---|---|---|---|
| Downtown Plan Area Total | 38,898 | 13,497,776 | 0.51 |

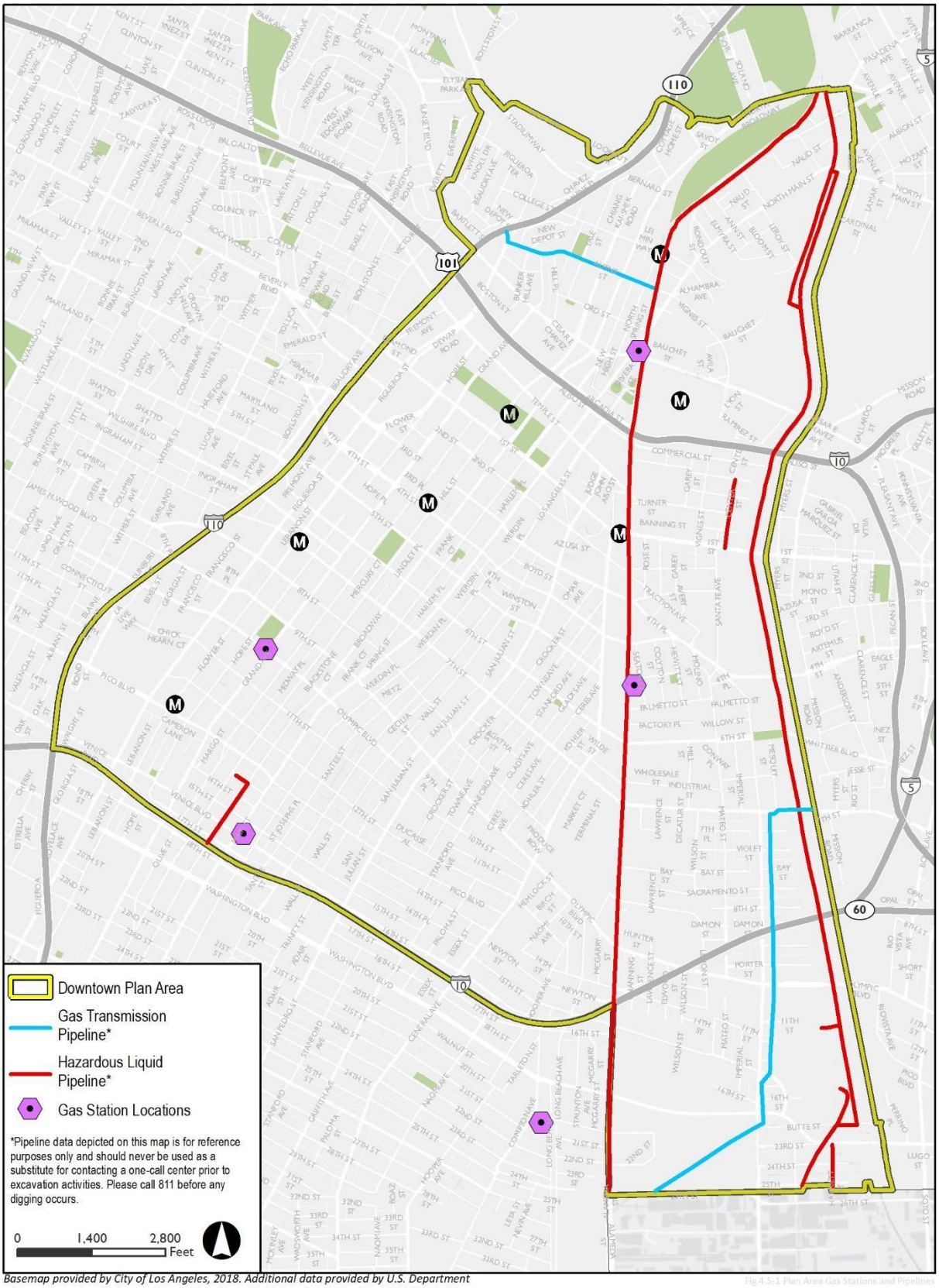
**NOTES:**
Transportation energy consumption was derived from the Downtown Plan Area VMT (see **Table 4.5-1**), default fleet mix from CalEEMod (see Appendix I), average fuel economy from the United States Department of Transportation – Federal Highway Administration, and energy unit data from EIA.
Totals may not add up due to rounding.
**SOURCE:** United States Department of Transportation – Federal Highway Administration 2016; EIA 2018.

# ELECTRICITY

In 2015, California produced 69 percent of the electricity it used in 2015. The remainder was imported from outside the state. In 2015, California used 282,896.3 gigawatt hours (GWh) of electricity (California Energy Commission [CEC] 2017c) while a total of 196,194 GWh was produced in-state (CEC 2017b). Likewise, in 2015, Californians consumed an estimated 24,505.5 million Therms (MMthm) (CEC 2017e).

The Los Angeles Department of Water and Power (LADWP) provides electrical service throughout Los Angeles. LADWP generates power from a variety of different sources that include approximately 25 percent natural gas, 37 percent coal, 21 percent renewables, 10 percent nuclear, and three percent hydroelectric (LADWP 2017). LADWP utilizes renewable energy sources and is committed to meeting the requirement of the Renewable Portfolio Standard (RPS) Enforcement Program to use at least 33 percent of the City's energy from renewables by 2020 (CARB 2016b). Eligible renewable resources include biodiesel, biomass, hydroelectricity and small hydro, Los Angeles Aqueduct hydro power plants, digester gas, fuel cells, geothermal, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, renewable derived biogas, multi-fuel facilities using renewable fuels, solar photovoltaic, solar thermal electric, wind, and other renewables (LADWP 2013a).

**Figure 4.5-1 Petroleum Infrastructure in the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018. Additional data provided by U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration (PHMSA), 2017.*

LADWP provides electricity service to over 3.9 million residents in its service area, encompassing the City and parts of the Owens Valley (LADWP 2013b). LADWP has over 7,460 megawatts (MW) of generation capacity from a diverse mix of energy sources. Its distribution network includes 6,800 miles of overhead distribution lines and nearly 3,600 miles of underground distribution cables (LADWP 2017). The LADWP system supplies more than 26 million megawatt-hours (MWh) of electricity per year.

## 2016 Power Integrated Resource Plan

The LADWP's 2016 Integrated Resource Plan (IRP) serves as a 20-year roadmap that guides the LADWP's Power System in its efforts to supply reliable electricity in an environmentally responsible and cost effective manner. The 2016 IRP includes a public outreach process and IRP Advisory Committee that, along with a series of public outreach workshops, played an integral role in the development of the resource cases that were evaluated and in the final selection of the recommended resource case. Strong interest in the City Council's 100 percent renewable energy Motion was communicated during the 2016 IRP's public outreach process. In response, LADWP will form research partnerships and develop a robust stakeholder process to investigate the investments necessary to achieve a 100 percent clean energy future. The 2016 IRP re-examines and expands its analysis on the 2015 IRP recommended case with updates in line with the latest regulatory framework, and analyzes several new case scenarios, including a 65 percent RPS at higher levels of local solar, energy storage, and transportation electrification.

Recent updates since the 2015 IRP include a RPS of 55 percent by 2030 and increasing to 65 percent by 2036, sale of LADWP's 21-percent share in coal-fired Navajo Generation Station, and completion of a reliability study titled, "Maximum Distribution Renewable Energy Penetration Study (MDREPS)." The major focus of the 2016 IRP was on developing new case scenarios that are cost effective in reducing greenhouse gas emissions by examining various scenarios of RPS, local solar, energy storage, and transportation electrification. Early coal replacement and energy efficiency continue to be key strategies to reduce greenhouse gas emissions. Increasing the RPS to 55 percent by 2030 and 65 percent by 2036, including increased amounts of local solar and energy storage, are other key contributors to reduce greenhouse gas emissions. The 2016 IRP analyzed electrification of the transportation sector as a strategy to further reduce greenhouse gas emissions and to significantly reduce local emissions such as VOC, $NO_x$, CO, and $PM_{2.5}$. As a result, the 2016 IRP recommends expanding existing programs to promote increased workplace and residential electric vehicle charging stations to support greater electric vehicle adoption while collaborating with regulatory agencies to reach mutually beneficial policies (LADWP 2017). In September 2018, under SB 100, California's RPS was updated to require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 40 percent by 2024, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The LADWP continues to work towards meeting the requirements of the RPS.

## Citywide Electricity Consumption

In 2015, the most recent year with available data, LADWP's electricity generation and distribution infrastructure delivered 24.0 million MWh of electricity to its customers. Commercial users consumed the most electricity supplied by the LADWP in 2015 with approximately 12.8 million MWh, or 53 percent of the total electricity provided by the LADWP. Residential customers consumed approximately 8.4 million MWh, or 35 percent, of electricity supplied by the LADWP in 2015. Industrial users consumed approximately 2.7 million MWh, or 10 percent, while other LADWP customers consumed approximately 0.4 million MWh, or approximately 0.02 percent.

## Downtown Plan Area Electricity Consumption

Electricity consumption in the Downtown Plan Area for existing conditions was estimated using CalEEMod (see Section 4.2, *Air Quality*, for modeling methodology and assumptions, and Appendix I for model

results). As shown in **Table 4.5-3**, existing (2017) Downtown Plan Area residential and non-residential development consumed a combined total of just over 2 million megawatts (MWh) of electricity. With a Downtown Plan Area population of approximately 76,000, this equates to approximately 27.2 MWh per capita of electricity consumption in 2017.

**TABLE 4.5-3 CURRENT DOWNTOWN PLAN AREA ELECTRICITY CONSUMPTION**

| | Electricity Consumption (MWh)[1] | Proportion of Statewide Consumption | Per Capita Electricity Consumption (MWh) |
|---|---|---|---|
| Downtown Plan Area | 2,069,837 | 0.72% | 27.2 |

**NOTE:** The per capita consumption for electricity is determined by dividing electricity consumption data from CalEEMod by the existing Downtown Plan Area population, as detailed in Section 4.12, *Population*, *Housing and Employment*.
**SOURCE:** CEC 2017c, City of Los Angeles 2018.

As shown in **Table 4.5-3**, the Downtown Plan Area accounted for approximately 0.2672 percent of the State's electricity consumption in 2017 (CEC 2017c, Appendix C). With a 2017 per capita consumption of 9.827.2 MWh, the Downtown Plan Area ranked per capita average is well above California's average per capita consumption of approximately 7.2 MWh of electricity in 2016 (CEC 2017c; California Department of Finance [DOF] 2017). This is largely due to the high number of businesses and industrial facilities in the Downtown Plan Area relative to the population.

# NATURAL GAS

Southern California Gas Company (SoCal Gas) is responsible for providing natural gas supply to the County and City. SoCal Gas is regulated by the California Public Utilities Commission (CPUC) and other state and federal agencies. In 2017, Californians consumed approximately 12,570 million Therms (MMthm) of natural gas or 1,257,000 billion Btu (CEC 2017e). The state population in 2017 was approximately 39.5 million, resulting in an average statewide per capita natural gas demand of 0.03 billion Btu per capita (California Department of Finance 2018b).

## 2016 California Gas Report

The 2016 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. This report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with California PUC Decision D.95-01-039. The below projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities.

California natural gas demand, including volumes not served by utility systems, is expected to decrease at a rate of 1.4 percent per year from 2016 to 2035. The forecast decline is due to a combination of moderate growth in the Natural Gas Vehicle (NGV) market and across-the-board declines in all other market segments: residential, commercial, electric generation, and industrial markets.

Residential gas demand is expected to decrease at an annual average rate of 0.5 percent. Demand in the commercial market is expected to decline at an annual rate of 1.0 percent, and demand in the industrial market (non-refinery) is expected to decrease at an annual rate of 1.7 percent. Aggressive energy efficiency programs make a significant impact in managing growth in the residential, commercial, and industrial markets. Gas demand in the refinery industrial market sector is forecast to decline approximately 0.34 percent per year.

For energy demand related to natural gas usage, SoCal Gas relies on the CEC California Energy Demand 2016-2026 Revised/Final Forecast, dated January 2016. SoCal Gas selected the Mid Energy Demand scenario with the Mid Additional Achievable Energy Efficiency (AAEE) scenario. For the first time in CEC

forecasts, the Mid AAEE scenario shows a declining, long-term, state-wide energy demand; per the forecasts, southern California energy demand will decline at a faster rate than that of northern California.

SoCal Gas engages in a number of energy efficiency and conservation programs designed to help customers identify and implement ways to benefit environmentally and financially from energy efficiency investments. Programs administered by SoCal Gas include services that help customers evaluate their energy efficiency options and adopt recommended solutions, as well as simple equipment retrofit improvements, such as rebates for new hot water heaters.

### Southwestern United States Gas Supplies

Natural gas obtained from the Southwestern United States, especially the San Juan Basin in New Mexico, provides the majority of gas sold by SoCal Gas. This gas is delivered to the Southern California region through the El Paso Natural Gas Company and the Transwestern Pipeline Company pipelines. The conventionally produced gas supplies from the San Juan Basin peaked in 1999 and have been declining at an annual rate of three percent, with an increase in the rate of decline in recent years. The Permian Basin has provided additional supplies, although increasing demand in Mexico for natural gas may reduce this supply source. There is currently a proposal to construct a North-South Pipeline from SoCal Gas' Adelanto compressor station near Victorville down to the Moreno pressure limiting station in Moreno Valley (California Gas and Electric Utilities 2016).

### Rocky Mountain Gas Supplies

Natural gas obtained from the Rocky Mountain sources is considered to be a viable alternative to the traditional source of natural gas in the Southwestern United States. These natural gas supplies are delivered to the Southern California region through the Kern River Gas Transmission Company's pipeline. Access to Rocky Mountain gas is also available through pipeline interconnections with the San Juan Basin. Rocky Mountain gas has increasingly flowed to Midwestern and Pacific Northwest markets (California Gas and Electric Utilities 2016).

### Canadian Gas Supplies

Natural gas obtained from Canada and delivered to Southern California is not expected to change significantly. Only a small share of Southern California gas supplies come from Canada due to the high cost of transport (California Gas and Electric Utilities 2016).

### Regional Gas Consumption

SoCal Gas is the distributor of natural gas in Southern California, providing retail and wholesale customers with transportation, exchange and storage services and procurement services to most retail core customers. SoCal Gas is a gas-only utility and, in addition to service the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and electric generation (EG) customers in Southern California. SoCal Gas' natural gas system is the nation's largest natural gas distribution utility and serves a 20,000-square-mile area in Central and Southern California. The system supplies natural gas to 21.6 million customers through 5.9 million meters in more than 500 communities (California Gas and Electric Utilities [CGEU] 2016).

Most natural gas consumed in Southern California is produced out of state (CGEU 2016). The availability of natural gas is based upon present conditions of gas supply and regulatory policies because SoCal Gas is under the jurisdiction of the CPUC and federal regulatory agencies. In addition, SoCal Gas makes available to its customers, energy efficiency programs with rebates and incentives for the purpose of reducing natural gas consumption. SoCal Gas obtains its gas resources from several sedimentary basins, including: the San

Juan Basin in New Mexico, the Permian Basin in West Texas, Rocky Mountain, western Canada, and California (California Gas and Electric Utilities 2016). Natural gas also represents roughly 43 percent of California's total energy consumption from fossil fuels (CEC 2017b).

SoCalGas serves approximately 21.6 million customers through 5.9 million meters of gas lines within a 20,000-square-mile service area that includes over 500 communities in Central and Southern California. In 2015, a total of approximately 4,947 million therms of natural gas were consumed by SoCalGas' customers. Of this total, residential, industrial, commercial and miscellaneous other customers consumed 2,038 million, 1,614 million, 979 million, and 315 million therms of natural gas, respectively. In 2016, the total gas consumption for Los Angeles County was 2,869 million therms. Of this total, 1,758 million therms was for non-residential use and 1,110 therms was for residential use (California Energy Commission 2016). More specifically, from 2016 to 2035, SoCalGas residential demand is expected to decline from 239 billion cubic feet (Bcf) to 218 Bcf, reflecting an annual decline rate of 0.5 percent, non-residential markets are expected to decline from 113 Bcf in 2016 to 105 Bcf by 2035, reflecting an annual decline rate of 0.24 percent.

### Downtown Plan Area Natural Gas Consumption

As shown in **Table 4.5-4,** Downtown Plan Area accounted for approximately 0.1 percent of the State's natural gas consumption in 2017 (CEC 2017e). With a 2017 Downtown Plan Area population of approximately 76,000, this equates to natural gas consumption of about 16.7 billion Btu per capita. As noted above, the average statewide per capita natural gas demand in 2017 was 0.03 billion Btu per capita (California Department of Finance 2018). Therefore, per capita natural gas demand in the Downtown Plan Area is higher than statewide per capita demand. This is primarily because of the high number of businesses and industrial facilities in the Downtown Plan Area

**TABLE 4.5-4 CURRENT DOWNTOWN PLAN AREA NATURAL GAS CONSUMPTION**

| | Natural Gas Consumption (billion Btu) | Proportion of Statewide Consumption | Per Capita Natural Gas Consumption (billion Btu) |
|---|---|---|---|
| Downtown Plan Area | 1,271 | 0.10% | 16.7 |

**NOTE:** The per capita consumption for natural gas is determined by dividing electricity consumption data from CalEEMod by the existing Downtown Plan Area population, as detailed in Section 4.12, *Population*, *Housing and Employment*.
**SOURCES:** CEC 2017e; City of Los Angeles 2018.

## ALTERNATIVE FUELS

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various state-wide regulations and plans (e.g., Low Carbon Fuel Standard and SB 32). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle with transportation fuels including the following:

### Hydrogen

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). Currently, 34 hydrogen refueling stations are located in California; however, none are located in the Downtown Plan Area (DOE 2017).

## Biodiesel

Biodiesel is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations, but fueling stations have been slow to make it available. There are currently 10 biodiesel refueling stations in California, none of which is located in the Downtown Plan Area (DOE 2017).

## Electric Vehicles

Electricity can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored as a way to use electricity generated onboard the vehicle to power electric motors. There are approximately 63 electrical charging stations in the Downtown Plan Area (DOE 2017).

## Biogas

There is growing interest regarding biogas[1] production potential in SoCal Gas' service territory from the following activities:

- Non-hazardous-waste landfills,
- Landfill diversion of organic waste material,
- Wastewater treatment,
- Concentrated animal feeding operations, and
- Food and green waste processing.

When biogas is conditioned and upgraded to pipeline quality specifications it can be interconnected to a gas utility's pipeline and distributed to a specific customer. Biomethane may also be consumed on-site for a variety of uses, including electrical power generation from internal combustion engines, fuel cells, and turbines, or as a fuel source for natural gas vehicles. Currently, there are instances where biogas is being vented naturally or flared to the atmosphere, which wastes this valuable renewable resource. In January 2014, the CPUC approved SoCal Gas' application to offer a Biogas Conditioning/Upgrading Services Tariff, which would meet the current and future needs of biogas producers seeking to upgrade their biogas for beneficial use (California Gas and Electric Utilities 2016).

[1] Biogas is a mixture of methane and carbon dioxide produced by the bacterial degradation of organic matter.

# REGULATORY FRAMEWORK

Federal, state and local laws, regulations, plans, and guidelines that are potentially applicable to the Proposed Project or are relevant to the determination of whether the Proposed Project would have a significant impact related to energy are discussed below.

## FEDERAL

### Energy Policy Conservation Act (EPCA) and CAFE Standards

The EPCA of 1975 established nation-wide fuel economy standards in order to conserve oil. Pursuant to this Act, the National Highway Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation (USDOT), is responsible for revising existing fuel economy standards and establishing new vehicle fuel economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturing compliance with the government's fuel economy standards. Compliance with CAFE standards is determined based on each manufacturer's average fuel economy for the proportion of their vehicles produced for sale in the United States.

### Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617.

PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators (small power producers) from which, along with qualified co-generators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (i.e., the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. In addition, PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies, but Qfs, by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

### National Energy Policy Act of 1992 (EPACT92)

EPACT92 calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain federal, state, and local government and private fleets to purchase a percentage of light duty alternative fuel vehicles (AFV) capable of running on alternative fuels each year. In addition, EPACT92 has financial incentives. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. The Act also requires states to consider a variety of incentive programs to help promote AFVs.

### Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

### Clean Air Act (CAA).

Clean Air Act (CAA). CAA Section 211(o), as amended by the Energy Policy Act of 2005, requires the Administrator of the USEPA to annually determine a renewable fuel standard (RFS) which is applicable to refineries, importers, and certain blenders of gasoline, and to publish the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Act requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA.

### Energy Independence and Security Act of 2007 (EISA)

EISA is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and
- Reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020 – an increase in fuel economy standards of 40 percent.

### Clean Cities Program

The U.S. Department of Energy's (DOE) Clean Cities Program promotes voluntary, locally based government/industry partnerships for the purpose of expanding the use of alternatives to gasoline and diesel fuel by accelerating the deployment of AFVs and building local AFV refueling infrastructure. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption. The Clean Cities Program carries out this mission through a network of more than 80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

## STATE

### Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields. Both CEC and CPUC have jurisdiction over Investor Owned Utilities (IOUs) in California, while the CEC is the primary energy policy and planning agency and CPUC is the primary regulatory agency.

## California Energy Plan

CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current (2008) California Energy Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

## Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 939, Statues of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted in 2003 a joint agency report, *Reducing California's Petroleum Dependence*. This report includes recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. Further, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the governor directed CEC to take the lead in developing a long-term plan to increase alternative fuel use.

A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand.

## Integrated Energy Policy Report (IEPR)

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

CEC adopts an IEPR every two years and an update to the previous IEPR every year between. The 2016 IEPR provides a summary of priority energy issues currently facing the state and outlines strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the IEPR include electricity resource and supply plans; electricity and natural gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; southern California energy reliability; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues.

## Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, SB 100, SB 350)

Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107, in 2011 under SB X 1-2, in 2015 under SB 350, and most recently in September 2018 under SB 100, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 40 percent by 2024, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045 (Legislative Council of California 2002; Legislative Council of California 2006b). The 33 percent standard is consistent with the RPS goal established in the Scoping Plan (CARB 2008). Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 (2011) added, for the first time, publicly-owned utilities to the entities subject to RPS.

### Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of greenhouse gas (GHG) emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although the United States Environmental Protection Agency (USEPA) initially denied the waiver in 2008, the USEPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions (CARB 2017b). In 2018, the USEPA and National Highway Traffic Safety Administration (NHTSA) proposed to freeze the clean car standards at the 2020 level through model year 2026 and to revoke California's authority to impose stricter rules (CARB 2018). Negotiations between the USEPA, NHTSA, California, and 19 other states recently ended in February 2019 without a resolution. Federal agencies have not yet formally adopted the proposal to freeze the clean car standards, California officials have filed suit to block the proposal.

### Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The state's three major energy policy agencies (CPUC, CEC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 *Energy Action Plan II*, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. In February 2008, CEC adopted an update to the EAP II that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

### Assembly Bill 1007: State Alternative Fuel Plans

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a State plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

### Bioenergy Action Plan, Executive Order S-06-06

Executive Order (EO) S-06-06, which took effect in 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following

targets to produce a minimum of 20 percent of the state's biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. EO S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
- Create jobs and stimulate economic development, especially in rural regions of the state
- Reduce fire danger, improve air and water quality, and reduce waste

### Title 24, California Code of Regulations

The California Code of Regulations (CCR), Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated on an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2016, CEC updated Title 24 standards with more stringent requirements effective January 1, 2017. All new buildings or substantial remodels for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards.

Energy efficient buildings require less electricity; therefore, increase energy efficiency reduces fossil fuel consumption and decreased GHG emissions. The CEC Impact Analysis for California's 2016 Building Energy Efficiency Standards estimates that the 2016 Standards are 28 percent more efficient than the previous 2013 standards for residential buildings and five percent more efficient for non-residential buildings. The building efficiency standards are enforced through the local plan check and building permit process. Local agencies are required to adopt the latest Title 24 standards when they update their local building codes. They may also adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

### California Green Building Standards Code (2016), California Code of Regulations Title 24, Part 11

California's green building code (CalGreen) was developed to provide a consistent approach to green building within the state. Having taken effect in January 2016, the most recent version of the Code lays out the minimum requirements for newly constructed residential and nonresidential buildings to reduce GHG emissions through improved efficiency and processes. It also includes voluntary tiers to further encourage building practices that improve public health, safety and general welfare by promoting a more sustainable design.

### Western Electricity Coordinating Council and the North American Electric Reliability Council

The Western Electricity Coordinating Council (WECC) is a voluntary consortium of electrical power providers that is responsible for coordinating and promoting electricity reliability from the Canadian provinces of Alberta and British Columbia in the north of its jurisdiction to the northern Mexican State of

Baja California in the south of its jurisdiction, and the 14 western states (WECC 2015). The Los Angeles Department of Water and Power (LADWP) is a member of the WECC. The WECC has implemented Standard BAL-STD-002-0 to require reliable operation of the power system while ensuring adequate generating capacity at all times. As a means of ensuring power system reliability, the LADWP maintains an extra reserve margin of power generation resources in the event of a power system disturbance. In order to determine how much extra generation reserves are needed, the LADWP adheres to the WECC Reliability Standard. WECC Standard BAL-STD-002-0 requires its providers to:

- Supply requirements for load variations
- Replace generating capacity and energy lost due to forced outages of generation or transmission equipment
- Meet on-demand obligations
- Replace energy lost due to curtailment of interruptible imports

# REGIONAL

## SCAG Regional Transportation Plan/Sustainable Communities Strategy

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the RTP/SCS is to "encourage land use and growth patterns that facilitate transit and active transportation."

## Air Quality Management Plan

As mentioned in Section 4.2, *Air Quality*, under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The 2016 AQMP, adopted on March 3, 2017, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015.

The 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and updated meteorological air quality models (SCAQMD 2017). This Plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The Plan also includes attainment demonstrations of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, as per recent USEPA requirements.

# LOCAL

## City of Los Angeles General Plan

The Air Quality Element of the City's General Plan includes a goal (Goal 5) that aims to increase energy efficiency through land use and transportation planning; the use of renewable resources and less-polluting fuels; and the implementation of conservation measures including passive methods such as site orientation and tree planting (City of Los Angeles 2003). Additionally, Section 19: Resource Management (Fossil Fuels) of the Conservation Element of the General Plan includes Policy 1, which aims to continue to encourage energy conservation and petroleum product reuse (City of Los Angeles 2001).

## City of Los Angeles Green Building Code

The following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)

The Los Angeles Green Building Code is based on the 2016 CALGreen Standards. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. Specifically, the Los Angeles Green Building Code requires all non-residential buildings to be constructed such that they're solar ready, while all residential buildings three stories and under must include solar photovoltaic (PV) systems. Likewise, all residential buildings greater than three stories must be solar ready.

## Los Angeles 2016 Final Power Integrated Resource Plan

On January 13, 2017, LADWP adopted the *2016 Power Integrated Resource Plan* (IRP), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. The IRP is an update of the 2015 IRP and provides the required reliability and necessary flexibility to adapt to economic, environmental, and regulatory conditions. Major changes from the 2015 IRP include Senate Bill 350, which was signed into law requiring a 50 percent renewable portfolio standard by December 31, 2030; the completion of the Maximum Distribution Renewable Energy Penetration Study (MDRPES); and a natural gas prices and renewable energy costs have been revised downwards compared to the 2014 IRP.

The 2016 IRP incorporates updates to reflect the latest load forecast, fuel price, and projected renewable price forecasts, and other numerous modeling assumptions. This IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The overriding purpose is to provide a framework to assure the future energy needs of LADWP customers are met in a manner that balances the following key objectives: maintaining a high level of electric service reliability; keeping energy rates competitive; and exercising environmental stewardship.

### Green LA: An Action Plan to Lead the Nation in Fighting Global Warming

The City of Los Angeles adopted its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. Green LA set the goal of reducing the City's GHG emissions to 35 percent below 1990 levels by 2030. The action plan outlines several actions in the fields of energy, water, waste, and transportation. These actions include improved transportation centered around mobility for people rather than cars, increasing recycling to 70 percent diversion, meeting all additional water use through reclaimed water, and increasing renewable energy to 35 percent by 2020. The action plan also outlines goals to help residents become "energy misers" by distributing compact fluorescent lamps (CFL's) and increasing rebates for energy efficient appliances and retrofits.

### Sustainable City pLAn

Additionally, in April 2015, the City released its first Sustainable City Plan (Sustainable City pLAn), which established a set of goals related to fourteen sectors to help transform Los Angeles by 2035. The Sustainable City pLAn is defined as a roadmap for Los Angeles that is environmentally healthy, economically prosperous, and equitable in opportunity for all. Specifically, the Sustainable City pLAn provides a vision for the City's future; pathway to short-term results that lay foundation for long-term outcomes; framework to build out policies; platform for collaboration; set of tools to manage the City; dashboard of sustainability metrics to transparently measure progress; and a pathway for engaging residents.

### Existing Buildings Energy & Water Efficiency Program Ordinance

The City also has an Existing Buildings Energy & Water Efficiency (EBEWE) Program Ordinance that requires owners of buildings over certain sizes to disclose their buildings' energy and water consumption.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed in accordance with Appendix F and Appendix G of the CEQA Guidelines. Energy-related impacts would be significant if the Proposed Project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Threshold 4.5-1)
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (Threshold 4.5-2)

## METHODOLOGY

Total energy consumption was calculated for existing (2017), future (2040) without Downtown Plan, and future (2040) with Downtown Plan conditions. Future energy use without the Downtown Plan is provided for informational purposes, but the determination of significance is based on comparison of future conditions with the Downtown Plan to existing conditions. Electricity and natural gas consumption estimates were calculated using CalEEMod. Refer to the Methodology subsection of Section 4.2, *Air Quality*, for modeling assumptions and Appendix I for modeling results. Petroleum consumption was identified by calculating the direct energy consumption of the Downtown Plan Area using daily vehicle miles traveled (VMT), fleet mix, and average fuel economy. Daily VMT within the Downtown Plan Area were retrieved from the traffic study prepared by Fehr & Peers and fleet mix was derived from CalEEMod. Average fuel economy is forecast to continue to increase, particularly if the fleet-wide goal of 35 mpg by

year 2020 proposed under the Energy Independence and Security Act is met.[2] Therefore, applying the 2017-based average fuel economy to future year (2040) VMT provides a conservative evaluation of energy consumption as the energy use of vehicles in 2040 is likely to be lower than current fuel use. There are no state standards established requiring future decreases in per capita energy use.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.5-1** | Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation |

**Impact 4.5-1**

**Downtown Plan:** Development accommodated by the Downtown Plan would increase demand for energy beyond existing conditions. However, the Downtown Plan would not conflict with state and/or local plans for renewable energy or energy efficiency. The Downtown Plan would result in decreases in per capita transportation-related energy use, electricity, and natural gas in the Downtown Plan Area and neither future construction nor operation of new development would result in energy used in an inefficient, unnecessary or wasteful manner, during construction or operation of reasonably anticipated development. This impact would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not result in an increase in energy consumption or use energy in an inefficient, unnecessary, or wasteful manner at construction or operations. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing conservation policies intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant.***

## Downtown Plan Impact

Long-term operation of development accommodated by the Downtown Plan would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with future Downtown Plan Area development would increase fuel consumption within the Downtown Plan Area. Increases in motor vehicle trips are primarily a combined function of population and employment growth. Population growth and growth in vehicle miles travelled (VMT) would occur in the region regardless of whether the Downtown Plan is implemented. As a result, energy consumption as it relates to vehicles would increase beyond the 2017 baseline under any scenario.

**Table 4.5-5** shows daily VMT and estimated fuel consumption translated into energy use (mmBtu) in the Downtown Plan Area under existing (2017), future (2040) without Downtown Plan, and future (2040) with Downtown Plan conditions. With respect to transportation energy use, as shown in **Table 4.5-5**, future total daily energy consumption under implementation of the Downtown Plan is expected to increase; however, per capita energy consumption is anticipated to decrease from 0.51 to 0.24 mmBtu per capita, a decrease of 27 percent. This change can be attributed to the fact that implementation of the Downtown Plan would

[2] The analysis contained herein does not consider the effects of future fuel efficiency improvements, including those outlined in the Energy Independence and Security Act.

lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking.

**TABLE 4.5-5 DIRECT TRANSPORTATION ENERGY USE**

| Year | Overall Daily VMT | Overall Annual VMT[1] | Overall Daily Energy Use (mmBtu) | Overall Annual Energy Use (mmBtu) | Daily Per Capita Energy Use (mmBtu) |
|---|---|---|---|---|---|
| Baseline | 5,767,020 | 2.0 billion | 38,898 | 13,497,776 | 0.51 |
| Future (2040) without Downtown Plan | 7,372,396 | 2.6 billion | 50,830 | 17,637,950 | 0.45 |
| Future (2040) with Downtown Plan | 8,841,606 | 3.1 billion | 59,637 | 20,693,880 | 0.24 |
| **Change from Existing Conditions under Downtown Plan** | **+3,074,586** | **+1.1 billion** | **+20,739** | **+7,196,104** | **-0.27** |

**NOTES**:
Transportation energy consumption was derived from the Downtown Plan Area VMT (see **Table 4.5-1**), default fleet mix from CalEEMod (see Appendix I), average fuel economy from the United States Department of Transportation – Federal Highway Administration, and energy unit data from EIA.
1 Annual VMT is calculated by multiplying daily VMT by 347 days, to account for reduced travel on weekends, in accordance with industry standards.
**SOURCE**: United States Department of Transportation – Federal Highway Administration 2016; EIA 2018; Fehr & Peers 2018.

**Table 4.5-6** shows estimated annual electricity consumption in the Downtown Plan Area under existing (2017), future (2040) without Downtown Plan, and future (2040) with Downtown Plan conditions. Future total annual electricity consumption under implementation of the Downtown Plan is expected to increase; however, per capita electricity consumption is anticipated to decrease from 27.2 to 18.7 MWh per capita, a decrease of 31 percent. It is important to note that future energy consumption estimates only take into compliance with existing energy efficiency standards (i.e., 2016 Title 24). Additionally, while the Future with Downtown Plan scenario would have greater overall electricity consumption than the Future without Downtown Plan scenario because the Downtown Plan would accommodate more than twice the population as the existing Downtown Plan (Central City and Central City North Community Plans), the per capita emissions of the Downtown Plan would be much lower. Similar to current plans, reasonably anticipated future development anticipated to occur with the implementation of the Downtown Plan would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Although the analysis contained herein does not account for future improvements in energy efficiency, development accommodated by the Downtown Plan would be expected to consume less energy than existing developments as building standards become more stringent.

**Table 4.5-7** shows estimated annual natural gas consumption in the Downtown Plan Area under existing (2017), future (2040) without Downtown Plan, and future (2040) with Downtown Plan conditions. Future total annual natural gas consumption under implementation of the Downtown Plan is expected to increase; however, per capita natural gas consumption is anticipated to decrease from 16.7 to 13.6 mmBtu per capita, a decrease of 3.1 mmBtu per capita, or 19 percent. It is important to note that future energy consumption estimates, included in **Table 4.5-7**, only take into account compliance with existing energy efficiency standards (i.e., 2016 Title 24). Development accommodated by the Downtown Plan would be expected to consume less energy than existing developments as energy conservation standards become more stringent so the estimates provided here are conservative.

**TABLE 4.5-6 DOWNTOWN PLAN AREA ELECTRICITY CONSUMPTION**

| Year | Overall Electricity Consumption (MWh)[1] | Proportion of Statewide Consumption | Per Capita Electricity Consumption (MWh) |
|---|---|---|---|
| Baseline (2017) | 2,069,837 | 0.72% | 27.2 |
| Future (2040) without Downtown Plan | 3,564,844 | 1.25% | 31.8 |
| Future (2040) with Downtown Plan | 4,700,589 | 1.65% | 18.7 |
| **Change from Existing Conditions under Downtown Plan** | **+2,630,752** | | **-8.5** |

**NOTE:** The per capita consumption for electricity is determined by dividing electricity consumption data from CalEEMod by the existing Downtown Plan Area population, as detailed in Section 4.12, *Population*, *Housing and Employment*.
**SOURCE:** CEC 2017c, City of Los Angeles 2018.

**TABLE 4.5-7 DOWNTOWN PLAN AREA NATURAL GAS CONSUMPTION**

| Year | Overall Natural Gas Consumption (billion Btu) | Proportion of Statewide Consumption | Per Capita Natural Gas Consumption (mmBtu)[1] |
|---|---|---|---|
| Baseline (2017) | 1,271 | 0.10% | 16.7 |
| Future (2040) without Downtown Plan | 3,369 | 0.26% | 30.1 |
| Future (2040) with Downtown Plan | 3,418 | 0.27% | 13.6 |
| **Change from Existing Conditions under Downtown Plan** | **+2,147** | | **-3.1** |

**NOTE:** The per capita consumption for natural gas is determined by dividing electricity consumption data from CalEEMod by the existing Downtown Plan Area population, as detailed in Section 4.12, *Population*, *Housing and Employment*.
[1] Total annual natural gas consumption is expressed in billion Btu, while per capita annual natural gas consumption is expressed in million Btu
**SOURCES:** CEC 2017e; City of Los Angeles 2018.

Construction and maintenance of reasonably anticipated development from the Downtown Plan would result in short-term consumption of energy from the use of construction equipment and processes. In addition, roadway and transit construction materials, such as asphalt, concrete, surface treatments, steel, rail ballast, as well as building materials, require energy to be produced, and would likely be used in projects that involve new construction or replacement of older materials, as well as construction of future infill and transit oriented development (TOD) projects/developments envisioned by the Downtown Plan. Construction energy demand is not calculated because lot acreage, size of buildings, and construction durations for development under the Downtown Plan is currently unknown and estimates would be speculative. However, nothing in the Downtown Plan would foreseeably increase construction and operations energy demand. The California Green Building Standards Code (CalGreen) includes specific requirements related to recycling, construction materials and energy efficiency standards, which would apply to construction of roadway and transit improvement projects in addition to future infill and TOD envisioned by the Downtown Plan and would help to minimize waste and energy consumption. All construction and maintenance accommodated by the Downtown Plan would be required to comply with relevant provisions of CalGreen.

Downtown Plan Implementation Programs

The Downtown Plan includes the following policies aimed at improving energy conservation, energy efficiency, and utilization of renewable energy sources:

**LU 11.2.** Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.

**LU 15.6.** Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

**LU 16.1.** Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

**LU 16.8.** Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan, to improve environmental resilience.

Consistency with Energy Conservation and Renewable Energy Policies

As previously discussed, the Downtown Plan would result in decreases in per capita transportation-related energy use, electricity, and natural gas in the Downtown Plan Area and would not result in energy used in an unnecessary or wasteful manner. Although implementation of the Downtown Plan would result in greater net energy consumption than 2017 baseline conditions, the Downtown Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy if it is consistent with existing relevant energy conservation policies. Accordingly, inconsistencies between the Downtown Plan and adopted plans and policies related to energy conservation have not been identified. The discussion below further examines consistency with adopted plans and policies related to energy conservation.

SCAG monitors regulations related to fuel efficiency standards and alternative fuel vehicles. The Downtown Plan is a land use plan and would not include regulations related to fuel efficiency or alternative fuel vehicles. However, the Downtown Plan would reduce per capita VMT and the associated use of fuels, by increasing access to transit and promote the use of active transportation modes by accommodating compact development and mix of land uses in close proximity to transit. Therefore, the plan would not conflict, but would instead support the goals of these regulations. (e.g., *Energy Policy and Conservation Act* and *CAFE Standards, EPAct, Energy Independence and Security Act of 2007, AB 1493: Reduction of Greenhouse Gas Emissions, AB 1007: State Alternative Fuels Plan*).The 1975 *Warren-Alquist Act* established the California Energy Resource Conservation and Development Commission, now known as the California Energy Commission (CEC), and established a State policy to reduce wasteful, uneconomical and unnecessary uses of energy. The Downtown Plan would be subject to California's Energy Efficiency Standards in the California Code of Regulations, Title 24, Part 6, which requires local jurisdictions to enforce energy efficient appliances, construction materials and building systems for new development. In addition, the City of Los Angeles' Green Building Code would require new development in the Plan Area to comply with its Energy Efficiency requirements. As demonstrated in **Tables 4.5-5** through **4.5-7** above, the Downtown Plan would result in lower per capita energy use in comparison to the 2017 baseline conditions. Therefore, the Downtown Plan would not result in wasteful, inefficient, or unnecessary use of energy and would not be inconsistent with applicable *Warren-Alquist Act* policies.

SB 1078, as accelerated by SB 350, establishes a renewable portfolio standard for electricity supply, and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020. In addition, the 2017 Integrated Energy Policy Report (IEPR) includes a set of strategies to address California's future energy needs. Key topics covered in the report include electricity resource and supply plans; electricity and natural

gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues. The proposed Downtown Plan would not conflict with these policies. Refer to Section 4.7, *Greenhouse Gas Emissions/Climate Change*, for a discussion of greenhouse gas emissions reductions related to the Downtown Plan.

In addition, future development projects accommodated by the Downtown Plan are expected to promote energy efficiency as they support implementation of the SCAQMD 2016 Air Quality Management Plan transportation control measures, including transportation demand management, transportation system management, commuter and public transit; rail, bike and pedestrian programs, among others (refer to Section 4.2, *Air Quality*).

The Downtown Plan would be consistent with the Air Quality and Conservation Elements of the Los Angeles General Plan, which encourages the use of renewable energy, energy conservation and energy efficiency techniques in all new building design, orientation and construction and support of alternative transportation and fuels. As described above, the Downtown Plan includes policies intended to improve the efficiency and effectiveness of the transportation system, thus reducing fuel consumption and enhancing opportunities for the use of transit and other alternative modes of transportation through the development of new pedestrian and bicycle facilities and promotion of mixed use and infill development.

In summary, the Downtown Plan would not result in wasteful or inefficient energy consumption and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Downtown Plan would have a ***less than significant*** impact with respect to energy consumption.

## New Zoning Code Impact

The New Zoning Code would not result in an increase in energy consumption or the wasteful use of energy. The New Zoning Code would provide a variety of permitted densities, ranging from no maximum density to a maximum of one unit per lot. This wide range of density options allows for areas of intensive urban development as well as areas of limited density, such as single-family neighborhoods. As such, due to the modular structure of the New Zoning Code, it is not known where or to what extent future development and associated energy consumption may occur as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA.

The New Zoning Code does not include any standards or provisions that would directly result in increased energy consumption or wasteful energy use. Furthermore, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those within the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects. The New Zoning Code has landscaping standards which could decrease energy consumption by increasing the amount of surface area in the City that is shaded by tree canopy. All new construction of a certain threshold, including construction of buildings and surface parking lots, will be required to include the planting of trees. The impact would be ***less than significant.***

## Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.5-2** | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency |
|---|---|

**Impact 4.5-2** **Downtown Plan:** The Downtown Plan would not conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. This impact would be ***less than significant***.

**New Zoning Code:** The New Zoning Code would not result in increased reliance on fossil fuels or decrease reliance on renewable energy sources. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing conservation policies intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

As discussed under Threshold 4.5-1, inconsistencies between the Downtown Plan and adopted plans and policies related to decreasing reliance on fossil fuels and increasing reliance on renewable energy sources have not been identified. SB 1078, as accelerated most recently by SB 100, established an RPS for electricity supply, and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020, 60 percent by 2030, and 100 percent by 2045. To meet this state requirement, as well as the local desire to achieve 100 percent renewable energy, the LADWP's 2016 IRP expresses plans to increase the LADWP's RPS to 55 percent by 2030 and to 65 percent by 2036 along with the sale of LADWP's 21-percent share in the coal-fired Navajo Generation Station. Many of these strategies are aimed at reducing greenhouse gas emissions, but also result in improved energy efficiency and an increased integration of renewable energy sources. The Downtown Plan would not conflict with these policies or objectives. Refer to Section 4.7, *Greenhouse Gas Emissions/Climate Change*, for a discussion of greenhouse gas emissions reductions related to the Downtown Plan.

The Downtown Plan would also be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation and energy efficiency techniques in all new building design, orientation and construction and support of alternative transportation and fuels. As described under Threshold 4.5-1, the Downtown Plan includes policies intended to improve the efficiency and effectiveness of the transportation system and provide options for alternative transportation. In summary, the Downtown Plan would not result in an increased reliance on fossil fuels and a decreased reliance on renewable energy sources and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Downtown Plan's impact with respect to energy source reliance would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code does not include any standards or provisions that would conflict with applicable local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those within Title 24 and other State energy plans as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code would allow for a variety of new Form, Use, Development Standards, and Density Districts that could be applied near transit to reduce vehicular traffic. For example, Development Standards District 5 has no minimum parking requirements which, if applied outside of the Downtown Plan Area, has the potential to reduce reliance on fossil fuels.

The New Zoning Code would not result in an increased reliance on fossil fuels or decrease reliance on renewable energy sources. Additionally, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur and if it would result in an increased reliance on fossil fuels or decrease reliance on renewable energy sources as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific energy conservation policy conflicts. The impact would be ***less than significant.***

### Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

Locally, energy resources are provided by various oil companies, LAWDP, and SoCal Gas, but the issue of energy is global in nature and the state as well as regional and local governments have adopted policies aimed at energy conservation. The service areas for energy providers are varied, with LADWP primarily serving the City, SoCal Gas serving a 23,000 square mile region covering much of central and southern California, and oil companies serving customers all over the world. No single geographic scope can address the full extent of issues related to energy resources so the cumulative analysis contained herein considers energy demand in the City of Los Angeles and the southern California region served by SoCal Gas in the context of statewide energy demand and state mandates related to energy conservation.

As discussed above, cumulative development in Los Angeles and throughout southern California would continue to increase energy use to meet the City's and region's growing population; however, implementation of future community plans is expected to generally improve the efficiency of energy use in the City, while adherence to existing state regulations such as CalGreen and the Low Carbon Fuel Standard would ensure the incorporation of energy efficient measures in the design and operation of future developments throughout the region. Thus, cumulative impacts related to energy use arising from cumulative development in Los Angeles and throughout the region would be less than significant.

As discussed under Impact 4.5-1, implementation of the Downtown Plan would generally improve the efficiency of energy use in the Downtown Plan Area on a per capita basis and would not contribute to a cumulative impact related to the wasteful, unnecessary, or inefficient use of energy. Furthermore, development emphasis on compact land use and growth patterns that facilitate transit and non-motorized transportation are anticipated to result in less energy consumption. As mentioned in Section 4.7, *Greenhouse Gas Emissions*, SCAG's 2016-2040 RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system as well as reduce energy use and associated GHG emissions within the region. The Downtown Plan would accommodate concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and reduce energy use through the

increase in active transportation and use of transit. Another goal of SCAG's 2016-2040 RTP/SCS is to actively encourage and create incentives for energy efficiency, where possible. The Downtown Plan would replace existing antiquated buildings with new, CALGreen compliant buildings, which are more energy efficient than the existing buildings in the Plan area. While implementation of the Downtown Plan would result in increased demand for energy and natural gas, the impact to the City's and region's energy resources would be less than significant. The Downtown Plan would support energy efficient practices and would not result in wasteful or inefficient use of energy.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the wasteful, unnecessary, or inefficient use of energy or otherwise contribute to cumulative impacts to energy resources.

Based on the above, the incremental effect of the Downtown Plan and New Zoning Code on energy resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.6 GEOLOGY AND SOILS

This section provides an overview of geology and soils and evaluates the impacts associated with the proposed project. Topics addressed include suitability of soil for development; geologic faults; and direct and indirect seismic hazards such as floods, erosion, subsidence, liquefaction, and landslides. This section was prepared utilizing documents and maps published by the United States Geological Survey (USGS), California Department of Conservation, California Geological Survey (CGS), and the City of Los Angeles. Generally, this section evaluates whether the Downtown Plan or New Zoning Code would substantially increase the exposure of people or structures to adverse effects related to seismic activity, unstable geologic materials, or erosion, or cause impacts to paleontological resources or unique geological features compared to existing conditions.

## ENVIRONMENTAL SETTING

### GEOLOGY

Citywide Geology

The landforms and topography of Los Angeles consist of mountains and hills that trend east to west (Traverse Ranges province) or north-northwest to south-southeast (Peninsular Ranges province), which meet at the southern slopes of the Santa Monica and San Gabriel Mountains. The east to west ranges are the Santa Monica, San Gabriel, and Santa Susana Mountains, and the north-northwest to south-southeast ranges and hills are the Palos Verse, Baldwin, and Beverly Hills. Between and along the slopes of these mountains and hills are gently sloping valleys. The San Fernando Valley lies between the Santa Monica, Santa Susana, and Verdugo Mountains and is a closed basin within the Traverse Ranges. The broad Los Angeles Basin extends south from the Santa Monica Mountains, west from the Elysian-Repetto Hills, and north from the Palos Verdes Hills to the Pacific Ocean. The Beverly and Baldwin Hills separate the Los Angeles Basin into inland and coastal plains.

Elevations in the City range from 5,074 feet at Sister Elsie Peak in the San Gabriel Mountains to nearly mean sea level in the southwestern part of the City. Terrain in the City is approximately 75 percent alluvial plain and 25 percent rugged canyons and hills (City of Los Angeles 2017a).

Areas of the City within the Transverse Ranges include gneiss, granitic rocks, and sedimentary rocks' volcanic rocks in the Santa Monica Mountains; and alluvial sediments in canyon bottoms and valleys with broad alluvial fans at the mouths of steep canyons. Areas of the City within the Peninsular Ranges include schist and sedimentary rocks, as well as alluvium in canyon bottom and basin areas. Seventeen soil types have been identified within the City. The five most prevalent soil types in the City include: Placentia sandy loam (18.1 percent); Fresno sand (15.9 percent); Santiago silt loam (10.8 percent); Fresno fine sandy loam (10.6 percent); and San Joaquin block adobe (10.3 percent) (City of Los Angeles 2017a).

Downtown Plan Area Geology

The Downtown Plan Area lies at an average elevation of 250 feet above mean sea level and is relatively flat with zero to five percent slopes, largely lacking any geologic or topographic features such as hilltops, ridges, hills slopes, rock outcrops, and water bodies (USGS 2017). Several moderately hilly slopes are located in the northwest corner of the Downtown Plan Area, primarily bordered by Main Street on the East and the Interstate 110 freeway on the west.

A majority of the land surface in the Downtown Plan Area is urbanized and developed with a range of residential, civic, commercial, hybrid industrial, cultural, and open space uses, most of which are paved which limits the extent of exposed surface soils. Geologic units in the central Los Angeles region include Tertiary sedimentary bedrock formations overlain by older and younger surficial sediments, primarily alluvium and older alluvium consisting of gravel and sand (City of Los Angeles 1996). The sediments in these alluvial fans can range in size from small particle clays to larger rocks up to 64 mm in diameter (DOC 1998, 1998a, 1998b). Coarser sediments are typically deposited in mountain areas and finer sediments are deposited further downstream to lower-lying, flat areas. Newer deposits are normally unconsolidated and poorly cemented with thin, ill-developed soils while older deposits tend to be better developed, with much less amounts of silt and clay (City of Los Angeles 1995). Alluvium occupies most of the Downtown Plan Area to the east of Alameda and southern half of the Plan Area to the west of Alameda. Older alluvium is found in patches trending southwest along the western boundary of the Downtown Plan Area. **Figure 4.6-1** shows Downtown Plan Area geologic conditions.

## Faulting and Seismicity

Citywide Faults

Los Angeles is located in a seismically active region of Southern California and is generally bounded by fault systems. Major active faults in the region include the San Andreas, Whittier-Elsinore, Newport-Inglewood, Hollywood, and Raymond Fault zones. In addition to these known faults, movement along buried blind thrust faults that have no obvious surface features can also occur.

Numerous faults in the Los Angeles area are categorized as active, potentially active, and inactive. A fault is classified as *active* if it has moved during Holocene time (during the last 11,000 years). A fault is classified as *potentially active* if it has experienced movement within Quaternary time (during the last 1.8 million years). Faults that have not moved in the last 1.8 million years are generally considered *inactive*. Surface displacement can be recognized by the presence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts.

Earthquakes along several active and potentially active faults in the Southern California region could affect existing and future development throughout the southern California region. The major faults in the region are summarized below and shown on **Figure 4.6-2**.

**San Andreas Fault Zone**—This fault zone runs southeast to northwest and is located approximately 34 miles to the north of the Downtown Plan Area at the nearest point (DOC 2010). The fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The length of the fault and its active seismic history indicates that it has a very high potential for large-scale movement in the near future (Magnitude 8.0+ on Richter scale), and should be considered important in land use planning for most cities in California.

**Sierra Madre Fault System**—Located approximately ten miles north of the Downtown Plan Area, at the base of the San Gabriel Mountains, this fault system forms a prominent 50-mile long east/west structural zone on the south side of the San Gabriel Mountains (DOC 2010). It consists of a complex system of dips and slips and has a left lateral reverse component. The Sierra Madre Fault system has been responsible for uplift of the San Gabriel Mountains by faulting in response to tectonic compression. In many places, the faults have placed basement bedrock over alluvium where they dip northerly below the steep topographic front of the San Gabriel Mountains. This fault zone has an expected maximum capability of a moment magnitude (Mw) 7.0 earthquake (SCEDC 2013).

**Whittier-Elsinore Fault Zone**—This fault zone is located along the southern base of the Puente Hills, approximately 10.5 miles east-southeast of the Downtown Plan Area (DOC 2010). This northwest-trending fault runs from Whittier Narrows southeast across the Santa Ana River, past Lake Elsinore, into western Imperial County and then into Mexico. This fault zone has an expected maximum capability of a magnitude 6.6 earthquake.

**San Gabriel Fault**—The eastern portion of this fault is considered potentially active, and the portion of the fault by the Castaic Area of Los Angeles County is considered active. This fault is located approximately 15 miles north of the Downtown Plan Area at the closest point (DOC 2010). This fault extends from Frazier Park to Mount Baldy Village, a distance of approximately 84 miles. Due to the length of its surface trace, the San Gabriel Fault is believed capable of generating a magnitude 7.8 earthquake.

**Verdugo Fault**—Located approximately 5.5 miles north of the Plan Area, this active fault bounds the south flank of the Verdugo Mountains, and appears to merge with the Eagle Rock-San Rafael Fault System in the vicinity of the Verdugo Wash. Low magnitude earthquakes (less than 3.0) which have been attributed to activity along the Verdugo Fault are occasionally recorded in the Burbank-Glendale area. No direct evidence of ground displacement has been observed associated with these low-magnitude earthquakes. The Verdugo Fault has a high potential for future activity and is capable of generating a magnitude 6.4 earthquake.

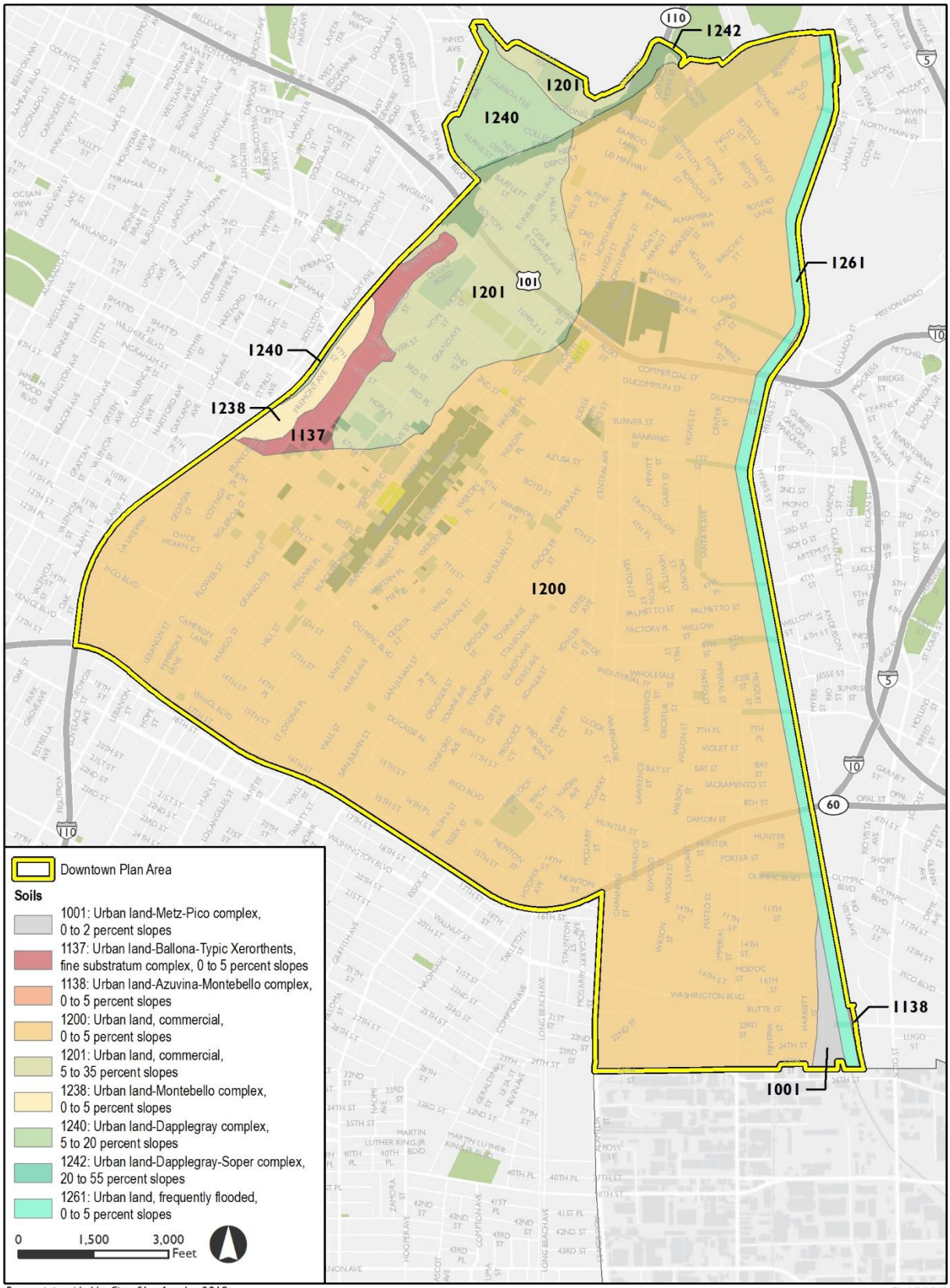
**Santa Monica-Hollywood-Raymond Fault System**—This fault system is located approximately three miles northwest of the Plan Area at the nearest point (DOC 2010). This west-trending system of oblique, reverse, and left-lateral faults separates the Transverse Ranges geomorphic province from the Peninsular Ranges geomorphic province (Hernandez and Treiman, 2014). The fault system is considered active, having shown movement during the Holocene period, and could generate a moderate seismic event (magnitude 6.6).

**Newport-Inglewood Fault Zone**—Located approximately six miles west-southwest of the Plan Area, this active fault zone could generate a 7.0+ magnitude earthquake within the next 50 to 100 years. This fault zone is reflected at the surface by a line of geomorphically young hills and mesas formed by the folding and faulting of a thick sequence of Pleistocene age sediments and Tertiary age sedimentary rocks. This zone also contains the Overland Fault, which extends from the northwest flank of the Baldwin Hills to North Santa Monica Boulevard in the vicinity of Overland Avenue.

**East Montebello Fault** – This fault is located approximately ten miles east of the Plan Area, just north of the Whittier Narrows (DOC 2010). This fault trends northwest running from the City of Alhambra southeast to the Whittier Narrows and has an expected maximum capability of a magnitude 6.7-7.0 earthquake. The northern half of the fault zone is designated as Late Quaternary, having formed within the past 700,000 years. The southern half of the fault is designated as a Holocene fault having experienced movement during the past 11,700 years.

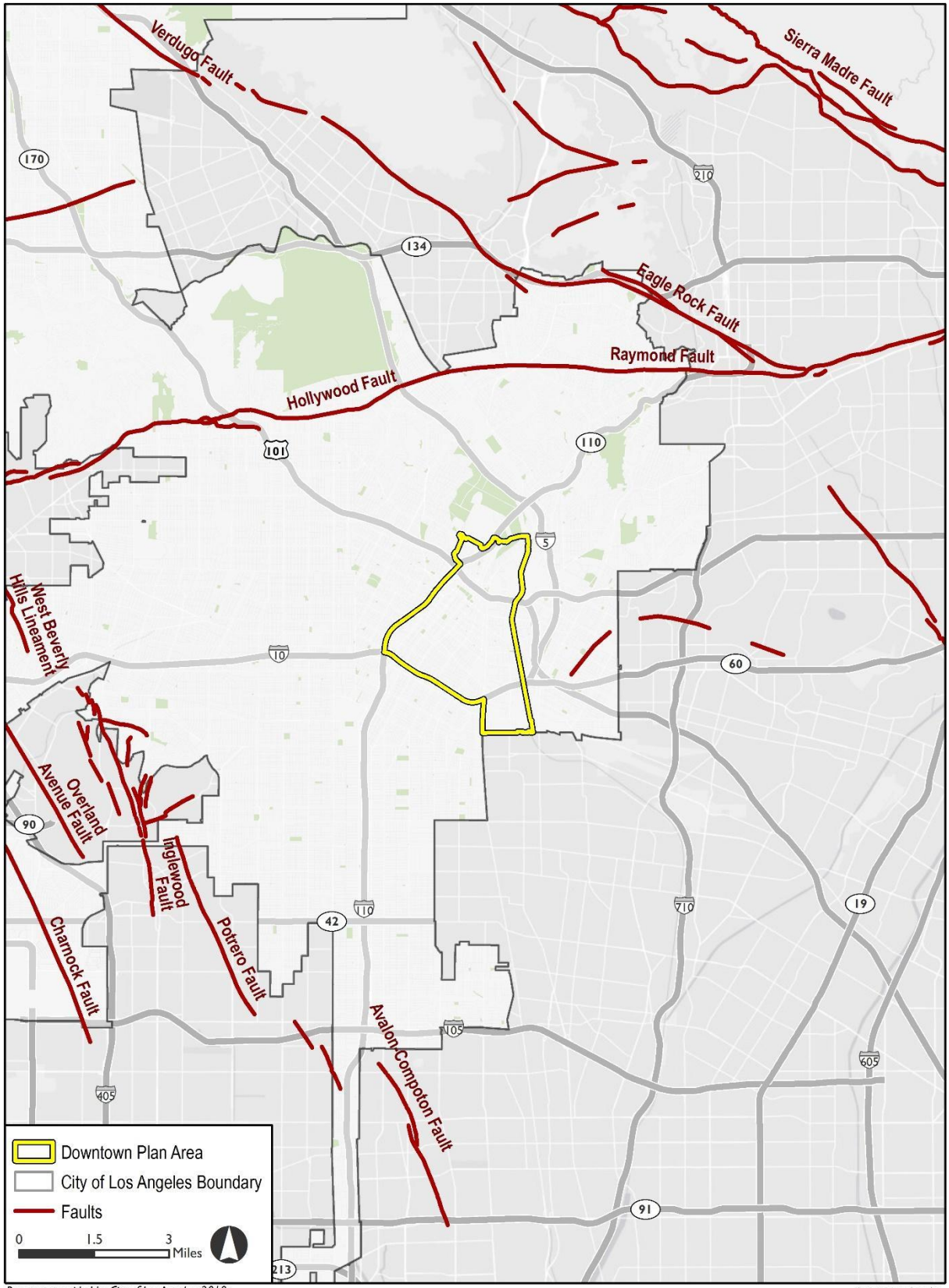
Other faults in Los Angeles include the Overland Avenue Fault and the Charnock Fault in West Los Angeles; the Chatsworth Fault, the Northridge Hills Fault, the Simi-Santa Rosa Fault Zone, and the Missions Hills Fault Zone in north Los Angeles and northern San Fernando Valley; and the Palos Verdes Fault and Cabrillo Fault in southwest Los Angeles near the Pacific Ocean coast (DOC 2010). In addition, several unnamed Pre-Quaternary faults are located throughout the City, concentrated near the Santa Susana and Santa Monica Mountains and the base of the San Gabriel Mountains (DOC 2010). **Figure 4.6-2** shows regional and local faults in the City.

**Figure 4.6-1 Downtown Plan Area Geology**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by USA NRCS SSURGO, 2017.*

**Figure 4.6-2 Local Faults**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by Department of Conservation, California Geological Survey, 2010.*

Fig 4.6-2 Local Faults_

Downtown Plan Area Faults

No known active faults are located in the Downtown Plan Area. However, an unnamed Late Quaternary fault located near the Downtown Plan Area is considered potentially active because it has experienced movement in the past 700,000 years. This fault is a concealed fault located approximately one mile east of the Downtown Plan Area, just south of Highland Park (DOC 2010). The fault primarily trends east west running from Boyle Heights east toward Montebello, but arcs to the north in City Terrace (DOC 2010). This fault has an expected maximum capability of a magnitude 6.7 earthquake. Though no recent seismic activity has been recorded along this fault, a major earthquake occurring along this fault would be capable of generating seismic hazards and strong groundshaking effects in the Downtown Plan Area.

Several Pre-Quaternary Faults are also located immediately north of the northern boundary of the Downtown Plan Area in and around the vicinity of Elysian Park. However, these faults have not experienced movement within the past 1.6 million years and are considered inactive. Of the local faults, the probability of earthquake activity is considered the highest along the East Montebello Fault, with possible ground rupture. None of the nearby local faults is associated with an Alquist-Priolo Earthquake Fault Zone (CGS 2017). Thus, no fault rupture hazard is anticipated along the fault traces that pass through or near the Downtown Plan Area.

## Recent Seismic Activity

Historically, earthquakes have caused substantial groundshaking in the Southern California region and include the following: the 1933 Long Beach earthquake (magnitude 6.4 on Richter scale), along the Newport-Inglewood Fault Zone; the 1971 San Fernando earthquake (magnitude 6.7), along the San Fernando-Sierra Madre Fault; the 1987 Whittier Narrows earthquake (magnitude 5.9), along the Elysian Park Thrust Fault; the 1988 Pasadena earthquake (magnitude 5.0); the 1990 earthquake north of Pomona (magnitude 5.3); the 1991 Sierra Madre earthquake (magnitude 5.8); the 1992 Landers area earthquake (magnitude 7.4); and the 1994 Northridge earthquake (magnitude 6.7), along the Oakridge Fault. In addition, the 2008 Chino Hills earthquake (magnitude 5.5) was the strongest earthquake felt in the greater Los Angeles region since the 1994 Northridge earthquake.

## Seismic Hazards

Hazards associated with earthquakes include primary hazards, such as surface rupture and groundshaking, as well as secondary hazards, such as liquefaction, lateral spreading, ground lurching, tsunamis, and dam inundation. These hazards are described below.

Surface Rupture

Surface rupture represents the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can have particularly adverse consequences when buildings are located within the rupture zone. It is not feasible, from a structural or economic perspective, to design and build structures that can accommodate rapid displacement involved with surface rupture. Amounts of surface displacement can range from a few inches to tens of feet during a rupture event.

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. Essentially, this Act prohibits the location of most structures for human occupancy across the trace of active faults and establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within a delineated zone. The Earthquake Fault

Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur.

*Citywide Surface Rupture*

The City contains areas within the following Alquist-Priolo Earthquake Fault Zones: Newport-Inglewood Fault Zone; Sierra Madre Fault Zone; and Santa Monica-Hollywood-Raymond Fault Zone, as shown in **Figure 4.6-3** (City of Los Angeles 1996).

*Downtown Plan Area Surface Rupture*

As previously discussed, no Alquist-Priolo Earthquake Fault Zones are located in the Downtown Plan Area.

## Groundshaking

The major cause of structural damage from earthquakes is groundshaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the causative fault, or in response to a seismic event of great magnitude.

*Citywide Groundshaking*

Earthquake scenario maps have been developed that depict the expected ground motions and effects of large earthquakes in the City. Ground shaking faults were developed for the Newport-Inglewood Fault, Palos Verde Fault, Puente Hills Fault, San Andreas Fault, and Santa Monica Fault using different scenarios of magnitude, depth, and epicenter locations (City of Los Angeles 2017a). The fault scenarios involved a variation of magnitudes from 6.8 to 7.8. All were expected to produce a range of ground shaking at sites throughout the region from moderate to severe, depending on the distance from the earthquake, rock, and soil conditions.

*Downtown Plan Area Groundshaking*

Groundshaking levels in the Downtown Plan Area would be similar to those described under "Citywide Groundshaking."

## Liquefaction

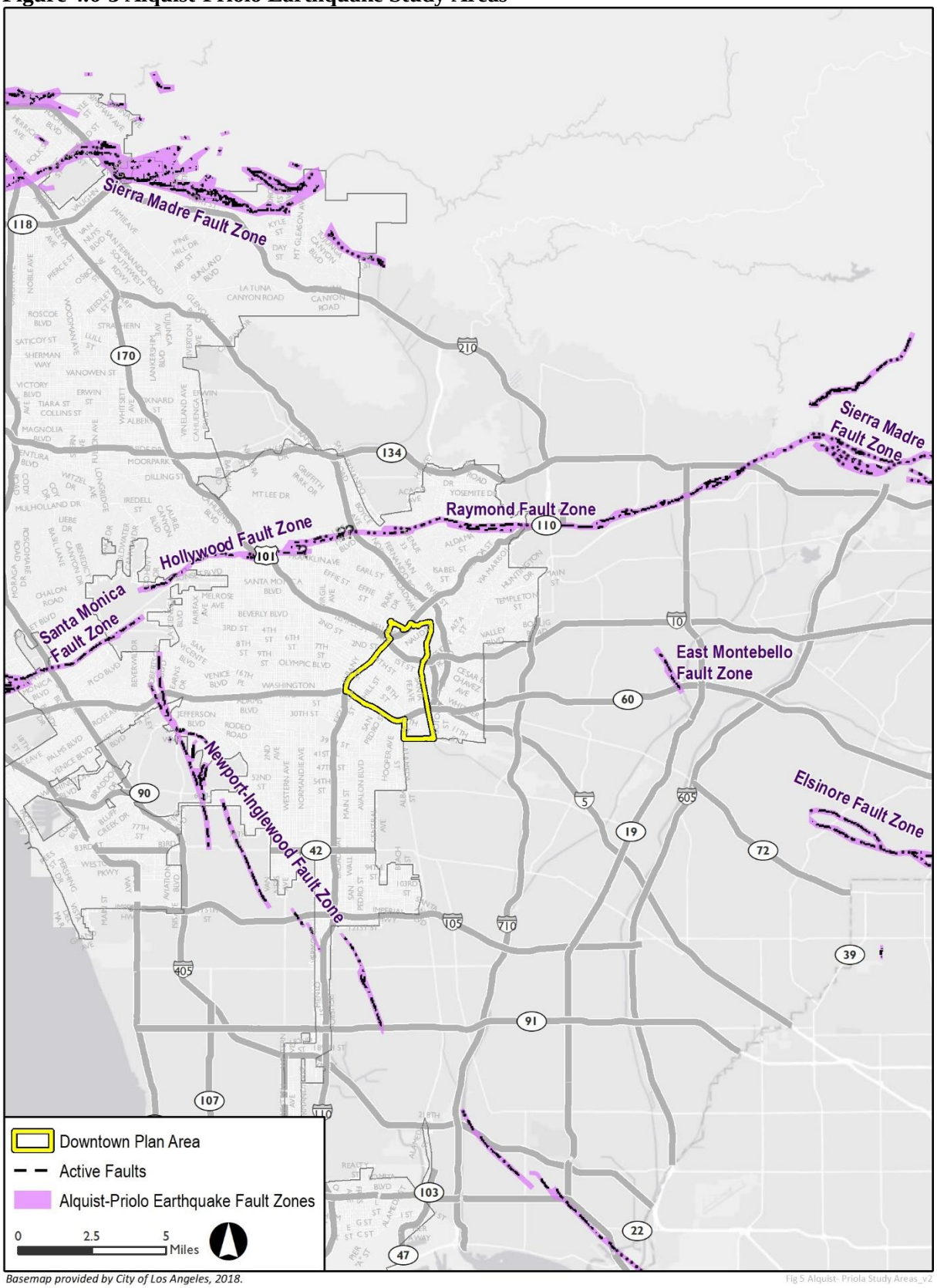
Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction occurs in saturated soils, in which the water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. This is caused by a sudden temporary increase in pore water pressure due to seismic densification or other displacement of submerged granular soils. Significant factors that affect liquefaction include water level, soil type, particle size and gradation, relative density, confirming pressure, and the intensity and duration of shaking.

Liquefaction more often occurs in earthquake-prone areas underlain by young alluvium where the groundwater table is within 30 feet of the ground surface. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

*Citywide Liquefaction*

Liquefaction zones exist throughout the City. Areas susceptible to liquefaction include areas north and south of the San Fernando Valley, in central Los Angeles, and in the Harbor and West Los Angeles areas, and in East Los Angeles (City of Los Angeles 1996).

**Figure 4.6-3 Alquist-Priolo Earthquake Study Areas**



*Downtown Plan Area Liquefaction*

The Downtown Plan Area has varying potential for liquefaction. According to the Seismic Hazard Zone maps for the Hollywood and Los Angeles Quadrangles, scattered liquefaction zones are present along the western boundary of the Downtown Plan Area running from 6th Street north to Cesar E. Chavez Avenue and in the northeastern portion between Broadway and Alameda Street. A liquefaction zone is located in the northern-third portion of the Downtown Plan Area, bounded by I-5 to the east, North Broadway to the north, I-110 to the west, and East Temple Street to the south. Portions of the Downtown Plan Area that are subject to earthquake-induced liquefaction are shown on **Figure 4.6-4**.

### Lateral Spreading

Lateral spreading involves the lateral displacement of surficial blocks of sediment (e.g., alluvium, terrace sands) as a result of liquefaction in a subsurface layer. The initial gradient of a particular site that fails in lateral spreading can be small since the soil mass usually moves on a liquefied layer of loose, saturated granular material.

### Ground Lurching

Certain soils have been observed to move in a wave-like manner in response to intense seismic groundshaking, forming ridges or cracks on the ground surface. Areas underlain by thick accumulations of colluvium and alluvium appear to be more susceptible to ground lurching than bedrock. Under strong seismic ground motion conditions, lurching can be expected within loose, cohensionless soils, or in clay-rich soils with a high moisture content. Generally, only lightly loaded structures, such as pavement, fences, pipelines, and walkways, are damaged by ground lurching; more heavily loaded structures appear to resist such deformation.

## Tsunamis

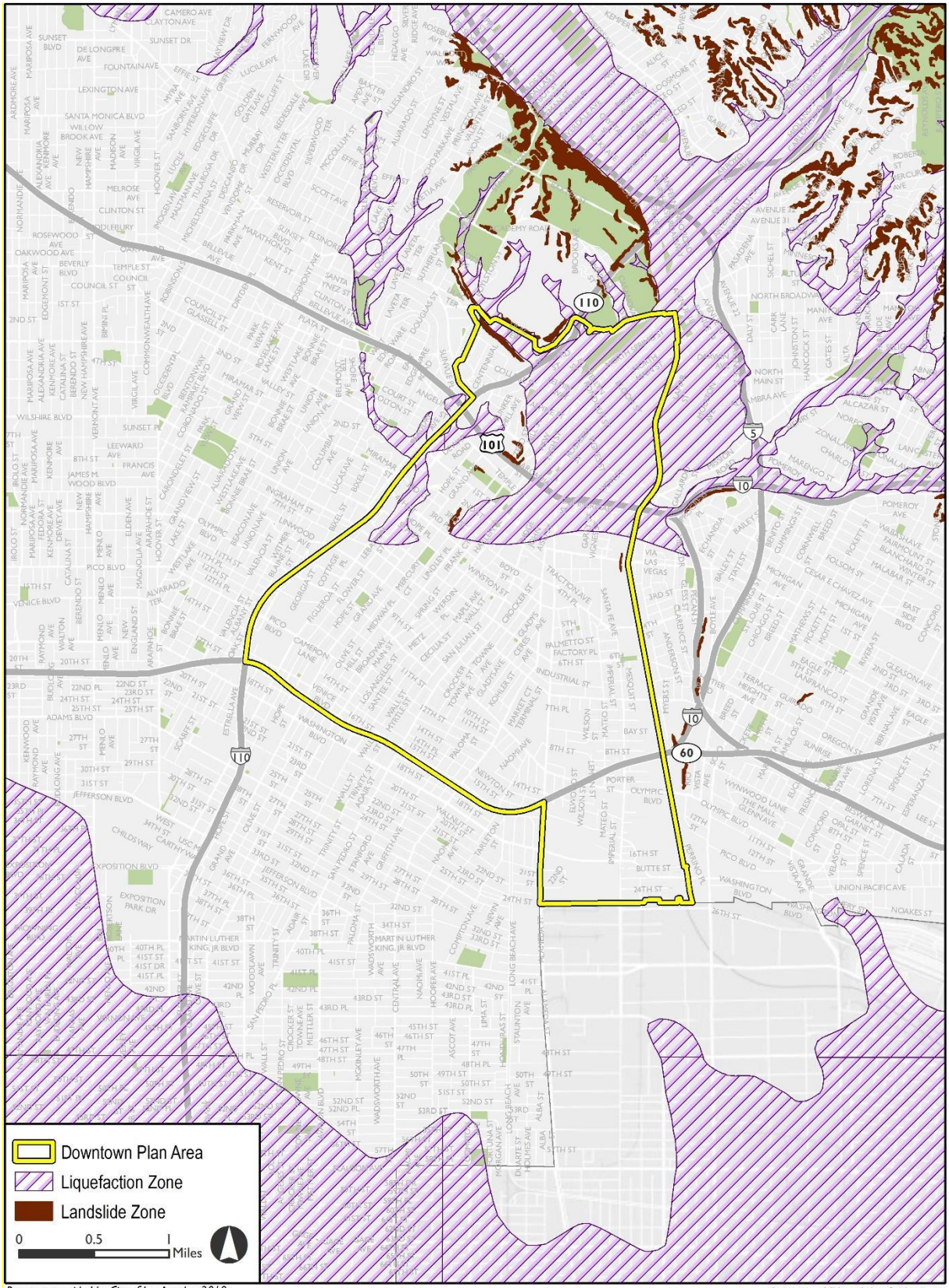
Tsunamis occur when large areas of the submerged continental shelf or slope are rapidly displaced vertically. Tsunami inundation zones in Los Angeles are limited to areas along the coast in Venice, Marina del Rey, and San Pedro (California Department of Conservation 2020). The Downtown Plan Area is located approximately 12.5 miles from the Pacific Ocean and is not located within an Inundation Map for flood risk (CGS 2016). There is no potential for tsunami damage in the Downtown Plan Area.

## Dam Inundation

### Citywide Dam Inundation

As discussed in Section 4.9, *Hydrology and Water Quality*, dam failure events are infrequent and usually coincide with events that cause them, such as earthquakes, landslides and excessive rainfall and snowmelt, but may also occur from water storage facility failure. The City of Los Angeles has 12 dams located within City boundaries, including Eagle Rock, Elysian, Encino, Hansen Recreation Lake, Lopez, Los Angeles Reservoir, Lower Franklin #2, Mulholland, Riviera Reservoir, Santa Ynez Canyon, Silver Lake, and Stone Canyon. Dams outside of the City boundaries may have potential to cause inundation within the City as well. These dams include: 10th and Western, Big Tujunga, Devils Gate, Diederich Reservoir, Glen Oaks 968, Green Verdugo, Greystone, Laguna Basin, Pacoima, Palos Verdes Reservoir, Sepulveda, and Upper Franklin. Over one third of the land area and population in the City is potentially threatened by dam failure (City of Los Angeles 2017a).

**Figure 4.6-4 Landslide and Liquefaction Zones in and near the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by Department of Conservation, California Geological Survey, 2017.*

Fig 4.6-3 Landslide and Liquefaction Zones

Downtown Plan Area Dam Inundation

As discussed in Section 4.9, *Hydrology and Water Quality*, dam failure from three regional dams could potentially create flooding in the majority of the Downtown Plan Area. These include the Sepulveda Dam on the Los Angeles River, approximately 14.5 miles northwest of the Downtown Plan Area, the Hansen Dam on the Tujunga Wash, approximately 15 miles northwest of the Downtown Plan Area, and the Elysian Reservoir, located approximately 0.5 mile north of the Downtown Plan Area (Los Angeles County Enterprise Geographic Information Systems 2017).

## Soil Hazards

Hazards associated with soils include erosion, shrink/swell potential (expansive soils), landslides, and subsidence, as described below. Most of the City is urbanized and the majority of the land surface is covered in structures and pavement, which limits the extent of exposed surface soils.

Citywide Soil Hazards

As discussed above, terrain in the City is approximately 75 percent alluvial plain, which increases the potential for movement during seismic activity. In addition, the Santa Monica Mountains bisect the City and areas like Beverly Hills and Baldwin Hills cross other portions of the City, creating varying levels of topography. Development in these hillsides and slope base areas of the City contain unstable soils which have the potential to lead to landslides. As such, under natural conditions and during seismic activity, slopes and soil could give way and result in hazards.

Downtown Plan Area Soil Hazards

Alluvium underlies the majority of urban land in the Downtown Plan Area. A vein of older, finer alluvium substratum is located along the northwestern boundary of the Downtown Plan Area and trends southwest between Figueroa Street and Hope Street towards West 8$^{th}$ Street. These finer sediments may include large amounts of sand and sandy slit which are very porous and move very easily during seismic activity (NRCS 2016). Though most of the Downtown area is flat, the northwestern portion has considerably steeper slopes, which increases the potential for movement of the underlying alluvial soils during seismic activity or other geologic events.

## Soil Erosion

Erosion refers to the removal of soil by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover, which leaves the soil exposed.

Citywide Soil Erosion

The City of Los Angeles ranges from the areas such as Downtown and the San Fernando Valley that are almost entirely urbanized and paved to more undeveloped mountains and hillside areas where underlying soils are exposed. The City's mountains and hill areas are also more susceptible to soil erosion due to the increase in slope compared to the flatland areas of the City. As such, soil erosion in the City varies by location. Similar to the Downtown Plan Area, existing stormwater infrastructure throughout the City minimizes erosion potential.

Downtown Plan Area Erosion

In the Downtown Plan Area, there is a low potential for soil erosion as the ground surface is almost entirely paved and the underlying soils are not exposed to the elements. This impermeable surface cover decreases

the infiltration of water into the underlying soils, which could increase the amount and velocity of runoff, and potentially erosion, in downstream locations. However, runoff in the Downtown Plan Area flows to the Los Angeles River along the eastern boundary of the Downtown Plan Area, which is concrete-lined. This existing, concrete-armored stormwater infrastructure minimizes the erosion potential in and downstream of the Plan Area.

## Shrink/Swell (Expansive Soils)

Soils that volumetrically increase (swell) or expand when exposed to water and contract when dry (shrink) are considered expansive soils. A soil's potential to shrink and swell depends on the amount and types of clay in the soil. Montmorillonite and bentonite clays are more responsive to changes in water content than other types of clay. Further, the higher the clay content, the more the soil will swell when wet and shrink when dry. Highly expansive soils can cause structural damage to foundations and roads without proper structural engineering and are generally less suitable or desirable for development than non-expansive soils because of the necessity for detailed geologic investigations and costlier grading applications.

The Los Angeles Building Code (LABC) incorporates CBC requirements for slab-on-ground building foundations located on expansive soils. If expansive soils are detected based on a preliminary soil report, the CBC requires preparation of a soil investigation prior to construction and incorporation of appropriate corrective actions to prevent structural damage, to be determined on a project-by-project basis. If a building or structure is assigned to a specific seismic design category, a geotechnical investigation will be conducted and a geotechnical report will be submitted prior to construction and incorporation of appropriate corrective actions to prevent structural damage. Whether or not a geotechnical investigation is warranted will be determined on a project-by-project basis.

Citywide Shrink/Swell

As discussed above, the five most prominent soil types in the City are sandy loams, silt loams, sand, and black adobe, which contain claylike materials. Additionally, much of Los Angeles is underlain with alluvium, which generally consists of fine particles of silt and clay with larger particles like sand and gravel. As such, some soils in the City are generally susceptible to ground shaking and are considered expansive soils (City of Los Angeles 1996).

Downtown Plan Area Shrink/Swell

The extent of expansive soils in the Downtown Plan Area is not currently mapped.

## Landslides

The geologic character of an area determines its potential for landslides. Steep slopes, the extent of erosion, and the rock composition of a hillside can aid in predicting the probability of slope failure. Common triggering mechanisms of slope failure include undercutting slopes by erosion or grading; saturation of marginally stable slopes by rainfall or irrigation; and shaking of marginally stable slopes during earthquakes.

Citywide Landslides

Steep slopes and hillsides throughout the City are susceptible to landslides. These areas include the Santa Monica Mountains, the Santa Susana Mountains north of the San Fernando Valley, hills in northeast Los Angeles, the west San Gabriel Mountains east of Interstate 5, and northeast Los Angeles near the communities of Eagle Rock and Highland Park (City of Los Angeles 1996).

Downtown Plan Area Landslides

According to the Hollywood and Los Angeles Seismic Hazard Maps, landslide zones in the Downtown Plan Area are primarily located in the northwestern portion of the Downtown Plan Area. These include the hills surrounding Dodger Stadium and the steeper slopes along Grand Avenue between 3rd Street and 5th Street. Additional areas with landslide potential are near the 101 Freeway overpass near Grand Avenue. Potential landslide zones in the Downtown Plan Area are shown on **Figure 4.6-4**.

### Subsidence

Subsidence occurs at great depths below the surface when subsurface pressure is reduced by the withdrawal of fluids (e.g., groundwater, natural gas, or oil) resulting in sinking of the ground.

Citywide Subsidence

The City of Los Angeles may be susceptible to subsidence from groundwater withdrawal as a result of drought conditions and declining groundwater levels. According to the California Department of Water Resources Drought Response Report, the City of Los Angeles is located in an area with average to below average estimated potential for future land subsidence, but several areas of cumulative subsidence are monitored throughout the southern portions of the City (DWR 2014).

Subsidence can occur due to the withdrawal of natural gas or oil. There are 5,130 oil and gas wells in the City (City of Los Angeles 2018a). Of the total 5,130 wells, approximately 3,133 are plugged and abandoned, 930 are buried, 780 are active, and 287 are idle. Oil fields in the City are shown on **Figure 4.6-5**.

Downtown Plan Area Subsidence

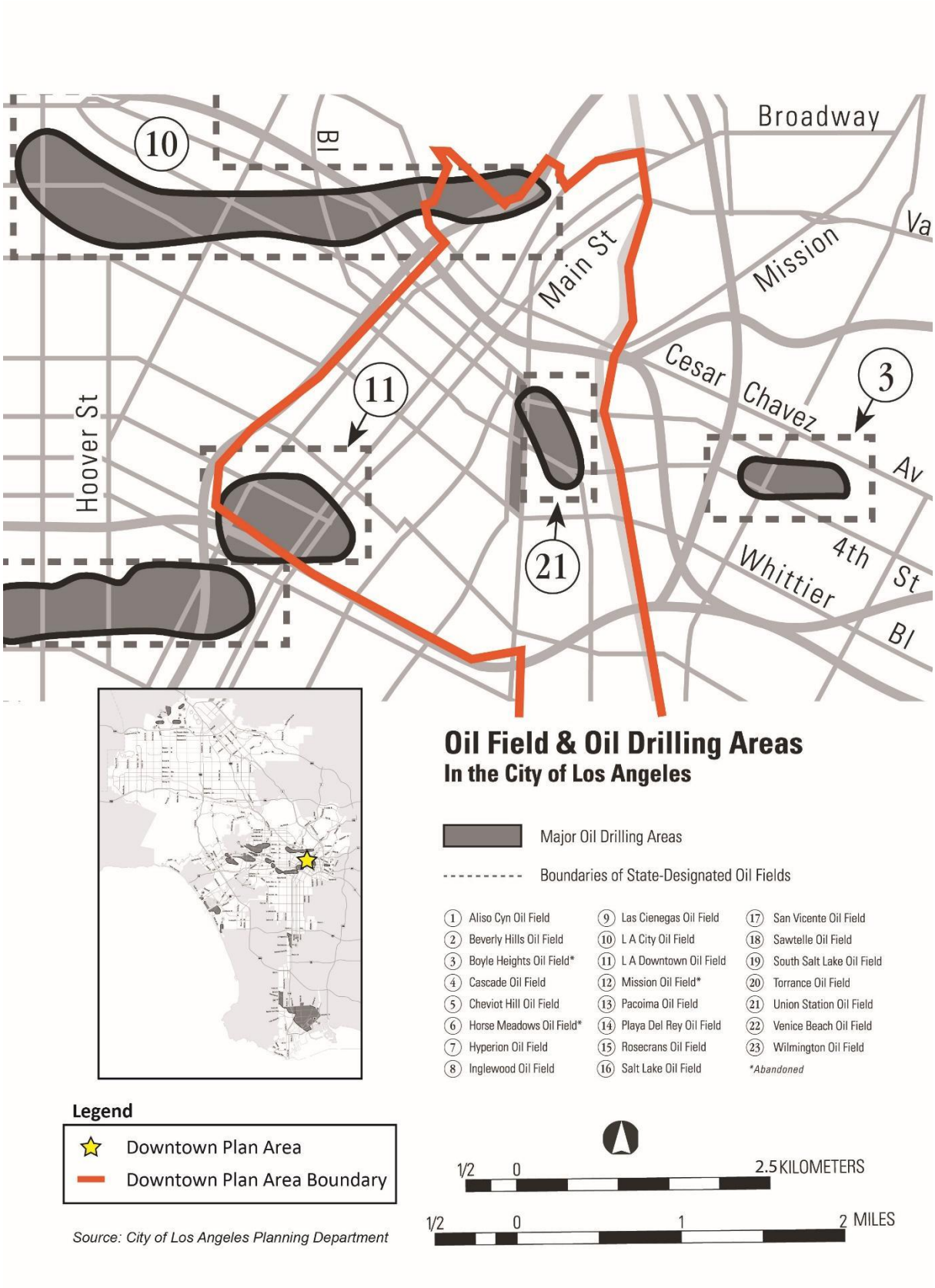
As shown on **Figure 4.6-5**, the LA Downtown Oil Field is located in the southwest portion of the Downtown Plan Area and the Union Station Oil Field is located in the eastern portion. In addition, the easternmost portion of the LA City Oil Field lies along the northern edge of the Downtown Plan Area.

## PALEONTOLOGICAL RESOURCES

### Citywide Paleontological Geologic Setting

The Los Angeles basin is a northwest trending coastal plain bounded to the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills and bounded to the east by the Santa Ana Mountains (Norris and Webb 1990). It is bounded to the southeast by the San Joaquin Hills and the southwest by the Palos Verdes Hills, the most prominent feature in the basin reaching 1,300 feet in elevation. The basin is about 50 miles long and 20 miles wide and is mostly covered by alluvial fan deposits derived from the surrounding higher elevations as well as fluvial deposits of the ancestral Los Angeles River. Locally, the basin contains more than 32,000 feet of strata ranging from Miocene to Recent in age. Structurally, the basin can be divided into four primary structural blocks: the northwest, southwest, central, and northeastern blocks. Each of these informal basin subdivisions are separated by major zones of faulting or flexure in the basement rocks, resulting in contrasting stratigraphy. The Downtown Plan Area is located on the central structural block, which is characterized by an alluviated lowland plain that rises into the bordering highlands that were relatively uplifted as a result of Quaternary deformation. The central block is bounded by higher elevations such as the Santa Ana Mountains to the east, the San Joaquin Hills to the southeast, low lying hills along the Newport-Inglewood zone to the southwest, the Santa Monica Mountains to the northwest, and the Coyote and Puente Hills to the northeast (Yerkes et al. 1965; Tsutsumi et al. 2001).

**Figure 4.6-5 Subsidence Risk Areas**



The Los Angeles Basin has undergone many major evolutionary phases, resulting in five distinctive rock assemblages. These assemblages reflect a pre-depositional basement rock formation phase, a pre-basin phase during which Upper Cretaceous to Lower Miocene rocks were deposited, a basin-inception phase during which time Middle Miocene rocks were deposited, a subsidence and depositional phase during which Upper Miocene to Lower Pleistocene rocks were deposited, and finally, a disruption phase. During the disruption phase, as many as 13 successive marine platforms have been cut into the Pleistocene strata resulting in deformed and locally overturned deposits (Yerkes et al. 1965).

## Downtown Plan Area Paleontological Geologic Setting

The Downtown Plan Area is mapped at a scale of 1:24,000 by Dibblee and Ehrenspeck (1989, 1991), among others (**Figure 4.6-6)**. According to these maps, the Downtown Plan Area is underlain by the Monterey Formation, the Yorba Member of the Puente Formation, the Repetto Member of the Fernando Formation, and Quaternary older and younger alluvium. The geology and paleontology of these geologic units is discussed below.

The Monterey Formation

The Monterey Formation is exposed in the northern Downtown Plan Area and locally consists of white-weathering, thinly bedded and platy siliceous shale (Tmsh) and tan to light gray, semi-friable arkosic sandstone (Tmss). The Monterey Formation is extensive and outcrops along coastal California from north of San Francisco to south of Los Angeles. It is named after exposures of diatomaceous shale and siltstone in the vicinity of Monterey and is easily recognized by its pale buff to white color (Berndmeyer et al. 2012, Norris and Webb 1990). The Monterey Formation is as much as one mile thick and can span several square miles but is typically about a half a mile thick. Its lithology varies greatly but is generally dominated by finely laminated diatomaceous sediments with scarce terrigenous material. Locally, the Monterey Formation overlies and may grade into the Puente Formation (Bramlette 1946; Morton and Miller 2006).

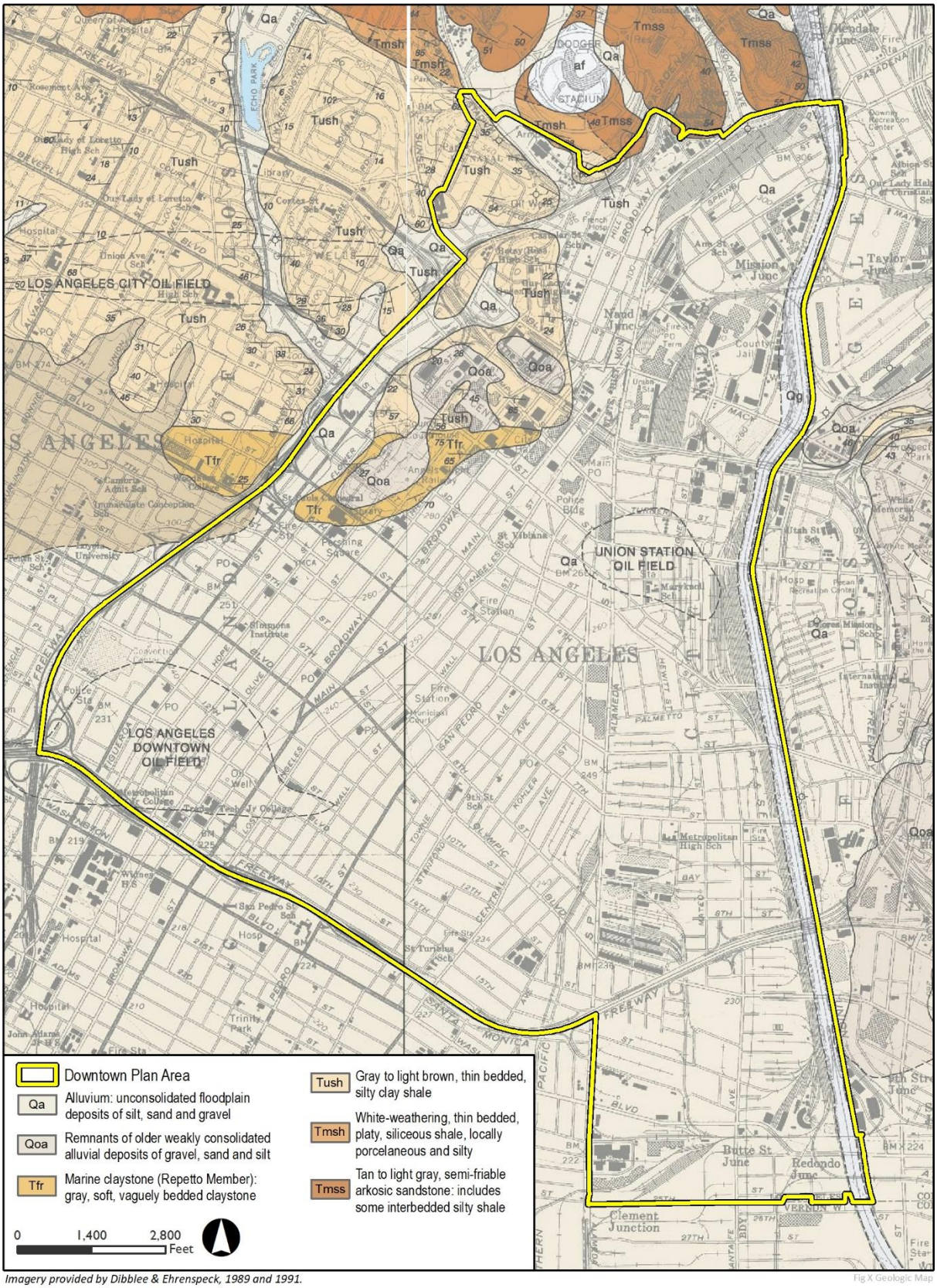
The middle to late Miocene Monterey Formation is well known for producing marine vertebrates, plants, invertebrates, and microfossils from more than 1200 localities in California. Museum collections document dozens of vertebrate localities yielding large sea turtles, dolphins, whales, pinnipeds, sharks, fish, desmostylians, birds, and many other fauna (UCMP 2017; Murphey et al. 2007) In addition, numerous species of scientifically important invertebrates, foraminifera, and plants, such as kelps and other large soft-bodied seaweeds have been recovered from the Monterey Formation. Typically, the fossil specimens within the Monterey Formation have been recovered from its diatomite and shale deposits, but the limestone and sandstone beds have also yielded abundant remains (Murphey et al. 2007).

The Puente Formation

The late Miocene to early Pliocene Yorba Member of the Puente Formation (Tush) is exposed within the northern Downtown Plan Area. Locally, this unit consists of gray to light brown, thinly bedded shale. The Puente Formation was named by Eldridge and Arnold (1907) for exposures in the Puente Hills, where the unit reaches a maximum thickness of 4,000 meters. The Yorba Member is a fine-grained deep basin deposit characterized by abundant diatomite and is generally considered to be coeval with the late Miocene part of the Monterey Formation. As such, it has been designated by Dibblee as the Yorba Shale Member of the Monterey Formation (Morton and Miller 2006).

Numerous vertebrate localities have been documented from within the Puente Formation yielding specimens of marine and terrestrial fauna including whale, shark, bony fish, mastodon, rhinoceros, horse, rabbit, and rodent (Paleobiology Database 2017). In addition, several invertebrate, plant, and microfossil localities have been discovered within the Puente Formation and include specimens of insect, mollusk, sponge, algae, and foraminifera (Huddleston and Takeuchi 2006; UCMP online database 2017).

**Figure 4.6-6 Geologic Map of the Downtown Plan Area**




*Imagery provided by Dibblee & Ehrenspeck, 1989 and 1991.*

Fig X Geologic Map

The Fernando Formation

The Repetto member of the Pliocene Fernando Formation (Tfr) is exposed in the north and northwestern Downtown Plan Area and locally consists of a gray, vaguely bedded marine claystone. The Fernando Formation was named by Eldridge and Arnold (1907) for its type section on the north side of the San Fernando Valley in Los Angeles County (Morton and Miller 2006). The unit is as much as 1,825 meters thick in the Puente Hills area and was deposited in a deep marine environment (Morton 2004). Locally, the Repetto Member contains interbeds if siltstone and shale representative of periods of submarine fan deposition. The Fernando Formation overlies the Puente Formation in the vicinity of the Downtown Plan Area and the top of the member is estimated to be 2.5 million years old (Tsutsumi et al. 2001).

The Fernando Formation has yielded numerous vertebrate, invertebrate, and microfossil specimens throughout southern California including specimens of bird, tapir, camel, whale, mollusk, and foraminifera from within Los Angeles County (Beyer et al. 2009; UCMP online database 2017). In addition, a search of the current Cooper Center specimen catalog indicates that at least two vertebrate localities yielding ray-finned fish and dolphin have been identified within the Fernando Formation in Orange County.

Quaternary Alluvium

Quaternary older alluvium (Qoa) is exposed in the northwest Downtown Plan Area and consists of Pleistocene age weakly consolidated alluvial sand, silt, and gravel. However, the majority of the Downtown Plan Area is underlain by Quaternary alluvium (Qa) of Holocene age locally consisting of unconsolidated sand, silt, and gravel typical of an alluvial floodplain. Holocene alluvial deposits at the surface are too young to preserve fossil resources but at unknown depths, sediments may transition from too young to support fossils, to early Holocene or late Pleistocene in age in which scientifically significant fossils could occur. Alluvial sediments of early Holocene and Pleistocene age have a well-documented record of abundant and diverse vertebrate fauna throughout California, especially in the Los Angeles basin. Fossil specimens of whale, sea lion, horse, ground sloth, bison, camel, mammoth, dog, pocket gopher, turtle, ray, bony fish, shark, and bird have been reported (Agenbroad 2003; Bell et al. 2004; Hay 1927; Jefferson 1985, 1989, 1991; Maguire and Holroyd 2016; Merriam 1911; Reynolds et al. 1991; Parkman 2005; Savage 1951; Savage et al. 1954; Scott and Cox 2008; Springer et al. 2009; Stirton 1951; Tomiya et al. 2011; Wilkerson et al. 2011; Winters 1954; UCMP 2017). Existing information (DWR 1961) discusses the general range of geologic unit thicknesses in various regions of the Los Angeles Basin; however, specific information on the depth at which Holocene units mapped at the surface become old enough to support paleontological resources is not available. While the precise depth of these high sensitivity sediments is unknown, it may be as few as five feet (Maguire and Holroyd 2016; Savage 1951).

Paleontological Sensitivity

The Society for Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as follows (SVP 2010, page 11):

> "Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography or depositional histories. New

or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered highly significant.

The SVP (2010) describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. These criteria are based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically or stratigraphically important, and those which add to an existing body of knowledge in specific areas, stratigraphically, taxonomically, or regionally (Reynolds 1990). While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines. Paleontological sensitivity was evaluated according to the following SVP (2010) categories:

*High Potential (sensitivity)*

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than Recent, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant.

*Low Potential (sensitivity)*

Sedimentary rock units that are potentially fossiliferous, but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway significant and unanticipated paleontological resources could be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

*Undetermined Potential (sensitivity)*

Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

*No Potential*

Rock units of metamorphic or igneous origin are commonly classified as having no potential for containing significant paleontological resources.

### Citywide Paleontological Resources

Paleontological resources in the City are mostly located near local mountains and in coastal areas of the City. The City of Los Angeles is approximately 76 percent developed and approximately 24 percent undeveloped (1.4 percent vacant and 22.4 percent open space) (City of Los Angeles 1996). Paleontological resource sensitivity in the City ranges from surface sediments with unknown fossil potential in the more urbanized areas of the City (San Fernando Valley and Central/South Los Angeles) to areas with bedrock and older surface sediments where fossils are likely to be found. Bedrock and older surface sediments include areas near the Santa Monica Mountains, Simi Hills, Santa Susana Mountains, Verdugo Hills, Griffith Park, and coastal areas in the western and southern areas of the City (City of Los Angeles 1996).

Fossils in the City have been located mostly in sedimentary rocks that has been uplifted, eroded, or otherwise exposed. The main paleontological resource site in the City is the La Brea Tar Pits, within and surrounding Hancock Park. Most resources in this area of the City are from the Pleistocene age and date as far back as 40,000 years (City of Los Angeles 2001).

### Downtown Plan Area Paleontological Resources

The geologic units underlying the Downtown Plan Area have a paleontological resource potential ranging from low to high in accordance with criteria set forth by SVP (2010). The Monterey, Puente, and Fernando formations and Quaternary older alluvium have a high paleontological resource potential because they have proven to yield scientifically significant vertebrate fauna. The Holocene-age young alluvial-fan deposits mapped within the Downtown Plan Area have been determined to have a low to high paleontological resource potential, increasing with depth. Although these sediments are generally too young to preserve fossilized remains, they may shallowly overlie older sensitive Pleistocene alluvial deposits. Sensitivity ratings for the soils underlying the Downtown Plan Area are shown in **Figure 4.6-7**.

# REGULATORY FRAMEWORK

## FEDERAL STANDARDS

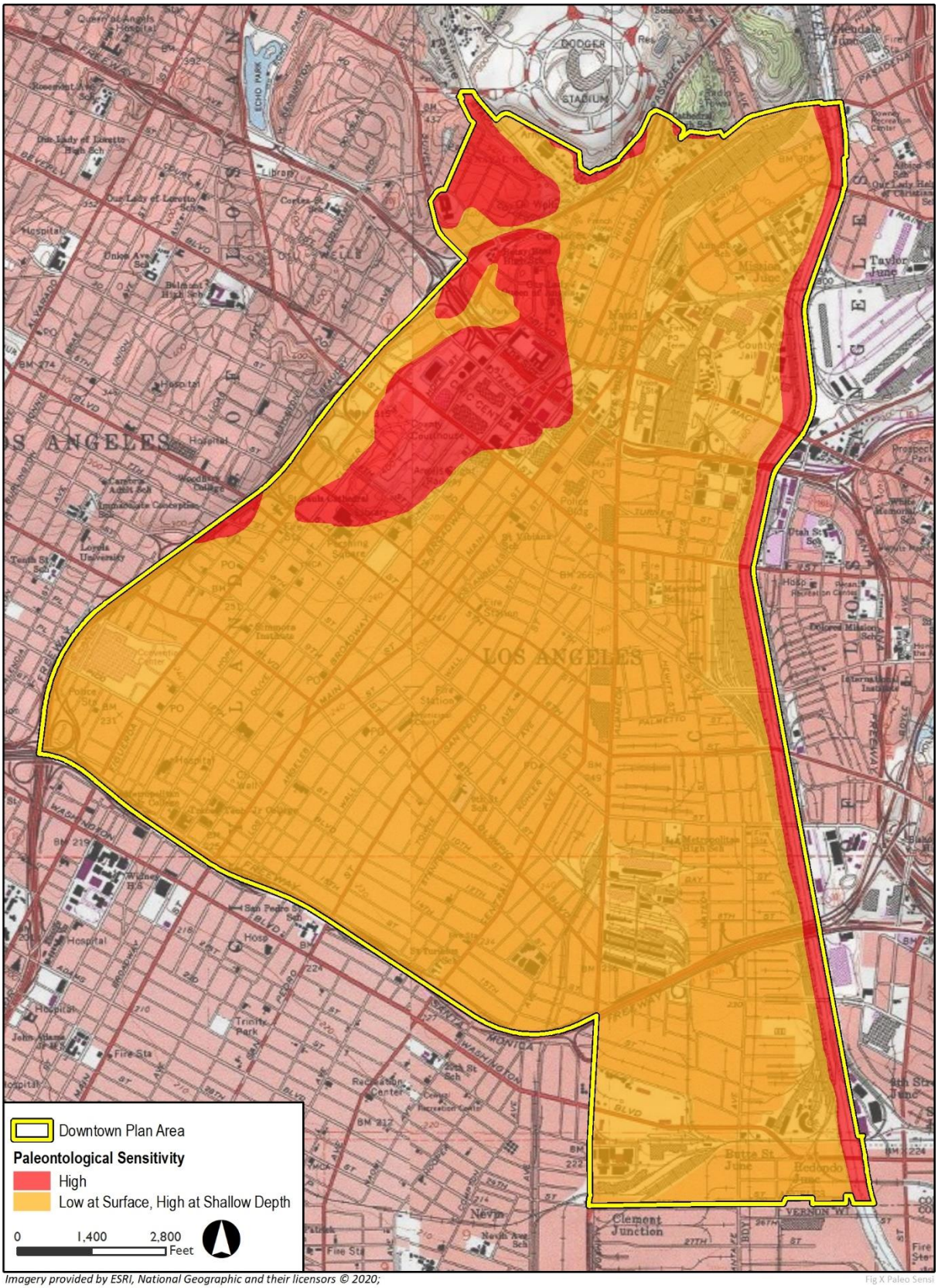
### International Building Code

The International Building Code (IBC) is published by the International Code Council (ICC). The scope of this code covers major aspects of construction and design of structures and buildings. The IBC has replaced the Uniform Building Code (UBC) as the basis for the California Building Code (CBC) and contains provisions for structural engineering design. The 2015 IBC addresses the design and installation of structures and building systems through requirements that emphasize performance. The IBC includes codes governing structural as well as fire- and life-safety provisions covering seismic, wind, accessibility, egress, occupancy, and roofs.

### U.S. Code Title 42

Federal laws codified in the U.S. Code Title 42, Chapter 86 (Earthquake Hazard Reduction Act of 1977) were enacted to reduce the risks to life and property from earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. Implementation of these requirements are regulated, monitored, and enforced at the state and local level. Key regulations and standards are summarized below.

**Figure 4.6-7 Paleontological Sensitivity of the Downtown Plan Area**




*Imagery provided by ESRI, National Geographic and their licensors © 2020;*
*Additional data provided by Dibblee & Ehrenspeck, 1989 and 1991.*

### National Pollutant Discharge Elimination System (NPDES) Construction General Permit

NPDES was created by the Clean Water Act in 1972. Construction activities that disturb one or more acres of land surface are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES General Construction Permit) (Order No. 2012-0006-DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

In the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate Best Management Practices (BMPs) are incorporated to address stormwater pollution prevention goals as they relate to erosion and sediment movement on the project site. Sediment and erosion control measures can include both stabilization and structural practices. Stabilization practices, which refer to methods of covering or maintaining existing soil cover, can include seeding, vegetation and tree preservation, and contouring of project design. Such measures prevent initial disturbance of soil that can enable subsequent potential erosion during construction activities. Structural practices involve the use of devices to divert, store, or limit runoff that can transport sediment offsite and can include use of silt fences, earth dikes, sedimentation basins, and sediment traps. These measures obstruct runoff flows to reduce erosion and other soil transport.

## STATE STANDARDS

### California Building Code

The CBC, Title 24, Part 2 provides building codes and standards for design and construction of structures in California. The 2013 CBC is based on the 2012 IBC with the addition of more extensive structural seismic provisions. The CBC applies to all occupancies in the state, except where stricter standards have been adopted by local agencies. Chapter 16 of the CBC contains definitions of seismic sources and the procedure used to calculate seismic forces on structures. Chapter 18 includes requirements for foundation and soil investigations; excavation, grading, and fill; allowable load-bearing values of soils; and the design of footings, foundations and slope clearances, retaining walls, and pier pile driven, and cat-in-place foundation support systems. Chapter 33 includes requirements for safeguards as worksites to ensure stable excavations and cut or fill slopes.

Appendix J of the CBC applies to grading, excavation, and earthwork construction, and prohibits grading from occurring without first having obtained a permit from the building official. A geotechnical report must be prepared and include the following:

- The nature and distribution of existing soils,
- Conclusions and recommendations for grading procedures,
- Soil design criteria for any structure of embankments required to accomplish the proposed grading, and
- Where necessary, slope stability studies, and recommendations and conclusions regarding site geology.

## Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 was passed into law following the destructive February 9, 1971 Mw 6.6 San Fernando earthquake. The Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. This Act requires the State Geologist to establish regulatory zones known as "Earthquake Fault Zones" around the surface traces of active faults and to issue appropriate maps. Before a project can be permitted within an Alquist-Priolo Earthquake Fault Zone, the City of Los Angeles requires a geologic investigation to demonstrate that the proposed building(s) will not be constructed across active faults. If an active fault is found, structures for human occupancy must be set back from the fault by approximately 50 feet. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

## Seismic Safety Act

The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;
- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

## Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was passed into law following the destructive October 17, 1989 Mw 6.9 Loma Prieta earthquake. The Act directs the California Geological Survey (CGS) to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Act requires Cities and counties to regulate development projects that involve structures for human occupancy, excluding single-family dwellings that are less that two stories and are not part of a development of four of more dwellings. Cities and counties must ensure that geologic and soil conditions are investigated and appropriate mitigation measures, if any, are incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plan and encourages land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under PRC Section 2697, cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. The requirement for a report may be waived if the city finds that no undue seismic hazard exists, based on information resulting from

studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site. Each city or county shall submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval.

### California Division of Oil, Gas, and Geothermal Resources (CalGEM)

CalGEM regulates production of oil and gas, as well as geothermal resources, within the State of California. CalGEM requirements in preparation of environmental documents under CEQA are defined in CCR, Title14, Division 2, Chapter 2. Staff also assists operators in avoiding or reducing environmental impacts from the development of oil, gas, and geothermal resources in California, including subsidence. PRC Sections 3315, et seq. CalGEM regulations, which are defined in CCR, Title 14, Division 2, Chapter 4, include well design and construction standards, surface production equipment and pipeline requirements, and well abandonment procedures and guidelines to ensure effectiveness in preventing migration of oil and gas from a producing zone to shallower zones, including potable groundwater zones, as well as subsidence.

### California Penal Code Section 622½

California Penal Code Section 622½ provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

### California Penal Code Section 623

California Penal Code Section 623 provides the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

### PRC Sections 5097.5

PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

### California Code of Regulations, Title 14, Section 4307 and Section 1427

Title 14, Section 4307 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces….Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."

## LOCAL STANDARDS

### Los Angeles Municipal Code (LAMC)

The City of Los Angeles relies on Municipal Code Chapter IX, Article 1, *Building Code*, (the LABC), which incorporates the CBC, to provide geotechnical hazard prevention regulations. In general, the LAMC includes requirements for construction and ground disturbance that could affect geologic risks, as well as standards for building foundations, earthquake/seismic structural designs, and development within landslide susceptible areas. Division 18 of Article 1, in adopting the CBC, provides guidance for development located on expansive soils; Division 70 provides general construction, grading and site excavation requirements and restricts issuance of grading permits for development in landslide areas; and Division 88 establishes standards for structural seismic resistance for existing buildings (City of Los Angeles 2017b). Division 70 further includes provisions for managing and reducing erosion during construction activities, especially as it relates to controlling stormwater pollution from sediments. Specifically, per the LAMC, requires project applicants to incorporate any best management practices necessary to control stormwater pollution in accordance with the "Development Best Management Practices Handbook, Part A Construction Activities" as adopted by the Board of Public Works.

The Los Angeles Department of Building and Safety (LADBS) has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. Throughout the permitting, design, and construction phases of a building project, LADBS engineers and inspectors confirm that the requirements of the LAMC pertaining specifically to geoseismic and soils conditions are being implemented by project architects, engineers, and contractors.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Section 3, *Project Description*.

### City of Los Angeles General Plan Safety and Conservation Elements

Both the Safety Element and the Conservation Element of the City's current General Plan provides goals and objectives to limit exposure to potential natural hazards, including seismic hazards and other geologic conditions. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The policies of the Safety Element reflect the comprehensive scope of the City's Emergency Operations Organization, which is tasked with integrating the City's emergency operations into a single operation. The intent of the Conservation Element is the conservation and preservation of natural resources. Policies of the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds, and

watercourses. These policies and actions encourage all development to comply with all applicable state and federal regulations including the Alquist-Priolo Earthquake Fault & Zoning Act, and the State Mapping Act. Relevant objectives and policies of the Safety and Conservation elements related to geology and soils are listed below.

Relevant objectives and policies of the Safety Element include the following:

Policy 1.1.6 State and federal regulations. Assure compliance with applicable state and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act. [All EOO natural hazard enforcement and implementation programs relative to non-City regulations implement this policy.]

Policies in the Conservation Element include the preservation of resources of paleontological significance.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the State CEQA Guidelines the Proposed Project would have a significant impact related to geology and soils if it would:

- Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving: (Threshold 4.6-1)
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
  - ii) Strong seismic ground shaking
  - iii) Seismic-related ground failure, including liquefaction
  - iv) Landslides
- Result in substantial soil erosion or the loss of topsoil (Threshold 4.6-2)
- Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse (Threshold 4.6-3)
- Be located on expansive soil, as defined in **Table 18-1-B** of the Uniform Building Code (1994), creating substantial risks to life or property (Threshold 4.6-4)
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Threshold 4.6-5)
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Threshold 4.6-6)

## METHODOLOGY

Baseline information for the analysis was compiled from a review of data and reports published by state agencies, environmental documents for projects in the vicinity, as well as information compiled and evaluated by the City of Los Angeles related to local topography, geologic and soil conditions, and seismic hazards. The result of the effort is a general and qualitative analysis of the types of geologic hazards that could be expected relative to the implementation of the Downtown Plan.

The identification of impacts is based on the potential for reasonably anticipated development from the Downtown Plan to create or exacerbate geologic or seismic hazards based on review of available information regarding the types of geologic and seismic hazards present citywide and in the Downtown Plan Area specifically as well as the types of reasonably anticipated development. The analysis focuses on whether or not new development would increase the potential for a particular hazard. Applicable regulations, such as the CBC, LABC, and NPDES General Construction Permit, are considered for the analysis of each potential impact.

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the Downtown Plan Area. The decision from *CBIA v. BAAQMD* will inform the analysis of Appendix G thresholds provided above.

The analysis of paleontological resources and unique geological features identifies the likelihood of ground disturbing activities to encounter rock units with potential for containing significant paleontological resources, which is considered high in quaternary alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Paleontological resources in the Downtown Plan Area were evaluated qualitatively based on general information about Downtown Plan Area conditions. In the absence of an inventory of unique geological resources, the potential for such resources to be present and impacted is generally assessed.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.6-1** | Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:<br>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42<br>ii) Strong seismic ground shaking<br>iii) Seismic-related ground failure, including liquefaction<br>iv) Landslides |

**Impact 4.6-1** **Downtown Plan:** Reasonably anticipated development from the Downtown Plan may result in exposure of people or structures to such geologic hazards as rupture of known earthquake fault, seismic ground shaking, ground failure, liquefaction, and landslides. However, development in the Downtown Plan Area would consist almost exclusively of redevelopment of properties, which would replace older structure with new structures that comply with currently applicable seismic regulations and building standards, as required by the City Municipal Code. In this way, new development may actually improve seismic safety. Moreover, although new development would be exposed to existing geologic hazards, it would not increase the potential for such hazards or create new hazards. Thus, there would be ***no impact*** related to increased exposure to seismic hazards.

**New Zoning Code:** The New Zoning Code does not include any standards which increase the exposure of people to faulting and seismic hazardous conditions and the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. ***No impact*** would occur.

## Downtown Plan Impact

In light of the California Supreme Court ruling in *CBIA v. BAAQMD*, which held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project, the potential for substantial adverse effects on people or structures from the rupture of a known earthquake, strong seismic ground shaking, seismic-related ground failure (including liquefaction) or landslides, which would result from an existing environmental condition, would not be an impact under CEQA unless the Downtown Plan exacerbated the existing environmental condition.

The type of development that would occur under the Downtown Plan is typical of urban environments and would not involve mining operations, deep excavation into the Earth, or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. The Downtown Plan would increase development potential, thereby potentially increasing the number of people and structures exposed to seismic ground shaking or seismic related ground failure (including liquefaction or landslides); however, it would not cause or accelerate existing geologic hazards, including altering the underlying soil or groundwater characteristics that govern liquefaction or landslide potential and replacement of older structures with new structures that comply with current seismic standards would generally improve seismic safety. While the future development would not increase the risk of an earthquake, construction can have the effect of changing soil conditions that may increase the potential for landslide or liquefaction. However, with compliance with existing regulatory standards, including Chapter 18 of the CBC and all other excavation and grading requirements in the CBC and LABC, future development under the Downtown Plan would not change the soil conditions that would increase the risk to structures or persons from future seismic related ground failure, including landslides or liquefaction. Therefore, the Downtown Plan would have ***no impact*** with respect to the rupture of a known earthquake fault, strong seismic ground shaking or seismic-related ground failure (including liquefaction) or landslides.

The following information about the risk of rupture of known earthquake fault, strong seismic ground shaking, and seismic-related ground failure (including liquefaction) or landslides from existing conditions and that risk to existing or future residents in the Downtown Plan Area is for informational purposes.

No Earthquake Fault Zones or identified faults cross through the Downtown Plan Area; therefore, neither residents nor future structures would be exposed to increased risk from potential fault rupture, and the Downtown Plan Area development would not be subject to buffering requirements of the Alquist-Priolo Earthquake Fault Zoning Act.

The Downtown Plan Area is located in a region of high potential for seismic activity, similar to most of Southern California. Several potentially active fault systems could generate substantial damage to Downtown Plan Area structures. All of Los Angeles is generally subject to large magnitude earthquakes and is located within Seismic Zone 4, designated as having the highest national seismic potential (UBC 1997). However, relative to other areas in Southern California, the Downtown Plan Area is currently designated as having an average expected ground shaking potential from earthquakes, according to the California Department of Conservation's (DOC) California Earthquake Shaking Potential Map (DOC 2016). Reasonably anticipated development from the Downtown Plan would involve new construction, including larger, taller buildings, more dense development, and a larger daytime population compared to

current conditions. As such, additional structures and people could be exposed to the potential effects of seismic ground shaking from regionally generated earthquakes. However, reasonably anticipated development from the Downtown Plan would not increase the potential for earthquakes or otherwise exacerbate ground shaking potential in the Downtown Plan Area. Moreover, in many cases, new development would replace older buildings subject to seismic damage with structures built to current seismic standards, which would decrease the risk of damage to people and structures.

Continued implementation of City regulations and requirements on all new development would minimize ground shaking hazards through requiring implementation of current geotechnical practices and compliance with CBC requirements, which include specific structural seismic safety provisions. As required by CBC Chapter 16 for the construction of new buildings or structures, specific engineering design and construction measures would be implemented to minimize the potential for adverse impacts to human life and property caused by seismically induced ground shaking. Chapter 33 of the CBC requires all new development to comply with specific geologic design parameters and geotechnical recommendations, which would be incorporated into individual development projects to minimize the potential for adverse impacts. In addition, Policy 1.1.6 of the Safety Element of the City General Plan encourages development to comply with applicable state and federal planning and development regulations, including the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act. Compliance with applicable regulations and policies would minimize the risk of exposure to hazards associated with seismic ground shaking.

As previously discussed and shown on **Figure 4.6-4**, areas of potential liquefaction in the Downtown Plan Area include much of the northern portion of the Downtown Plan Area. Development in this portion of the Downtown Plan Area could be susceptible to liquefaction risk, especially given that the Downtown Plan would allow for increased density of development throughout the Plan Area. However, construction in liquefaction zones would not increase liquefaction potential and new structures would be built to current/improved future building, structural and seismic codes per the requirements of the CBC. Construction would comply with existing regulations, as included in Chapter 18 of the CBC, to ensure that building foundations are properly anchored and stabilized to withstand damage from potential liquefaction. All new construction in liquefaction-prone areas would be required to prepare a geotechnical report. Additionally, for properties with mapped maximum considered earthquake spectral response, as determined by Section 1613 of the CBC, a liquefaction potential study of the property is required. Required compliance with the recommendations identified in the project-specific geotechnical evaluation, the LABC, and any specific requirements established by Los Angeles Department of Public Works (LADPW) and/or the City's Engineer would ensure that future development would not be exposed to substantial risks associated with liquefaction.

Strong ground motion can worsen existing unstable slope conditions, particularly if improper construction has already destabilized the underlying soil structure on hillslopes. Future reasonably anticipated development from the Downtown Plan, if not properly designed and constructed, could potentially destabilize hillslopes and result in an increased risk of landslide. Seismically-induced landslides can overrun structures, people or property, sever utility lines, and block roads, thereby hindering rescue operations after an earthquake. Slope stability depends on many factors and their interrelationships. Rock type and pore water pressure are arguably the most important factors, as well as slope steepness due to natural or human-made undercutting. Where slopes have failed before, they may fail again. The Downtown Plan Area is mostly flat, and landslide hazards are minimal. However, as shown in **Figure 4.6-4**, the Hollywood and Los Angeles Seismic Hazard Maps indicate that scattered landslide zones are located in the northwestern portion of the Downtown Plan Area. These include the hills surrounding Dodger Stadium and the steeper slopes along Grand Avenue between 3rd Street and 5th Street. Additional areas with landslide potential are near the 101 Freeway overpass near Grand Avenue. The new Downtown Plan land use designations would accommodate development of high density residential, and government support/public

services uses in these areas, and would be subject to potential landslide risk. However, compliance with CBC standards would require an assessment of landslide hazards and the incorporation of design measures into structures to mitigate these hazards. Also, any development on steep terrain would require site-specific slope stability design to ensure adherence to the standards contained in Appendix Chapter A33, Excavation and Grading, of the CBC, as well as California Division of Occupational Safety and Health (DOSH, CAL/OSHA) requirements for shoring and stabilization. Any development in areas susceptible to landslides would be required to implement site-specific measures that would generally reduce landslide potential and, as such, would not increase landslide hazards on adjacent properties.

Compliance with applicable regulations, as described above, for all new Downtown Plan Area development would achieve applicable seismic safety standards. In addition, future Downtown Plan Area development would not increase the potential for seismic related geological hazards and, in some cases, may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Thus, ***no impact*** would occur.

**New Zoning Code Impact**

Earthquake fault zones and areas susceptible to liquefaction, lateral spreading, seismic ground shaking, and landslides exist throughout the City. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, geologic risk impacts to people or structures cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would expose people to faulting and seismic hazardous conditions.

The New Zoning Code does not include any standards or provisions that would increase the exposure of people to faulting and seismic hazardous conditions. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those in the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects. Therefore, ***no impact*** would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.6-2** | Result in substantial soil erosion or the loss of topsoil |
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**Impact 4.6-2**

**Downtown Plan:** Reasonably anticipated development from the Downtown Plan would not result in substantial soil erosion and loss of topsoil because it would be required to comply with state and local applicable regulations and standards. The impact would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would result in increased soil erosion or loss of topsoil and the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Downtown Plan Impact

As discussed in the Environmental Setting above, most of the Downtown Plan Area's topography is relatively flat, with several moderately hilly slopes located along the northwest corner of the Downtown Plan Area. Soils with smaller grain size and lower cohesion, such as sandy silt, have moderate erosion potential. Loose and disturbed soils are more prone to erosion by wind and water. Reasonably anticipated development from the Downtown Plan would involve construction activities such as stockpiling, grading, excavation, paving, and other earth-disturbing activities.

As discussed under federal, state and local requirements, construction activities that disturb one or more acres of land surface are subject to the NPDES General Construction Permit process, which would require development of a SWPPP that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil material.

Because the Downtown Plan Area is almost entirely built out, the potential for erosion is primarily limited to temporary effects of possible topsoil loss at project construction sites. For construction activities, Section D of LAMC Article 4.4, *Stormwater and Urban Runoff Pollution Control*, requires owners or developers to implement stormwater pollution control requirements for construction activities depicted in the project plans, which are subject to approval by the Department of Building and Safety; the Director of the Department may require additional and/or alternative site-specific BMPs or conditions, if needed. The BMPs would be in accordance with the provisions contained in the "Planning and Land Development Handbook For Low Impact Development (LID), Part B Planning Activities" and would be designed to capture and treat runoff from construction sites such as through stabilization of construction entrance roadways and on-site retention of eroded sediments and pollutants. The City and PRC Section 2697 require the preparation of a site-specific geotechnical report to evaluate soils issues. For sites where grading activities would occur on one or more acre, construction activities would be subject to the statewide General Construction Permit required by the State Water Resources Control Board in compliance with the federal NPDES program, which would require preparation and implementation of a SWPPP that includes additional site-specific BMPs to reduce potential stormwater pollution from onsite erosion. Construction activities would also be required to comply with CBC Chapter 70 standards, which are designed to ensure implementation of appropriate measures during grading and construction to control erosion and storm water pollution. Therefore, erosion from demolition and construction activities associated with future development within the Downtown Plan Area would be controlled through implementation of the

requirements and BMPs contained in existing regulations, including the NPDES Construction General Permit and LAMC.

While new reasonably expected construction activities from the Downtown Plan may slightly increase the potential for construction related soil erosion, consistent enforcement of CBC requirements and NPDES permit conditions, enacted through the LAMC requirements, would minimize runoff and pollution from construction sites, and ensure compliance with the Regional Water Quality Control Board (RWQCB) Water Quality Control Plan and its regulations. Further, BMPs for post-construction erosion and sediment control would remain in effect, which would improve future erosion conditions. Compliance with the regulations discussed above would reduce the risk of soil erosion from construction activities such that there would be no substantial change in risk compared to current conditions with existing development. Impacts related to soil loss would be ***less than significant***.

### New Zoning Code Impact

As discussed in Existing Conditions, soil erosion potential in the City varies by location but is predominantly concentrated in the City's mountain and hillside areas. The New Zoning Code would provide options for a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time therefore, impacts cannot be identified. Additionally, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code does not include any standards or provisions that would result in increased soil erosion or loss of topsoil. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those within the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific soil erosion and loss of topsoil. A ***less than significant*** impact would occur.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.6-3** | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse |

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| **Impact 4.6-3** | **Downtown Plan:** Reasonably anticipated development from the Downtown Plan would be subject to existing requirements, regulations and policies provided in the LABC, which would ensure that reasonably anticipated development from the Downtown Plan would not increase or otherwise alter the potential for impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse compared to existing conditions. ***No impact*** would occur. |

**New Zoning Code**: The New Zoning Code does not include standards that would result in unstable geologic units or soils. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any impacts from the future use of the New Zoning Code on soil stability outside the Downtown Plan Area would be speculative. ***No impact*** would occur.

## Downtown Plan Impact

See also discussion of landslides and liquefaction in Impact 4.6-1. Lateral spreading occurs as a result of liquefaction; accordingly, liquefaction-prone areas would also be susceptible to lateral spreading. **Figure 4.6-4** shows that the majority of liquefaction risk in the Downtown Plan Area is located in the top third portion of the Downtown Plan Area. This area would, likewise, have the greatest susceptibility to lateral spreading. Further, portions of the Downtown Plan Area have been identified as potentially susceptible to subsidence due to local oil field drilling. In the Central Los Angeles region, the potential for subsidence is greatest in the southwestern portion Area (Los Angeles Downtown Oil Field) and the central-eastern portion of the Downtown Plan Area (Union Station Oil Field), as shown in **Figure 4.6-5** (City of Los Angeles 1995).

As previously discussed and shown in **Figure 4.6-4**, areas of potential liquefaction in the Downtown Plan Area include scattered segments along the western boundary running from 6$^{th}$ Street north to Cesar E. Chavez Avenue and northern-third section to the east of Broadway. The Downtown Plan would establish Transit Core, Community Center, Public Facilities, Villages, and central City Planning / City of Los Angeles accommodate development of high density mixed-use commercial, residential, office, and public services uses in these areas. These new developments could be located in areas susceptible to liquefaction risk. However, new reasonably anticipated development from the Downtown Plan would not increase the potential for liquefaction or otherwise increase the potential for exposure to liquefaction-related damage. In addition, by replacing older structures with new structures built to current standards, future projects involving redevelopment of properties would reduce the potential for liquefaction-related damage. Future development in the Downtown Plan Area would be designed to withstand potential liquefaction hazards. Under the provisions of LABC, all new construction would be required to first assess the potential for liquefaction at the building site, and then provide design recommendations to mitigate the site's liquefaction potential. Construction in liquefaction zones would be built to current/improved future building, structural and seismic codes per the requirements of the CBC. Construction would comply with existing regulations, as included in Chapter 18 of the CBC, to ensure that building foundations are properly anchored and stabilized to withstand damage from potential liquefaction.

In addition to being susceptible to potential liquefaction, as mentioned previously, areas of development that would be located in existing landslide or subsidence risk (collapse) zones include those with Transit Core, Villages, Public Facilities, Community Center, and Medium Neighborhood Residential land use designations under the Downtown Plan. However, construction would primarily involve infill development of uses that already exist in those areas and future development would be required to comply with Division 18, *Soils and Foundations,* of the LABC, which adopted Chapter 18 of the CBC by reference. Therefore, future development would be required to comply with the CBC regarding the minimum standards for structural design and site development. The CBC, which is based on the UBC, has been modified for California conditions with more detailed and/or more stringent regulations. The CBC requires that "classification of the soil at each building site shall be determined when required by the building official" and that "the classification shall be based on observation and any necessary test of the materials disclosed by borings or excavations." Section 91.1803 and Section 91.1804 of the LAMC reference the CBC standards for excavation, grading, and earthwork construction; fills and embankments; expansive soils;

foundation investigations; and liquefaction potential and soils strength loss. Thus, an acceptable degree of soil stability can be achieved for soil materials by the CBC-required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans to address site-specific soil conditions. In addition to the CBC regulations, State Oil and Gas laws (including but not limited to, Public Resources Code Sections 3315, et seq., extensively regulate the operation of oil and gas wells to ensure that subsidence does not occur to threaten people or property. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils. In addition, although reasonably anticipated development from the Downtown Plan would potentially be subject to these hazards, it would not increase the potential for landslides (non-seismic related), liquefaction (non-seismic related) lateral spreading, subsidence, or collapse. Therefore, ***no impact*** would occur.

## New Zoning Code Impact

Impacts related to liquefaction as a result of earthquake-induced ground failure are addressed under Impact 4.6-1; therefore, this discussion focuses on impacts related to unstable soils as a result of non-earthquake-induced liquefaction, landslides, subsidence, or collapse. As discussed, areas prone to liquefaction and landslide are located throughout the City. Certain areas of the City may also be susceptible to subsidence/collapse as a result of groundwater and oil withdrawal.

The New Zoning Code would provide options for a range of densities and intensities that could be applied through future community plan updates or amendments. However, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code does not include any standards or provisions that would result in unstable geologic units or soils. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those within the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific soil hazards. ***No impact*** would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.6-4** | Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property |

**Impact 4.6-4**

**Downtown Plan:** Reasonably anticipated development from the Downtown Plan may involve new development in areas with expansive soils, but would not create substantial risk to people or structures as all future development would be subject to applicable standards of the CBC. ***No impact*** would occur.

**New Zoning Code:** The New Zoning Code does not include any standards that would create risks as a result of expansive soils. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. ***No impact*** would occur.

## Downtown Plan Impact

As discussed in Section 4.6.2, *Environmental Setting*, a majority of the land surface in the Downtown Plan Area is covered in structures and pavement, which limits the extent of exposed surface soils, and a majority of urban land that underlies the Downtown Plan Area consist primarily of alluvium. A vein of older, finer alluvium substratum is located at the northwestern boundary of the Downtown Plan Area and trends southwest between Figueroa Street and Hope Street towards West 8$^{th}$ Street. These finer sediments may include large amounts of sand and sandy, silt which are porous and move easily during seismic activity (NRCS 2010). The alluvium could also contain clays in addition to sand and silt, which are generally considered to have high potential to be expansive. However, LABC regulations would require underlying soils for each individual development site in the Downtown Plan Area to be evaluated for the presence of expansive soils and remediated as necessary to reduce potential damage risk.

Reasonably anticipated development from the Downtown Plan may be exposed to risks associated with expansive soils, but would not increase soil expansiveness or increase exposure of existing development in the Downtown Plan Area to such hazards. All future development would be required to comply with applicable provisions of the CBC with regard to soil hazard-related design and in adherence to Policy 1.1.6 of the Safety Element of the City General Plan, which assures compliance with applicable local, state, and federal planning and development regulations to minimize risks from natural hazards. The CBC requires a site-specific soil investigation for any new development that identifies potentially unsuitable soil conditions in a preliminary soil report. Because development under the Downtown Plan would not increase the potential for soil expansion and would comply with applicable LABC regulations, there would be no change in the exposure of people or existing structures to risks associated with expansive soils. ***No impact*** would occur.

## New Zoning Code Impact

As discussed in Existing Conditions, much of the City of Los Angeles is underlain with alluvium, which generally consists of fine particles of silt and clay with larger particles like sand and gravel. As such, some soils in the City are considered expansive soils. The New Zoning Code does not include any standards or provisions that would create risks as a result of expansive soils. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those within the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code would provide options for a range of densities and intensities that could be applied through future community plan updates or amendments. However, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific soil conditions. ***No impact*** would occur.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.6.5** | Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater |

**Impact 4.6-5**

**Downtown Plan:** The entire Downtown Plan Area is served by the City's sewer system. Use of septic systems or other alternative wastewater disposal systems would not be needed in the Downtown Plan Area**.** ***No impact*** would occur**.**

**New Zoning Code:** The New Zoning Code does not include any standards that would result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

### Downtown Plan Impact

The Downtown Plan Area is currently almost entirely built out with established utility infrastructure and associated services. Sewer services are provided by the Los Angeles Sanitation Department. Reasonably anticipated development from the Downtown Plan would be required to connect to the existing sewer system. Therefore, development under the Downtown Plan would not require the use of septic tanks and ***no impact*** would occur.

### New Zoning Code Impact

There are approximately 13,000 septic systems in the City (City of Los Angeles 2018b). In coordination with the City of Los Angeles Bureau of Engineering, City of Los Angeles Department of Building and Safety, and the Regional Water Quality Control Board, the City of Los Angeles Bureau of Sanitation assists septic system owners and operators in permitting new construction, alteration, or replacement. The New Zoning Code does not include standards or provisions that would impact the capacity of soil to adequately support the use of septic tanks or alternative wastewater disposal systems. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied

development policies, such as those within the CBC and the LAMC as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code would provide options for a range of densities and intensities that could be applied through future community plan updates or amendments. However, due to the modular nature of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts related to septic tanks cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific soils incapable of supporting the use of septic tanks. A ***less than significant*** impact would occur.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.6-6** | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature |

**Impact 4.6-6**

**Downtown Plan:** Implementation of the Downtown Plan could cause a substantial adverse change in or disturb a unique paleontological or a unique geologic feature. Impacts to paleontological resources would be ***less than significant with mitigation***.

**New Zoning Code:** Paleontological resources exist citywide. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Projects which involve excavation further than five feet below the ground may impact paleontological resources, however, due to the modular nature of the New Zoning Code, it is not known where or to what extent projects which excavate to this depth will be built. This would be a ***less than significant*** impact.

### Downtown Plan Impact

As described under Existing Conditions, the majority of the superficial sediments in the Downtown Plan Area are Quaternary alluvium that is defined as low paleontological sensitivity at the surface. However, these sediments increase in age with depth, and subsurface sediments may have high paleontological sensitivity as few as five feet below ground surface. Therefore, paleontological resources may be present in fossil-bearing sediments in relatively shallow depths below much of the Downtown Plan Area. Ground disturbing activities that include excavation greater than five feet below ground surface have the potential to damage or destroy an unknown quantity of paleontological resources in this area. In addition, there is an area along the eastern edge of the Downtown Plan Area (along the river), and in the northwestern portion of the Downtown Plan Area that has high paleontological sensitivity. Ground-disturbing activities in geologic units in the Downtown Plan Area that are defined as having high paleontological sensitivity at the surface, including the Monterey, Puente, and Fernando formations and Quaternary older alluvium have the potential to damage or destroy an unknown quantity of paleontological resources.

In general, the potential for a specific development to result in negative impacts to paleontological resources is directly proportional to the amount of ground disturbance associated with the development; thus, the higher the amount of ground disturbances within geological units with a known paleontological sensitivity, the greater the potential for adverse impacts to paleontological resources. Development involving major building foundation construction (i.e. high rises) and subsurface parking would have a high potential for major excavation that could impact subsurface resources. The area of high sensitivity along the eastern edge of the Downtown Plan Area is primarily confined to the Los Angeles County River. Because development in or immediately adjacent to the river bed would not occur, development in this portion of the Downtown Plan Area has low potential to disturb resources. Nevertheless, there is potential for ground disturbing activities for future development throughout the Downtown Plan Area, including the area with high paleontological sensitivity in the northwestern portion of the Downtown Plan Area. Therefore, activities resulting from any reasonably anticipated development from the Downtown Plan, which includes construction-related and earth-disturbing actions, could damage or destroy fossils in these geologic units, resulting in a ***potentially significant*** impact.

## New Zoning Code Impact

As described under Existing Conditions, paleontological resource sensitivity varies throughout the City. Some areas in the City have higher levels of sensitivity, however, due to the modular structure of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, the risks of impacting paleontological resources cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would disturb paleontological resources.

As discussed above, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to paleontological resources. ***Less than significant*** impacts to paleontological resources would occur.

## Mitigation Measures

Downtown Plan

The following measure is required to address potential impacts to paleontological resources.

**4.6-6(a) Paleontological Resources**

For all discretionary projects that are excavating earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils, a determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows:

- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps.
- **Fossil Salvage.** The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.
- **Paleontological Resource Construction Monitoring.** Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.

### 4.6-6(b) Treatment of Paleontological Resources

For discretionary projects, the City shall require that all paleontological resources identified on a project site be assessed and treated. A report shall be prepared according to current professional standards that describes the resource, how it was assessed, and disposition.

### 4.6-6(c) Notification of Intent to Excavate Language

For all projects not subject to 4.6-6(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: "No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

- California Code of Regulations, Title 14, Section 4307 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces….Every person, not the owner

thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."

- Best practices to ensure unique geological and paleontological resources are not damaged include but are not limited to the following steps:
    - Prior to excavation and grading activities a qualified paleontologist prepares a resource assessment using records from the Natural History Museum of Los Angeles County.
    - If in the assessment, the soil is identified as potentially containing paleontological resources, a qualified paleontologist monitors excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any paleontological finds during construction.
    - If paleontological resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until a qualified paleontologist has evaluated the find in accordance with federal, state, and local guidelines.
    - If fossils are discovered, a qualified paleontologist shall recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist would have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Handline and disposition of fossils is done at the direction and guidance of a qualified paleontologist.
    - Personnel of the project would not collect or move any paleontological materials or associated materials.
    - If cleared by the qualified paleontologist, construction activity would continue unimpeded on other portions of the project site.
    - Construction activities in the area where resources were found would commence once the identified resources are properly assessed and processed by a qualified paleontologist and if construction activities were cleared by the qualified paleontologist.

New Zoning Code

Significant impacts have not been identified; therefore, mitigation is not required for the New Zoning Code.

## Significance After Mitigation

Downtown Plan

Implementation of Mitigation Measures 4.6-1(a), 4.6-1(b) and 4.6-1(c) would reduce impacts to paleontological resources to a less than significant level by ensuring that potential resources are identified and either further avoided or recovered.

New Zoning Code

Not applicable.

# CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable geologic impacts includes the entire City of Los Angeles.

## Exposure to Seismic Hazards

Continued growth throughout Los Angeles would cumulatively expose more people to existing seismic hazards. However, new development would not increase the potential for earthquakes or associated hazards (surface rupture, liquefaction, landsliding). Seismic conditions are site-specific and do not have additive effects so changes to seismic conditions from development at one site would not affect seismic conditions at another development site. Compliance with applicable CBC requirements would ensure that new development conforms to current seismic standards and that it would not expose current residents or existing property to increased hazards (such as from an increase in landslide potential). As discussed under Impact 4.6-1, development in the Downtown Plan Area similarly would not increase the potential for seismic hazards. All development throughout the Downtown Plan Area would continue to comply with applicable provisions of the CBC and other applicable regulations. By replacing older development with new structures built to current safety standards, implementation of the Downtown Plan would cumulatively reduce the potential for seismic hazards to affect people or property.

The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of any impacts related to future community plan updates would be speculative. Nevertheless, the New Zoning Code does not include any provisions that would increase the potential for earthquakes or related events. Based on these facts, neither the Downtown Plan nor the New Zoning Code would contribute to any cumulative impacts related to seismic hazards.

The Proposed Project would have ***no cumulative impact*** related to seismic hazards.

## Soil Erosion

Continued growth in Los Angeles would involve grading and excavation that could temporarily but cumulatively increase the potential for soil erosion throughout the City. However, new development would be subject to applicable requirements of the NPDES General Construction Permit and Section D of LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control. Compliance with these requirements would generally address cumulative impacts related to soil erosion. Future development in the Downtown Plan Area would be subject to the same federal and local requirements. As discussed under Impact 4.6-2, this would reduce impacts related to Downtown Plan Area soil disturbance to a less than significant level.

The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of any impacts related to future community plan updates would be speculative. Nevertheless, the New Zoning Code does not include any provisions that would increase the potential for soil erosion beyond what could otherwise occur. Based on these facts, neither the Downtown Plan nor the New Zoning Code would contribute to any cumulative impacts related to soil erosion.

The Proposed Project would have ***no cumulative impact*** related to soil erosion.

## Unstable geologic units

Continued growth throughout Los Angeles would cumulatively expose more people to existing hazards associated with unstable geologic units (e.g., liquefaction, landsliding). However, new development would not increase the potential for geologic instability. Soil and geologic conditions are site-specific and do not have additive effects. As such, changes to geologic conditions from development at one site would not

affect geologic conditions at another development site. Compliance with applicable CBC requirements would ensure that new development conforms to current standards related to geologic stability and that it would not expose current residents or existing property to increased hazards. As discussed under Impact 4.6-3, development in the Downtown Plan Area similarly would not increase the potential for geologic hazards. All development throughout the Downtown Plan Area would continue to comply with applicable provisions of the CBC and other applicable regulations. By replacing older development with new structures built to current standards, implementation of the Downtown Plan would cumulatively reduce the potential for hazards related to geologic instability to affect people or property.

The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of any impacts related to future community plan updates would be speculative. Nevertheless, the New Zoning Code does not include any provisions that would increase geologic instability. Based on these facts, neither the Downtown Plan nor the New Zoning Code would contribute to any cumulative impacts related to unstable geologic units.

The Proposed Project would have ***no cumulative impact*** related to unstable geologic units.

### Expansive Soils

Continued development throughout Los Angeles would cumulatively increase the potential for exposure to expansive soil-related issues. However, neither citywide development nor, as discussed under Impact 4.6-4, development in the Downtown Plan area specifically would increase the potential for soil expansion or otherwise increase exposure of existing people or property to hazards associated with expansive soils.

The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of any impacts related to future community plan updates would be speculative. Nevertheless, the New Zoning Code does not include any provisions that would increase the potential for soil expansion. Based on these facts, neither the Downtown Plan nor the New Zoning Code would contribute to any cumulative impacts related to expansive soils.

The Proposed Project would have ***less than significant cumulative impacts*** related to expansive soils.

### Septic tanks/alternative wastewater treatment

Most of Los Angeles is served by sewer systems, though certain areas continue to utilize alternative wastewater treatment systems. Continued growth in the City could incrementally increase the number of residences using such wastewater treatment systems; however, because the Downtown Plan Area is completely served by sewers, Downtown Plan Area development would not contribute to any cumulative impacts related to alternative wastewater treatment.

The New Zoning Code would only apply to the Downtown Plan Area at this time. Analysis of any impacts related to future community plan updates would be speculative, but the New Zoning Code does not include any provisions that would contribute to any cumulative impacts in this regard. Thus, neither the Downtown Plan nor the New Zoning Code would contribute to any cumulative impacts related to alternative wastewater treatment.

The Proposed Project would have ***no cumulative impact*** related to septic tanks/alternative wastewater treatment.

### Paleontological Resources

Cumulative development throughout Los Angeles could potentially disturb known and currently unknown paleontological resources that could be present throughout the City. The nature and magnitude of such

impacts would depend on the nature and location of individual future developments so it would be speculative to try to predict the specific level of cumulative impact that may occur as the City continues to develop. Nevertheless, it is anticipated that citywide development would have the potential to disturb paleontological resources. Potentially significant cumulative paleontological resource impacts could, however, be mitigated to below a level of significance through resource avoidance or recovery on a case-by-case basis.

As discussed under Impact 4.6-6, the Downtown Plan could potentially disturb paleontological resources that may be present in the Downtown Plan Area. However, mitigation measure 4.6-1(a), (b), (c) is expected to reduce to a less than significant level.

The New Zoning Code would only apply to the Downtown Plan Area at this time. Therefore, it would be speculative to predict what impact, if any, the New Zoning Code may have in other areas of the City. Nevertheless, it is not anticipated that any aspect of the New Zoning Code would result in the loss of paleontological resources. Based on this information, neither the Downtown Plan nor the New Zoning Code would substantially contribute to any significant cumulative impact to paleontological resources.

The Proposed Project would have ***less than significant*** cumulative impacts related to paleontological resources.

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# 4.7 GREENHOUSE GAS EMISSIONS

This section evaluates potential impacts related to greenhouse gas (GHG) emissions. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates Earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHGs, and to establish targets and emission reduction strategies for GHG emissions in California. The GHG data supporting this section is included as Appendix I to this Draft EIR. The analysis of GHG emissions and climate change is unique under CEQA, largely because of the global nature of climate change. Typical CEQA analyses address local actions that have local – or regional – impacts, whereas climate change analyzes the relationship between local activities and the resulting potential, if any, for global environmental impacts. Based on this, the focus of GHG emission analysis is on cumulative impacts. As provided by the State Natural Resources Agency in the latest update to the CEQA Guidelines: "In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable *incremental contribution* of the project's emissions to the effect of climate change." (15064.4(b).)

# ENVIRONMENTAL SETTING

## GLOBAL CLIMATE CHANGE

Earth's natural warming process is known as the "greenhouse effect." Certain atmospheric gases act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These greenhouse gases (GHGs) keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler (California Environmental Protection Agency [CalEPA] 2006). It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by one degree Fahrenheit. In some regions of the world, the increase has been as much as four degrees Fahrenheit.

Scientists studying the particularly rapid rise in global temperatures during the late twentieth century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste (C2ES 2011).

### GHG Components and Effects

The California Global Warming Solutions Act of 2006 (discussed in the following pages) defined GHGs to include carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride ($SF_6$), and nitrogen trifluoride. Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. A general description of each GHG discussed in this report is provided in **Table 4.7-1** (Description of Identified Greenhouse Gases). $CO_2$ is the most abundant GHG. Other GHGs are less abundant, but have higher global warming potential (discussed below) than $CO_2$. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of $CO_2$, denoted as $CO_2e$. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

## Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties that is used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of $CO_2$, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of $CO_2$. A summary of the atmospheric lifetime and GWP of selected gases is presented in **Table 4.7-2**.

**TABLE 4.7-1 DESCRIPTION OF GREENHOUSE GASES**

| GHG | General Description |
|---|---|
| **$CO_2$** | Carbon Dioxide. $CO_2$ is an odorless, colorless GHG, which has both natural and man-made sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; man made sources of $CO_2$ are burning coal, oil, natural gas, and wood. |
| **$CH_4$** | Methane. $CH_4$ is a flammable gas and is the main component of natural gas. When one molecule of $CH_4$ is burned in the presence of oxygen, one molecule of $CO_2$ and two molecules of water are released. There are no ill health effects from $CH_4$. A natural source of $CH_4$ is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain $CH_4$, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle. |
| **$N_2O$** | Nitrous Oxide. $N_2O$ is a colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. $N_2O$ is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant. |
| **HFCs** | Hydrofluorocarbons. HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. |
| **PFCs** | Perfluorocarbons. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. |
| **$SF_6$** | Sulfer Hexafluoride. $SF_6$ is an inorganic, odorless, colorless, non-toxic, and nonflammable gas. $SF_6$ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. |
| **Black Carbon[1]** | Black Carbon. Black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass. |

**SOURCE:** Association of Environment Professionals (AEP). 2007. *Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*. June, 2007.

1 Black carbon contributes to global warming, but it is a solid particle or aerosol, not a gas.

**TABLE 4.7-2 ATMOSPHERIC LIFETIMES AND GLOBAL WARMING POTENTIALS**

| GHG | Lifetime (Years) | Global Warming Potential (20-Year) | Global Warming Potential (100-Year) |
|---|---|---|---|
| Carbon Dioxide | 100 | 1 | 1 |
| Nitrous Oxide | 121 | 264 | 265 |
| Nitrogen Trifluoride | 500 | 12,800 | 16,100 |
| Sulfur Hexafluoride | 3,200 | 17,500 | 23,500 |
| Perfluorocarbons | 3,000-50,000 | 5,000-8,000 | 7,000-11,000 |
| Black Carbon | days to weeks | 270-6,200 | 100-1,700 |
| Methane | 12 | 84 | 28 |
| Hydrofluorocarbons | Uncertain | 100-11,000 | 100-12,000 |

**SOURCE:** CARB, 2013. *Climate Change Scoping Plan First Update*, October 2013.
"Global Warming Potential" is a relative measure of how much heat a greenhouse gas traps in the atmosphere, as compared to carbon dioxide.

## Statewide Climate Change

The California Environmental Protection Agency (CalEPA) published a report titled Scenarios of Climate Change in California: An Overview, *Climate Scenarios report*, in February 2006 that, while not adequate for a CEQA project-specific or cumulative analysis, is generally instructive about the future impacts of global warming on California.

In addition, on December 2, 2009, the California Natural Resources Agency released its California Climate Adaptation Strategy report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on State agencies to develop California's strategy to identify and prepare for expected climate impacts.

According to these reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California. This includes an associated projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. Under the emissions scenarios of the Climate Scenarios report, the impacts of global climate change in California have the potential to include, but are not limited to, the areas of public health, water resources, agriculture, forests and landscapes, and rising sea levels. The potential effects of climate change are detailed in the section below.

CARB has prepared a statewide emissions inventory covering 2000 to 2016, which demonstrates that GHG emissions have decreased by 9.0 percent over that period (CARB 2018a). **Table 4.7-3** shows GHG emissions from 2006 to 2016 in California. The transportation sector represents California's largest source of GHG emissions and contributed 39 percent of total annual emissions. Since 2013, emissions from the transportation sector have increased; however, the long-term direction of transportation-related GHG emissions is declining, with a 11 percent drop over the past ten years.

**TABLE 4.7-3 CALIFORNIA GREENHOUSE GAS EMISSIONS INVENTORY**

| | Annual $CO_2e$ Emissions (Million Metric Tons) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Sector** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2013** | **2014** | **2015** | **2016** |
| Transportation | 189 | 189 | 178 | 170 | 165 | 162 | 161 | 161 | 162 | 166 | 169 |
| Industrial | 93 | 90 | 91 | 88 | 91 | 91 | 91 | 94 | 94 | 92 | 90 |
| Electric Power | 105 | 114 | 120 | 101 | 90 | 88 | 95 | 90 | 88 | 84 | 69 |
| Commercial and Residential | 43 | 43 | 44 | 44 | 45 | 46 | 43 | 44 | 37 | 38 | 39 |
| Agriculture | 35 | 36 | 36 | 33 | 34 | 35 | 36 | 35 | 36 | 34 | 34 |
| High Global Warming Potential | 10 | 11 | 12 | 12 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Recycling and Waste | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 9 | 9 | 9 |
| **Emissions Total** | **483** | **490** | **487** | **457** | **448** | **444** | **450** | **448** | **444** | **441** | **429** |

**SOURCE**: CARB, *California Greenhouse Gas Inventory for 2000-2016 – by Category as Defined in the 2008 Scoping Plan*, 2018.

## Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) for the decade from 2006 to 2015 was approximately 0.87°C (0.75°C to 0.99°C) higher than the average GMST over the period from 1850 to 1900. Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations are in agreement that LSAT as well as sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014 and 2018).

According to California's Fourth Climate Change Assessment, statewide temperatures from 1986 to 2016 were approximately 1°F to 2°F higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include loss in water supply from snow pack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, California's Fourth Climate Change Assessment includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state as well as regionally-specific climate change case studies (State of California 2018). Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have been occurring at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air

quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. For example, many southern California cities have experienced their lowest recorded annual precipitation twice within the past decade; however, in a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR] 2008). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 5.9 inches along the central and southern California coast (State of California 2018). The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. A warmer climate is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack (DWR 2008; State of California 2018). The State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

As discussed above, climate change could potentially affect the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Climate change has the potential to induce substantial sea level rise in the coming century (State of California 2018). The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO] 2013). As a result, global mean sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO 2013). Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea–level rise of 10 to 37 inches by 2100 (IPCC 2018). A rise in sea levels could completely erode 31 to 67 percent of southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to salt water intrusion, and induce groundwater flooding and/or exposure of buried infrastructure (State of California 2018). In addition, increased CO2 emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a $50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). Higher CO2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants

may be susceptible to new and changing pest and disease outbreaks (State of California 2018). In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century (State of California 2018). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

### Citywide Climate Change

According to Los Angeles' First Annual Report (2015-2016) to their *Sustainable City pLAn*, the City has reduced GHG emissions to 20% below 1990 levels as of 2013, which was the stated goal to achieve by 2017 (Mayor's Sustainability Team 2017). The City is also currently striving to go from 50 percent energy reliant on coal power to coal-free by 2025. The *Sustainable City pLAn* is described in more detail below under, *Regulatory Framework*.

# REGULATORY FRAMEWORK

Climate change and GHG emissions are governed by an evolving body of laws, regulations, and case law. Below are summaries of key regulations; however, the discussion below should not be considered exhaustive of this growing body of regulation.

## INTERNATIONAL

### U.S.-China Climate Agreement

In November 2014, the United States and China made a joint announcement to cooperate on combatting climate change and promoting clean energy. In the U.S., President Obama announced a climate target to reduce GHG emissions by 26 to 28 percent below 2005 levels by 2025. In China, President Xi Jinping announced a climate target to reduce peak $CO_2$ emissions by 2030 and to increase the renewable energy share across all sectors to 20 percent by 2030. China will need to build an additional 800 to 1,000 gigawatts of nuclear, wind, solar, and other zero emission generation capacity by 2030 to reach this target. Together, the United States and China have agreed to: expand joint clean energy research and development at the U.S.-China Clean Energy Research Center (CERC), advance major carbon capture, use and storage demonstrations, enhance cooperation on HFCs, launch a climate- smart/low-carbon cities initiative, promote trade in green goods, and demonstrate clean energy on the ground.

### Paris United Nations Framework Convention on Climate Change

A new international climate change agreement was adopted at the Paris United Nations Framework Convention on Climate Change Conference in December 2015. The prior two climate conferences in Warsaw (2013) and Lima (2014) decided that countries were to submit their proposed emissions reduction targets for the 2015 conference as "intended nationally determined contributions" prior to the Paris

conference. The European Union has committed to an economy-wide, domestic GHG reduction target of 40 percent below 1990 levels by 2030. The United States set its intended nationally determined contribution to reduce its GHG emissions by 26 to 28 percent below its 2005 level by 2025 and to make best efforts to reduce emissions by 28 percent. These targets are set with the goal of limited global temperature rise to well below 2 degrees Celsius and getting to an 80 percent emission reduction by 2050. As of 2017, however, the United States pulled out of the Paris agreement.

### North American Climate, Clean Energy, and Environment Partnership Action Plan

The North American Climate, Clean Energy, and Environment Partnership Action Plan was announced by Prime Minister Justin Trudeau, President Barack Obama, and President Enrique Peña Nieto on June 29, 2016, at the North American Leaders Summit in Ottawa, Canada. This Action Plan identifies the deliverables to be achieved and activities to be pursued by the three countries as part of this enduring Partnership. The three leaders declared their common vision in a historic North American Climate, Clean Energy, and Environment Partnership, described in a Leaders' Statement and Action Plan that details the actions our leaders will pursue. These actions include:

- Setting a target to increase clean power to 50 percent of the electricity generated across North America by 2025
- Reducing methane emissions from the oil and gas sector by 40 to 45 percent by 2025
- Strengthening standards for energy efficiency and vehicle emissions, including aligning energy efficiency standards that will amount to over $4 billion per year in annual savings for United States businesses and consumers by 2025
- Strengthening vehicle efficiency, improving fuel quality, and reducing tailpipe pollutants
- Affirming their support for joining and implementing the Paris Agreement this year and committing to work together to address climate issues through the Montreal Protocol, International Civil Aviation Organization, G-20, and other forums
- Celebrating our strong environmental cooperation, including expanding cooperation on early warning systems for natural disasters, supporting habitat for migratory species including Monarchs and birds, and developing action plans to combat wildlife trafficking

## FEDERAL

The federal government's stance on climate change regulation is in flux under the current Presidential administration. For example, President Trump has signed an executive order announcing a plan to withdraw the U.S. from the Paris Climate Accord at the earliest possible date (although under the terms of the Paris Climate Accord, the withdrawal process can take no less than four years from the initial date of adoption). The following discussion presents court decisions, legislation, and policies pertaining to GHG emissions that are currently in effect.

### Clean Air Act

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency, 127 S. Ct. 1438 (2007)*, that $CO_2$ and other GHGs are pollutants under the Clean Air Act (CAA), which the U.S. Environmental Protection Agency (USEPA) must regulate if it determines they pose an endangerment to public health or welfare. On December 7, 2009, the USEPA issued an "endangerment finding" under the Clean Air Act, concluding that current and projected GHG emissions threaten the public health and welfare of current and future generations and that motor vehicles contribute to GHG pollution (USEPA 2017). These findings provide the basis for adopting new national regulations to mandate GHG emission

reductions under the federal Clean Air Act. The USEPA's endangerment finding paves the way for federal regulation of GHGs.

Under the Consolidated Appropriations Act of 2008 (HR 2764), Congress established mandatory GHG reporting requirements for some emitters of GHGs. In addition, on September 22, 2009, the USEPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the USEPA of GHG emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 metric tons (MT) or more a year of GHGs.

## Federal Vehicle Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the USEPA, the Department of Transportation (DOT), and the Department of Energy (DOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

On October 10, 2008, the National Highway Traffic Safety Administration (NHTSA) released a final environmental impact statement analysing proposed interim standards for passenger cars and light trucks in model years 2011 through 2015. The NHTSA issued a final rule for model year 2011 on March 30, 2009 (NHTSA 2009).

On May 7, 2010, the USEPA and the NHTSA issued a final rule regulating fuel efficiency and GHGs from motor vehicles for cars and light-duty trucks for model years 2012–2016 (USEPA and NHTSA 2010). On May 21, 2010, the President issued a memorandum to the Secretaries of Transportation and Energy, and the Administrators of the USEPA and the NHTSA calling for the establishment of additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure (GPO 2010). In response to this directive, USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal GHG and fuel economy standards for model year 2017-2025 light-duty vehicles (GPO 2011). The agencies proposed standards projected to achieve 163 grams/mile of $CO_2$ in model year 2025, on an average industry fleet wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. California has announced its support of this national program (CARB 2011a). The final rule was adopted in October 2012 and NHSTA intends to set standards for model years 2022-2025 in future rule-making (USEPA and NHTSA 2012; NHTSA 2012).

## Heavy-Duty Engines and Vehicles Fuel Efficiency Standards

In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which apply to vehicles from model years 2014 through 2018 (USEPA and NHTSA 2016). The USEPA and the NHTSA adopted standards for $CO_2$ emissions and fuel consumption, respectively, tailored to each of three main vehicle categories: (1) combination tractors, (2) heavy-duty pickup trucks and vans, and (3) vocational vehicles. According to the USEPA, this program will reduce GHG emissions and fuel consumption for affected vehicles by 6 percent to 23 percent.

## Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (GPO 2007). Among other key measures, the EISA would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile:

Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.[1]

Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labelling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

## National Fuel Efficiency Policy

On May 19, 2009, the president announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution. This policy is expected to increase fuel economy by more than five percent by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model year 2012.

## Fuel Economy Standards

On September 15, 2009, the USEPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards were to be phased in and require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks were required to meet an average emissions standard of 295 grams of $CO_2$ per mile and 30.1 miles per gallon. By 2016, the vehicles were required to meet an average standard of 250 grams of $CO_2$ per mile and 35.5 miles per gallon. The final standards were adopted by the USEPA and DOT on April 1, 2010.

On December 7, 2009, the USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA (42 United States Code Section 7521):

**Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

**Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

While these findings do not impose additional requirements on industry or other entities, this action is a prerequisite to finalizing the USEPA's proposed GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the NHTSA. On April 1, 2010, the USEPA and NHTSA issued final rules requiring that by the 2016 model-year, manufacturers must achieve a combined average vehicle emission level of 250 grams $CO_2$ per mile, which is equivalent to 35.5 miles per gallon as measured by USEPA standards.

[1] According to the United States Energy Information Administration, 36 billion gallons of fuel represents approximately 26 percent of current gasoline consumption.

## Executive Order 13693

Issued on June 10, 2015, Executive Order 13693 — Planning for Federal Sustainability in the Next Decade — revokes multiple prior Executive Orders and memoranda including Executive Order 13514. The goal of Executive Order 13693 is to maintain federal leadership in sustainability and GHG emission reductions. This Executive Order outlines forward-looking goals for federal agencies in the area of energy, climate change, water use, vehicle fleets, construction, and acquisition. Federal agencies shall, where life-cycle cost-effective, beginning in 2016:

- Reduce agency building energy intensity as measured in British Thermal Units per square foot by 2.5 percent annually through 2025;
- Improve data center energy efficiency at agency buildings;
- Ensure a minimum percentage of total building electric and thermal energy shall be from clean energy sources;
- Improve agency water use efficiency and management (including storm water management); and
- Improve agency fleet and vehicle efficiency and management by achieving minimum percentage GHG emission reductions.

## Executive Order 13783

Issued on March 28, 2017, Executive Order 13783 — Promoting Energy Independence and Economic Growth — revokes multiple prior Executive Orders and memoranda including Executive Order 13653, the Power Sector Carbon Pollution Standards, Presidential Memorandum – Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment, and Presidential Memorandum – Climate Change and National Security, as well as other federal reports and provisions. Executive Order 13783 represents a reversal on federal climate policy relative to the work of previous administrations and its objective is to reduce the regulatory framework applicable to GHG emissions to spur fossil fuel production. This Executive Order "established a national policy to promote the clean and safe development of our energy resources while reducing unnecessary regulatory burdens" (Federal Register 2017). The order also "directs the USEPA to review existing regulations, orders, guidance documents and policies that potentially burden the development or use of domestically produced energy resources." As of April 2020, the Council on Environmental Quality (CEQ) is considering updating its National Environmental Policy (NEPA) implementing regulations and has issued a Notice of Proposed Rulemaking that incorporates Executive Order 13783 (Council on Environmental Quality 202). How these proposed rule changes will affect GHG emissions cannot be predicted at this time.

## Executive Order 13795

Issued on April 28, 2017, Executive Order 13795 — Implementing an America-First Offshore Energy Strategy — directs the "policy of the United States to encourage energy exploration and production, including on the Outer Continental Shelf, in order to maintain the Nation's position as a global energy leader and foster energy security and resilience for the benefit of the American people, while ensuring that any such activity is safe and environmental responsible" (Federal Register 2017). The objective of the order is to expand the opportunity for offshore energy development by removing restrictions on resource exploration and extraction. This Executive Order prioritizes the development of offshore energy resources over the protection of National Marine Sanctuaries and authorizes the review and potential revision or withdrawal of the Bureau of Ocean Energy Management's Proposed Rule entitled "Air Quality Control, Reporting, and Compliance," 81 Federal Register 19718 and any other related rules and guidance. The implications of implementing Executive Order 13795 with regards to the national GHG emissions inventory cannot be reasonably determined at this time.

# STATE

## Executive Order S-3-05

Executive Order S-3-05, issued in June 2005, established GHG emissions targets for the State, as well as a process to ensure the targets are met. The order directed the Secretary for California EPA to report every two years on the State's progress toward meeting the Governor's GHG emission reduction targets. As a result of this executive order, the California Climate Action Team (CCAT), led by the Secretary of the California Environmental Protection Agency (CalEPA), was formed. The CCAT is made up of representatives from a number of State agencies and was formed to implement global warming emission reduction programs and reporting on the progress made toward meeting state-wide targets established under the Executive Order. The CCAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order (CalEPA 2006). The state-wide GHG targets are as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 emission levels; and
- By 2050, reduce to 80 percent below 1990 levels.

However, with the adoption of the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, discussed below, the Legislature did not adopt the 2050 horizon-year goal from Executive Order No. S-3-05. In the last legislative session, the Legislature rejected legislation to enact the Executive Order's 2050 goal.[2]

The original mandate for the CCAT was to develop proposed measures to meet the emission reduction targets set forth in E.O. S-3-05. The CAT has since expanded and currently has members from 18 state agencies and departments. The CCAT also has ten working groups, which coordinate policies among their members. The working groups and their major areas of focus are:

- Agriculture: Focusing on opportunities for agriculture to reduce GHG emissions through efficiency improvements and alternative energy projects, while adapting agricultural systems to climate change;
- Biodiversity: Designing policies to protect species and natural habitats from the effects of climate change;
- Energy: Reducing GHG emissions through extensive energy efficiency policies and renewable energy generation;
- Forestry: Coupling GHG mitigation efforts with climate change adaptation related to forest preservation and resilience, waste to energy programs and forest offset protocols;
- Land Use and Infrastructure: Linking land use and infrastructure planning to efforts to reduce GHG from vehicles and adaptation to changing climatic conditions;

[2] The original version of SB 32 as introduced in the Legislature contained a commitment to the 2050 goal, but this commitment was not included in the final version of the bill. See: https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=201520160SB32&cversion=20150SB3299INT. In addition, the Supreme Court recently held in Cleveland National Forest Foundation et al. v San Diego Association of Governments (SANDAG)(S223603, July 13, 2017) that SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in an analysis of the consistency of projected 2050 greenhouse gas emissions with the goals in Executive Order S-3-05. Although it stated that "we do not hold that the analysis of greenhouse gas impacts employed by SANDAG in this case will necessarily be sufficient going forward. CEQA requires public agencies like SANDAG to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes."

- Oceans and Coastal: Evaluating the effects of sea level rise and changes in coastal storm patterns on human and natural systems in California;
- Public Health: Evaluating the effects of GHG mitigation policies on public health and adapting public health systems to cope with changing climatic conditions;
- Research: Coordinating research concerning impacts of and responses to climate change in California;
- State Government: Evaluating and implementing strategies to reduce GHG emissions resulting from state government operations; and
- Water: Reducing GHG impacts associated with the state's water systems and exploring strategies to protect water distribution and flood protection infrastructure.

The CAT is responsible for preparing reports that summarize the state's progress in reducing GHG emissions. The CAT Report was published in December 2010. The CAT Report discusses mitigation and adaptation strategies, state research programs, policy development, and future efforts.

## Assembly Bill 32 (State-wide GHG Reductions)

The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of state-wide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels, to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (Legislative Council of California 2006a).

The heart of AB 32 is the requirement to reduce state-wide GHG emissions to 1990 levels by 2020. AB 32 required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

**June 30, 2007.** Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures (CARB 2007a). These were later supplemented by adding six other discrete early action measures (CARB 2007b).

**January 1, 2008.** Identification of the 1990 baseline GHG emissions level and approval of a state-wide limit equivalent to that level and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a state-wide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline (CARB 2007c).

**January 1, 2009**. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted *Climate Change Scoping Plan: A Framework for Change* (Scoping Plan), discussed in more detail below (CARB 2008).

**January 1, 2010.** Adoption and enforcement of regulations to implement the "discrete" actions. Several early action measures have been adopted and became effective on January 1, 2010 (CARB 2007a; CARB 2007b).

**January 1, 2011.** Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of approximately 85 percent of California's GHG emissions (CARB 2011b). CARB's Board ordered its Executive Director to prepare a final regulatory package for cap-and-trade on December 16, 2010 (CARB 2010).

**January 1, 2012.** GHG emissions limits and reduction measures adopted in 2011 became enforceable.

As noted above, CARB adopted the Scoping Plan in 2008 to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various categories of emissions. CARB determined that achieving the 1990 emission level by 2020 would require an approximately 28.5 percent reduction of GHG emissions in the absence of new laws and regulations (referred to as "business as usual" or "No Action Taken"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, and identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. Key elements of the Scoping Plan include the following (CARB 2008):

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a state-wide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions;
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, such as California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In connection with preparation of the supplement to the Functional Equivalent Document, CARB released revised estimates in 2011 of the expected 2020 emission reductions in consideration of the economic recession and the availability of updated information from development of measure specific regulations. Incorporation of revised estimates in consideration of the economic recession reduced the projected 2020 emissions from 596 metric tons of $CO_2$ equivalent (MT $CO_2e$) to 545 million MT $CO_2e$ (MMT $CO_2e$) (CARB 2011c). Under this scenario, achieving the 1990 emissions level in 2020 would require a reduction of GHG emissions of 118 MMT $CO_2e$, or 21.7 percent. This revised reduction represents a 6.8 percentage point reduction from the 28.5 percent level determined in CARB's 2008 Scoping Plan. The 2020 AB 32 baseline was also updated to account for measures incorporated into the inventory, including Pavley (vehicle model-years 2009 to 2016) and the renewable portfolio standard (12 percent to 20 percent). Inclusion of these measures further reduced the 2020 baseline to 507 MMT $CO_2e$. As a result, based on both the 2007-09 economic recession and the availability of updated information from development of measure-specific regulations, achieving the 1990 emission level would now require a reduction of GHG emissions of 80 MMT $CO_2e$ or a reduction by approximately 16 percent (down from the 28.5 percent level determined in CARB's 2008 Scoping Plan) by 2020 in the "business as usual" or No Action Taken condition (CARB 2011c; CARB 2011d).

On October 1, 2013, CARB released a discussion draft first update to the Scoping Plan. The discussion draft recalculates 1990 GHG emissions using *Intergovernmental Panel on Climate Change Fourth Assessment Report* released in 2007. Using the AR4 global warming potentials (GWP), the 427 MMT $CO_2e$ 1990 emissions level and 2020 GHG emissions limit would be slightly higher, at 431 MMT $CO_2e$ (CARB 2013). Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the Functional Environmental Document and updated 1990 emissions levels identified in the draft first update to the Scoping Plan, achieving the 1990 emission level would require a reduction of 76 MMT $CO_2e$ (down

from 507 MMT $CO_2e$) or a reduction by approximately 15 percent (down from 28.5 percent) to achieve in 2020 emissions levels in the "business as usual" or No Action Taken condition (CARB 2011c; CARB 2011d; CARB 2013). Two updates to the Scoping Plan have occurred since 2008. The latest update was adopted in December 2017 and is discussed below as it relates to Executive Order B-30-15 and Senate Bill 32.

### Senate Bill 1 (SB 1) and Senate Bill 1017 (SB 1017) (Million Solar Roofs)

SB 1 and SB 1017, enacted in August 2006, set a goal to install 3,000 megawatts of new solar capacity by 2017 – with a stated intent to move the state toward a cleaner energy future and help lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time.

### Executive Order B-30-15 and Senate Bill 32

CARB also aims to reduce GHG emissions substantially by 2030. As California moves closer to reaching the 2020 GHG emission reduction goal, state legislation has focused on furthering GHG emission reduction targets. Executive Order B-30-15 was issued on April 2015, establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030 (discussed in further detail below). In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further mandates the 2030 target and provides additional direction to CARB on strategies to reduce GHG emissions. The bill targets reductions from the leading GHG emitters in the state. Transportation is the largest sector of GHG emissions in the state and will be a primary subject for reductions. Through advances in technology and improved public transportation, the state plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal.

CARB adopted the 2017 Scoping Plan on December 14, 2017 in response to Executive Order B-30-15 and SB 32, which provides a framework for achieving the 2030 target. To meet reduction targets, the 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons of $CO_2e$ (MT $CO_2e$) by 2030 and two MT $CO_2e$ by 2050 (CARB 2017a). The 2017 Scoping Plan in particular emphasized the importance in the role of local agencies in setting policies to reduce VMT through land use planning:

> Local land use decisions play a particularly critical role in reducing GHG emissions associated with the transportation sector, both at the project level, and in long-term plans, including general plans, local and regional climate action plans, specific plans, transportation plans, and supporting sustainable community strategies developed under SB 375.
>
> While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32. Through developing the Scoping Plan, CARB staff is more convinced than ever that, in addition to achieving GHG reductions from cleaner fuels and vehicles, California must also reduce VMT. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward needed reductions, but alone will not provide the VMT growth reductions needed; there is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and

2050 goals. In its evaluation of the role of the transportation system in meeting the statewide emissions targets, CARB determined that VMT reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs) are necessary. In 2050, reductions of 15 percent below projected VMT levels are needed. A 7 percent VMT reduction translates to a reduction, on average, of 1.5 miles/person/day from projected levels in 2030. It is recommended that local governments consider policies to reduce VMT to help achieve these reductions, including: land use and community design that reduces VMT; transit oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities. It is important that VMT reducing strategies are implemented early because more time is necessary to achieve the full climate, health, social, equity, and economic benefits from these strategies (CARB 2017a).

California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation of agricultural and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use be further reduced at the project level through implementing energy-efficient cost of transportation impacts continues to evolve. The CEQA Guidelines are being updated to focus the analysis of transportation impacts on VMT. OPR's Technical Advisory includes methods of analysis of transportation impacts, approaches to setting significance thresholds, and includes examples of VMT mitigation under CEQA (CARB 2017a).

### Senate Bill 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

### Senate Bill 1383

Approved by the governor in September 2016, SB 1383 requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40% below 2013 levels
- Hydrofluorocarbons – 40% below 2013 levels
- Anthropogenic black carbon – 50% below 2013 levels

The bill also requires CalRecycle, in consultation with the state board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

### Senate Bill 97

Per Senate Bill 97, which was signed into law on August 24, 2007, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment (codified as Public Resources Code [PRC] 21083.05). Specifically, PRC 21083.05 states, "[t]he Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions."

### Senate Bill 375

In September 2008, the California Legislature adopted SB 375, which (1) relaxes CEQA requirements for some housing projects that meet goals for reducing GHG emissions and (2) requires the regional governing bodies in each of the state's major metropolitan areas to adopt, as part of their regional transportation plan, sustainable community strategies that will meet the region's target for reducing GHG emissions. SB 375 creates incentives for implementing the sustainable community strategies by allocating federal transportation funds only to projects that are consistent with the emissions reductions. On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. CARB's efforts to update regional targets were completed in parallel with its drafting of the 2017 Scoping Plan. The adoption of updated regional targets implements the 2017 Scoping Plan's ongoing measure of working with regions to update SB 375 Sustainable Communities Strategies targets for 2035 to better align with the 2030 GHG target. For the Southern California Association of Government's (SCAG) region, the 2020 target remains at -8% change in per capita passenger vehicle greenhouse gas emissions relative to 2005. The 2035 target was increased to -18% from the prior -13% (CARB 2018c).

Local governments are then to devise strategies for housing development, road-building and other land uses to shorten travel distances, reduce vehicular travel time and meet the new targets. If regions develop these integrated land use, housing, and transportation plans, residential or mixed-use residential projects that conform to the Sustainable Community Strategy (and therefore contribute to GHG reduction) can have a more streamlined environmental review process.

### Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, and SB 100)

Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107, again in 2011 under SB X 1-2, and most recently in September 2018 under SB 100, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 40 percent by 2024, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045 (Legislative Council of California 2002; Legislative Council of California 2006b). The 33 percent standard is consistent with the RPS goal established in the Scoping Plan (CARB 2008). As interim measures, the RPS requires 20 percent of retail sales to be sourced from renewable energy by 2013, and 25 percent by 2016. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 added, for the first time, publicly-owned utilities to the entities subject to RPS. The expected growth in RPS to meet the standards in effect in 2008 is not reflected in the "business as usual" calculation in the AB 32 Scoping Plan, discussed below. In other words, the Scoping Plan's "business as usual" 2020 does not take credit for implementation of RPS that occurred after its adoption (CARB 2008).

### GHG Emissions Standards for Baseload Generation

Senate Bill 1368, which was signed into law on September 29, 2006, prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard (i.e., reducing long-term GHG emissions as a result of electrical baseload generation) applies to electricity generated both within and outside of California, and to publicly owned as well as investor-owned electric utilities.

### Mobile Source Reductions

Assembly Bill 1493, the "Pavley Standard," required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction (CARB 2017b).

In 2004, CARB applied to the USEPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. On June 30, 2009, the USEPA granted the waiver with the following provision: CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year. CARB has adopted a new approach to passenger vehicles (cars and light trucks), by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California.

### Low Carbon Fuel Standard

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009). In 2009, CARB approved for adoption the LCFS regulation, which became fully effective in April 2010 and is codified at Title 17, California Code of Regulations (CCR), Sections 95480-95490. The LCFS will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020.

### Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

### CEQA Guidelines Section 15064.3.

CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts and states that, generally, vehicle miles traveled is the most appropriate measure of transportation impacts. The section also states provides some guidance for evaluating land use projects stating that generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact and projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

### CEQA Guidelines Section 15064.4.

CEQA Guidelines Section 15064.4 requires that, in performing environmental review under CEQA, an agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The lead agency has discretion

to determine whether to quantify GHG emissions, and/or rely on a qualitative analysis or performance-based standards.

In determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. The lead agency should consider the following factors, among others, when determining the significance of impacts from GHG emissions on the environment.

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

Lastly, a lead agency may use a model or methodology to estimate GHG resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

## Senate Bill 743 (SB 743)

SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for certain urban infill projects and eliminating the measurement of auto delay, including Level of Service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 requires the Governor's Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "…reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." It also allows OPR to develop alternative metrics outside of transit priority areas.

## California Green Building Code (California Code of Regulations [CCR], Title 24)

Although not originally aimed at reducing GHG emissions, California Code of Regulations Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently decreases GHG emissions. The current 2016 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. The goals of the Title 24 standards include achieving a 20 percent reduction of indoor water use and a 50 percent reduction of construction waste. Specifically, new development projects constructed within California after January 1, 2017 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CalGreen) Code (California Code of Regulations [CCR], Title 24, Part 11). The outdoor water use standards of the CalGreen Code, which requires a 20 percent reduction in indoor water use, are already addressed by the City's Water Conservation Ordinance.

## Cap-and-Trade Program

As mentioned above, the Scoping Plan identifies a cap-and-trade program as one of the strategies the State will employ to reduce GHG emissions that cause climate change. The cap-and-trade program is implemented by CARB and "caps" GHG emissions from the industrial, utility, and transportation fuels sections, which account for roughly 85 percent of the State's GHG emissions. The program works by establishing a hard cap on about 85 percent of total state-wide GHG emissions. The cap starts at expected business-as-usual emissions levels in 2012, and declines two to three percent per year. Originally with a planning horizon of 2020, the recent approval of AB 398 in July 2017 extended the program until 2030. Fewer and fewer GHG emissions allowances are available each year, requiring covered sources to reduce their emissions or pay increasingly higher prices for those allowances. The cap level is set in 2030 to ensure California complies with SB 32's emission reduction target of 40 percent below 1990 GHG emission levels.

The scope of GHG emission sources subject to cap-and-trade in the first compliance period (2013-2014) includes all electricity generated and imported into California (the first deliverer of electricity into the State in the "capped" entity and that one that will have to purchase allowances as appropriate), and large industrial facilities emitting more than 25,000 MT $CO_2e$ per year (e.g., oil refineries and cement manufacturers). The scope of GHG emission sources subjected to cap-and-trade during the second compliance period (2015-2017) expands to include distributors of transportation fuels (including gasoline and diesel), natural gas, and other fuels. The regulated entity will be the fuel provider that distributes the fuel upstream (not the gas station). In total, the cap-and-trade program is expected to include roughly 350 large businesses, representing about 600 facilities. Individuals and small businesses will not be regulated.

Under the program, companies do not have individual or facility-specific reduction requirements. Rather, all companies covered by the regulation are required to turn in allowances[3] in an amount equal to their total GHG emissions during each phase of the program. The program gives companies the flexibility to either trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more will have to turn in more allowances. Companies that can cut their emissions will have to turn in fewer allowances. Furthermore, as the cap declines, total GHG emissions are reduced. On October 20, 2011, CARB's Board adopted the final cap-and-trade regulation. The cap-and-trade program began on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions (CARB 2018b). In July 2017, the Legislature passed legislation to extend the cap-and-trade program to 2030 (Office of the Governor 2017).

[3] "Allowance" means a limited tradable authorization to emit up to one metric ton of carbon dioxide equivalent.

# REGIONAL

## South Coast Air Quality Management District (SCAQMD) Policies

SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy.

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. SCAQMD proposed the use of a percent emission reduction target (e.g., 30 percent) to determine significance for commercial/residential projects that emit greater than 3,000 metric tons per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is the lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development or transportation projects and has formed a GHG CEQA Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

The GHG CEQA Significance Threshold Working Group is tasked with providing guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group included government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing CEQA GHG significance thresholds. The Working Group discussed multiple methodologies for determining project significance. These methodologies included categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets. The GHG CEQA Significance Threshold Working Group has not convened since 2008.

## Southern California Association of Governments (SCAG) – 2016-2040 RTP/SCS

SCAG is the Metropolitan Planning Organization [MPO] for the six-county region that includes Los Angeles, Orange, Riverside, Ventura, San Bernardino and Imperial counties. On April 6, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2040 RTP/SCS) in response to SB 375. The SCAG 2040 RTP/SCS is an update to the 2035 RTP/SCS that further integrates land use and transportation in certain areas so that the region as a whole can grow smartly and sustainably. The 2040 RTP/SCS includes land use strategies, based on local general plans, as well as input from local governments, to achieve the AB 32 state-mandated reductions in GHG emissions through decreases in regional per capita vehicle miles traveled (VMT). The 2040 RTP/SCS identifies transportation network improvements and encourages more compact, infill, walkable and mixed-use development strategies to accommodate regional growth in population, households, employment, and travel demand.

The Sustainable Communities Strategies chapter of the 2040 RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by the CARB. The Sustainable Communities Strategies chapter outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the 2040 RTP/SCS maximizes current voluntary local efforts that support the goals of SB 375. The 2040 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2040 RTP/SCS and the determination that the 2040 RTP/SCS would, if implemented, achieve the region's GHG targets with an 8 percent per capita reduction by 2020 and an 18 percent per capita reduction by 2035. Additionally, it provides that the regional 2040 per capita emissions would be reduced by 21 percent relative to 2005 levels. The 2020 RTP/SCS is currently being completed and should be adopted around April 2020

SCAG's Sustainable Communities Strategy provides specific strategies for successful implementation. These include supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and culture and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles.

# LOCAL

## GreenLA Climate Action Plan

The City of Los Angeles has issued guidance promoting sustainable development to reduce GHG emissions citywide in the form of a Climate Action Plan (CAP). The objective of GreenLA is to reduce GHG emissions 35 percent below 1990 levels by 2030 (City of Los Angeles 2007). GreenLA identifies goals and actions designed to make the City a leader in confronting global climate change. The measures would reduce emissions directly from municipal facilities and operations and create a framework to address citywide GHG emissions. GreenLA lists various focus areas in which to implement GHG reduction strategies. Focus areas include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions. City goals for each focus area are identified as follows:

*Energy*

- Increase the generation of renewable energy;
- Encourage the use of mass transit;
- Develop sustainable construction guidelines;
- Increase citywide energy efficiency; and
- Promote energy conservation.

*Water*

- Decrease per capita water use to reduce electricity demand associated with water pumping and treatment.

*Transportation*

- Power the city vehicle fleet with alternative fuels; and
- Promote alternative transportation (e.g., mass transit and rideshare).

*Other Goals*

- Create a more livable City through land use regulations;
- Increase recycling;

- Reduce emissions generated by activity associated with the Port of Los Angeles and regional airports;
- Create more city parks, promoting the environmental economic sector; and
- Adapt planning and building policies to incorporate climate change policy.

In order to provide detailed information on action items discussed in GreenLA, the City published an implementation document titled ClimateLA (City of Los Angeles 2008). ClimateLA presents the existing GHG inventory for the City, describes enforceable GHG reduction requirements, provides mechanisms to monitor and evaluate progress, and includes mechanisms that allow the plan to be revised in order to meet targets. By 2030, the plan aims to reduce GHG emissions by 35 percent from 1990 levels, which were estimated to be approximately 54.1 million metric tons.

Therefore, the City will need to lower annual GHG emissions to approximately 35.1 million metric tons per year by 2030. To achieve these reductions the City has developed strategies that focus on energy, water use, transportation, land use, waste, open space and greening, and economic factors. To reduce emissions from energy usage, ClimateLA proposes the following goals: increase the amount of renewable energy provided by the Los Angeles Department of Water and Power (LADWP); present a comprehensive set of green building policies to guide and support private sector development; reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy. With regard to waste, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015. With regard to open space and greening, ClimateLA includes the following goals: create 35 new parks; revitalize the Los Angeles River to create open space opportunities; plant one million trees throughout the City; identify opportunities to "daylight" streams; identify promising locations for stormwater infiltration to recharge groundwater aquifers; and collaborate with schools to create more parks in neighborhoods.

### Sustainable City pLAn (pLAn)

In addition to GreenLA, Mayor Eric Garcetti released Los Angeles's first-ever pLAn on April 8, 2015 (City of Los Angeles 2015). The pLAn is a roadmap to achieving short-term results and sets a path to strengthen and transform the City in future decades. Recognizing the risks posed by climate change, Mayor Garcetti set time-bound outcomes on climate action, most notably to reduce GHG emissions by 45 percent by 2025, 60 percent by 2035, and 80 percent by 2050, all against a 1990 baseline. Through the completion and verification of the GHG inventory update, the City concluded that:

- The City accounted for approximately 36.2 million metric tons of CO2e in 1990;
- The City's most recent inventory shows that emissions fell to 29 million metric tons of CO2e in 2013; and
- Los Angeles' emissions are 20 percent below the 1990 baseline as of 2013, putting Los Angeles nearly halfway to the 2025 pLAn reduction target of 45 percent. In addition, the 20 percent reduction exceeds the 15 percent statewide goal listed in the First Update to the AB 32 Scoping Plan.

### Green Building Program

The purpose of the City's Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas:

- Site: location, site planning, landscaping, storm water management, construction and demolition recycling;

- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation;
- Energy & Atmosphere: energy efficiency, and clean/renewable energy;
- Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

The Standard of Sustainability establishes a requirement for non-residential projects at or above 50,000 square feet of floor area, high-rise residential (above six stories) projects at or above 50,000 square feet of floor area, or low-rise residential (six stories or less) of 50 or more dwelling units within buildings of at least 50,000 square feet of floor area to meet the intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level. The Standard also applies to existing buildings that meet the minimum thresholds described above when redevelopment construction costs exceed a valuation of 50 percent of the existing building's replacement cost.

The voluntary Standard of Sustainable Excellence establishes an incentive program for projects that register with the LEED program, contract with a certified LEED professional, and can demonstrate how the project will achieve LEED certification at a Silver or higher level. These projects are eligible for priority processing services within the Department of City Planning and expedited services within the Bureau of Engineering. The Department of Building and Safety provides priority plan check processing and Priority Service Planning is offered by the LADWP.

### Los Angeles Green Building Code

The City has adopted the Green Building Code to reduce the City's carbon footprint. The Green Building Code is applicable to new buildings and alterations with building valuations over $200,000 (residential and non-residential). The Green Building Code is based on the 2010 California Green Building Standards Code, commonly known as CalGreen that was developed and mandated by the state to attain consistency among the various jurisdictions within the state; reduce the building's energy and water use; and reduce waste (see discussion of CalGreen, above).

### Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance

Effective in 2017, the EBEWE Ordinance makes public the annual energy and water consumption of all buildings over 20,000 square feet in the City. Beginning in 2017, privately owned buildings that are 20,000 square feet or more and buildings owned by the City that are 7,500 or more are required to be benchmarked, and owners must disclose annual energy and water consumption. Privately owned buildings that are 100,000 square feet or more must begin benchmarking reporting by December 1, 2017, and smaller buildings must begin reporting over the following two years. This Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, leading to reduced GHG emissions.

### City of Los Angeles General Plan

The City of Los Angeles does not have a General Plan Element specific to Global Warming and GHG emissions. However, the following goals and objectives from the Air Quality Element of the City of Los Angeles General Plan would also serve to reduce GHG emissions:

**Goal 2** Less reliance on single-occupant vehicles with fewer commute and non-work trips.

*Objective 2.1* Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

*Objective 2.2* Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles, and incentives for high occupancy vehicles.

**Goal 4** Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

*Objective 4.2* Reduce vehicle trips and vehicle miles traveled associated with land use patterns.

**Goal 5** Energy Efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

*Objective 5.1* Increase energy efficiency of City facilities and private developments.

*Objective 5.2* Have a portion of the City's service fleet be comprised of alternative fuel powered vehicles, subject to availability of funding, and practical feasibility.

**Goal 6** Citizen awareness of the linkages between personal behavior and air pollution, and participation in efforts to reduce air pollution.

*Objective 6.1* Make air quality education and citizen participation a priority in the City's effort to achieve clean air standards.

### Mobility Plan 2035

Mobility Plan 2035, updated in September 2016, serves as the Mobility Element of the General Plan. Mobility Plan 2035 establishes new street designations, classifies each of the City's arterial streets and incorporates a "complete street" policy framework (i.e., the idea that transportation facilities should be designed for all types of users, including pedestrians, cyclists, and trucks, as well as passenger vehicles), thus providing a foundation for future policies and principles promoting residents' interaction with their streets. Discussed in detail in Section 4.10, *Land Use and Planning*, Mobility Plan 2035 also promotes equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The Proposed Project would have a significant impact with respect to GHGs and climate change if it would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (Threshold 4.7-1)
- Conflict with an applicable plan, policy or regulation adopted for the purposes of reducing the emissions of greenhouse gases (Threshold 4.7-2)

To answer the Appendix G questions above for the Proposed Project, the City of Los Angeles will rely on the following project-specific threshold of significance to assess the environmental impacts associated with GHG emissions for the Project:

**Consistency with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA.**

The basis for the project specific threshold is provided as follows. The City has not adopted specific GHG significance thresholds. SCAQMD has not adopted a GHG significance threshold for land use development projects, although it has adopted significance thresholds for industrial-type projects for which it is the lead agency (SCAQMD 2014). Those industrial thresholds are not relevant to the Proposed Project, as the only projects for which the SCAQMD serves as the lead agency are those involving the adoption of air quality rules or regulations, or projects that have not gone through CEQA environmental review via another lead agency. No such projects would occur under implementation of the Proposed Project. In the absence of adopted thresholds for land use development projects based on SCAQMD guidance, the City has the discretion to use a significance threshold relevant to the Proposed Project.

On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case *Center for Biological Diversity et al. vs. California Department of Fish and Wildlife*. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical thresholds, but have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor that CARB Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a proposed project. A 2007 CEQA amendment, however, required the preparation, adoption, and periodic update of guidelines for mitigation of GHG impacts. The resulting state direction was that a lead agency should attempt to describe, calculate or estimate the amount of GHG emissions a project will emit, but recognized that agencies have discretion in how to do so. It goes on to provide that when assessing the significance of GHG emissions, the agency should consider these factors among others: (1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not. For projects that are designed to accommodate long-term growth in California's population and economic activity in a sustainable manner, such as the Downtown Plan and the New Zoning Code, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency and conservation in land use (as compared to a business-as-usual [BAU] pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

This consideration favors consistency with AB 32's statewide goals as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To

the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire State, one can reasonably argue that its impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions and, as discussed previously, from a climate change point of view it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the significance of a project's GHG emissions with respect to their effect on the State's efforts to meet its long-term goals is a reasonable threshold.

The Supreme Court in Center for Biological Diversity recognized potential options for analyzing cumulative significance of a project's GHG emissions, including:

- Business-as-usual (BAU) Model. BAU comparison based on the Scoping Plan methodology if supported by substantial evidence that the metric used supports what level of reduction from business as usual a new land use development at the proposed location must contribute to comply with state goals.
- Consistency with AB 32's goal in whole or in part by looking at compliance with regulatory programs designed to reduce GHG; provided the project complies with or exceeds the regulations that were adopted by CARB, or state agencies to comply with Scoping Plan; and provided, the significance analysis only relates to impacts within the area governed by the regulation – e.g., reliance on Title 24 energy efficiency rules that are intended to reduce GHG from building would not address GHG impacts from transportation. And/or showing consistency with local GHG reduction plans, (e.g., climate action plan), to provide a basis for the tiering or streamlining of project-level CEQA analysis, including as consistent with CEQA Guidelines Section 15183.3.
- Relying on numerical thresholds for significance for GHG.

As discussed with in Regulatory Setting, Section 15064.4 was amended in 2019 to incorporate the holding in Center for Biological Diversity case as well as others. That section now directs lead agencies as follows:

> § 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.
>
> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good- faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
>
> (1) Quantify greenhouse gas emissions resulting from a project; and/or
>
> (2) Rely on a qualitative analysis or performance based standards.
>
> (b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Based on the above legal standards, the City finds analyzing the Project's GHG emissions through consistency with the state's laws and programs to address climate change, including AB 32, SB 32, SB 375, regional plans to address climate change consistent with state laws and plans, including the 2016-2040 SCS/RTP, and local plans, ordinances and policies to address climate change, including GreenLA and the Sustainable City pLAn, is the appropriate threshold. Calculating and analyzing per-capita GHG emissions, while not a threshold of significance, is a useful indicator as to whether regional GHG impacts are consistent with AB 32 and SB 32. Per-capita GHG emissions reflects on average GHG emissions taking into account population density. As part of its strategy for meeting the 2030 GHG emissions target codified in SB 32, CARB promulgated a community-wide annual goal of 6 metric tons of carbon dioxide equivalent ($MTCO_2e$) per capita by 2030 and 2 $MTCO_2e$ per capita by 2050 to be implemented through a future statewide Climate Action Plan. In accordance with the objectives and requirements of SB 375, the 2016–2040 RTP/SCS assessed regional per-capita GHG emissions from passenger and light duty vehicles. As noted above, CARB established SB 375 targets for passenger vehicles in the SCAG region compared to 2005 emissions: 1) an eight percent reduction in emissions by 2020 and 2) a 13 percent reduction in emissions by 2035. The 2016-2040 RTP/SCS indicates that the SCAG region will achieve an 18 percent reduction in per-capita passenger vehicle GHG emissions by 2035 and a 21 percent reduction in per-capita passenger vehicle GHG emissions by 2040 relative to 2005 levels. With that said, there is no adopted City or CAP per-capital GHG emission target or other numerical criteria adopted as a threshold of significance that would be applicable to the Proposed Project. Using consistency with AB 32's statewide goal for GHG reduction, among the other regulations, standards and policies, rather than a numerical threshold, as a significance criterion is also consistent with the broad guidance provided by Section 15064.4 of the CEQA Guidelines. Section 15064.4, to reflect that there is no iron-clad definition of significance. Section 15064.4 was not intended to restrict agency discretion in choosing a method for assessing GHG emissions, but rather to assist lead agencies in investigating and disclosing all that they reasonably can, regarding a project's GHG emissions impact.

# METHODOLOGY

## Calculating GHG Emission

GHG emissions result from both direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions.

As GHGs are evaluated on a regional basis, the following analysis addresses the Downtown Plan Area as it pertains to the region. Mobile source emissions were estimated using VMT data presented in Section 4.15, *Transportation and Traffic*, and vehicle emission rates from CARB's EMFAC2017 model. EMFAC modeling included speed information by vehicle class, which allows the analysis to account for increased congestion in build scenarios.

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were obtained using the California Emissions Estimator Model (CalEEMod). Note water and wastewater demand in CalEEMod was adjusted to reflect the water demand from the Los Angeles Department of Water and Power's Urban Water Management Plan (2015). GHG emissions result from the energy use to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting as methane and $CO_2$ gas is emitted in the process. Refer to Section 4.16, *Utilities and Service Systems*, for a detailed estimate of utility use and Section 4.5, *Energy*, for a detailed estimate of energy consumption.

Energy emissions estimates take into account California's Renewable Portfolio Standards (RPS) requiring retail sellers of electric services to increase procurement from eligible renewable energy resources to 60 percent by 2030 per SB 100. CalEEMod currently uses a carbon intensity factor for Los Angeles Department of Water and Power (LADWP) from reporting year 2007 (SCAQMD 2016) and does not take into account utility compliance with RPS standards over time. As of 2010, LADWP achieved its RPS goal of 20 percent of retail sales generated by carbon neutral sources and in 2017 LADWP achieved its RPS goal of 25 percent (LADWP 2013; 2017). Conservatively assuming that the 2007 carbon intensity factor of 0.56 MT per megawatt hour (MWhr) utilized in CalEEMod reflects 20 percent carbon neutral sources, by 2030 the carbon intensity factor of LADWP sourced energy would be 0.53 MT per MWhr and by 2030 it would be 0.28 MT per MWhr. The energy emissions estimates take into account these expected carbon intensity factors for existing emissions and future emissions forecast for 2040 with and without the Downtown Plan.

It is anticipated that future conservation (as a result of increased pressure to conserve and increased prices) will result in more efficient energy use by all sectors resulting in reduced energy demand. As energy providers and water suppliers respond to AB 32 and the Scoping Plan, emission rates associated with power and water delivery are anticipated to decrease. It is anticipated that the state and region will comply with AB 32 and SB 32, but at the present time sector-specific improvements, beyond those associated with RPS identified above, cannot be quantified for this analysis.

GHG emissions would also be generated by construction activity. No specific development projects have been proposed as part of the Downtown Plan, and an annualized quantification of construction emissions would be speculative. In addition, construction-related GHG emissions would be a negligible percentage of total regional emissions when considering the emissions generated by mobile sources. As stated by the 2016-2040 SCAG RTP/SCS Programmatic Environmental Impact Report (PEIR), construction related emissions presented for 2040 account for less than 0.3 percent of annual mobile source emissions (SCAG 2016). A similar percentage is expected for construction emissions related to the Downtown Plan.

Construction emissions are discussed below based on this assumption and amortized over 30 years in accordance with SCAQMD recommendations.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.7-1** | Whether the Project is consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA**?** |

**Impact 4.7-1**

**Downtown Plan:** Implementation of the Downtown Plan would result in a 24 percent increase in total GHG emissions in the Downtown Plan Area by 2040 and a 62 percent decrease in per capita GHG emissions. Although total GHG emissions in the Downtown Plan Area would increase due to the relatively large amount of growth anticipated, the population growth and associated GHG emissions from implementation of the Downtown Plan are within the overall growth projections for the City and thus would not add to overall citywide emissions, but rather would concentrate development in the Downtown Plan Area rather than in other parts of the City. In addition, the Downtown Plan would be consistent with the applicable GHG emission reduction goals, policies, and objectives found in the City's General Plan and SCAG's 2016-2040 RTP/SCS. This impact would be ***less than significant***.

**New Zoning Code:** The New Zoning would not generate GHG emissions and does not include any standards that would conflict with the applicable GHG emissions reduction goals, policies, and objectives found in the City's General Plan and SCAG's 2016-2040 RTP/SCS. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

GHG Emissions Generation

Reasonably anticipated development from the Downtown Plan would generate GHG emissions through individual project construction and operation during the twenty plus year planning horizon of the Downtown Plan. GHG emissions would specifically arise from direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

**Table 4.7-4** compares current annual GHG emissions for the Downtown Plan Area to 2040 emissions with and without the Downtown Plan. Both total emissions and per capita emissions are shown. The emissions estimates include some known emission control requirements (such as Pavley regulations and RPS), but does not take into account anticipated laws (such as increasingly stringent Title 24 standards, refinery regulations, and the Cap-and-Trade program) that will further reduce future GHG emissions.

Total annual GHG emissions generated in the Downtown Plan Area, based on the 2040 reasonably anticipated development under the Downtown Plan, would be greater than existing emissions by approximately 552,104 metric tons of $CO_2$ equivalent (MT $CO_2e$). This represents an increase of about 24 percent as compared to existing conditions, whereas the population of the Downtown Plan Area is projected to grow more than threefold and the number of Downtown Plan Area jobs is projected to grow by about 39 percent. Consequently, despite the overall increase in GHG emissions generated in the Downtown Plan Area, per capita GHG emissions would decrease. As illustrated in **Table 4.7-4**, per capita GHG emissions

are estimated at 29.9 MT $CO_2e$ in 2017 and 11.3 MT $CO_2e$ in 2040 with implementation of the Downtown Plan. This change represents a 62 percent drop in per capita emissions, which can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. By guiding development near transit corridors and encouraging creative mixed land uses, the Downtown Plan creates an efficient strategy for reasonably foreseeable development in the region, consistent with AB 32, SB 32 and the 2016-2040 RTP/SCS. This reduction in per capita emissions would also contribute to meeting the statewide 2050 goal of 2 MT $CO_2e$ per capita. The per capita reduction in GHG emissions demonstrates compliance with regional, state, and federal efforts to reduce climate impacts from development and transportation. Finally, it should be recognized that although total GHG emissions in the Downtown Plan Area would incrementally increase due to the relatively large amount of growth anticipated in this area of the City, the growth projection for the Downtown Plan Area is within the overall growth projection for the City. Thus, the population growth and associated GHG emissions associated with implementation of the Downtown Plan would not add to overall citywide emissions, but rather would concentrate development in the Downtown Plan Area rather than in other parts of the City. Because of the proximity of jobs and housing and enhanced opportunities for transit use in the Downtown Plan Area, it is anticipated that focusing growth in the Downtown Plan Area would reduce citywide emissions as compared to accommodating more of the projected growth in other parts of the City.

**TABLE 4.7-4 DOWNTOWN PLAN AREA GREENHOUSE GAS EMISSIONS**

| | Annual GHG Emissions (MT $CO_2e$) | | | | | |
|---|---|---|---|---|---|---|
| | Existing (2017) | | 2040 No Project | | 2040 With Project | |
| **Source Type** | **Total** | **Per Capita[2]** | **Total** | **Per Capita[2]** | **Total** | **Per Capita[2]** |
| Transportation[1] | 835,274 | 11.0 | 704,140 | 6.3 | 844,465 | 3.4 |
| Area | 625 | 0.0 | 1,025 | 0.0 | 2,302 | 0.0 |
| Energy[3] | 1,146,932 | 15.1 | 1,085,208 | 9.7 | 1,403,456 | 5.6 |
| Waste | 194,404 | 2.6 | 271,195 | 2.4 | 401,542 | 1.6 |
| Water | 87,872 | 1.2 | 114,311 | 1.0 | 165,444 | 0.7 |
| Construction Emissions [3] | 88 | <0.1 | 75 | <0.1 | 90 | <0.1 |
| **Total** | **2,265,195** | **29.9** | **2,175,954** | **19.4** | **2,817,299** | **11.3** |

**NOTES:** [1]Transportation emissions are based on GHG emission rates from EMFAC2017 that include implementation of the Pavley regulations. All other values were identified for the associated source activity as calculated by CalEEMod Version 2016.3.2.
[2] Per capita values equal emissions divided by population estimates from Section 4.12, *Population and Housing*.
[3] Energy emissions estimates take into account RPS standards requiring retail sellers of electric services to increase procurement from eligible renewable energy resources to 60 percent 2030 per SB 100, as detailed in the Methodology.
[4] Construction related emissions are estimated at 0.3 percent of annual mobile source emissions amortized over 30 years (SCAG 2016).

Regional Perspective

To assess future GHG emission reductions resulting from a development project, the future condition is often compared to a BAU condition – typically the proposed development without the various GHG reduction measures. For a community plan project, BAU is much more difficult to determine and would be entirely speculative to quantify. While the future conditions with the existing community plan identifies what is reasonably foreseeable to occur in the Downtown Plan Area if the Downtown Plan were not to proceed, it is not a complete picture of BAU for the region. The Downtown Plan is a planned response to forecast growth, so if growth does not occur in the Downtown Plan Area, it could occur elsewhere in the City or SCAG region. The Downtown Plan combines sustainable strategies (e.g., proximity to transit, mixed-use, increased density) to respond to state, regional and local policies aimed at reducing GHG emissions. If development were to occur elsewhere in a less sustainable fashion (BAU), regional emissions would be greater. However, for land use plans such as the Downtown Plan, full quantification of BAU is not possible because, at this scale, it is not possible to anticipate where growth would go and how different

it would be as compared to the project in terms of proximity to transit, mix of uses and density. Therefore, a comparison of the Downtown Plan's emissions in the future to emissions under BAU is not possible.

In consideration of the objectives of SB 375 and the goals of the 2016–2040 RTP/SCS, per-capita $CO_2$ emissions from passenger and light duty vehicles were analyzed. The 2016–2040 RTP/SCS shows regional per-capita GHG emissions from passenger and light duty vehicles being reduced by 21 percent relative to 2005 levels by 2040. The 2016–2040 RTP/SCS determined that the 2005 per-capita $CO_2$ emissions from passenger and light duty vehicles within the SCAG region were 23.8 pounds per day.

**Table 4.7-5** presents the forecast population, total Downtown Plan Area daily $CO_2$ emissions from passenger and light-duty vehicles, and per-capita $CO_2$ emissions within the Downtown Area under Existing Conditions, the Future (2040) No Project, and the Downtown Plan (Future [2040] With Project).

**TABLE 4.7-5 PROJECT AREA SB 375 PASSENGER VEHICLE PER-CAPITA $CO_2$ EMISSIONS**

| | Existing Conditions (2017) | 2040 No Project | 2040 With Project |
|---|---|---|---|
| Resident Population | 76,000 | 112,000 | 252,000 |
| Daily $CO_2$ Emissions (Pounds) | 3,476,705 | 2,670,303 | 3,202,455 |
| Per Capita Emissions (Pounds) | 45.7 | 23.8 | 12.7 |
| Comparison to 2005 SCAG Regional Per Capita Emissions Level (Percent Increase or Decrease) | 92% | 0% | -47% |

**NOTES:** [1]Transportation emissions are based on GHG emission rates for passenger and light duty vehicles from EMFAC2017 and include implementation of the Pavley regulations.
[2] Per capita values equal emissions divided by population estimates from Section 4.12, *Population and Housing*.

As shown in **Table 4.7-5**, implementation of the Downtown Plan would reduce per-capita $CO_2$ emissions from passenger and light duty vehicles by approximately 33.0 pounds per day relative to Existing Conditions and by approximately 11.1 pounds per day relative to the Future (2040) No Project (comparison to Future (2040) No Project is for information purposes and not for impact analysis). Under the Downtown Plan, per-capita $CO_2$ emissions would be reduced by approximately 47 percent relative to the 2005 SCAG Regional baseline levels examined under SB 375. The 47 percent reduction by 2040 as compared to 2005 levels resulting from the Downtown Plan exceeds the 21 percent reduction target of the 2016–2040 RTP/SCS, and the CARB established SB 375 targets of a 13 percent reduction by 2035. Therefore, the Downtown Plan is consistent with SB 375.

Based on the plan-level analysis, the Downtown Plan would decrease per-capita emissions in the Downtown Plan Area compared to existing conditions and, therefore, considered in isolation, would contribute to reducing emissions in California below existing emissions and would contribute to AB 32 and SB 32 GHG reduction goals. The Downtown Plan is not occurring in isolation; it is part of a regional strategy (contained in the 2016–2040 RTP/SCS) to direct growth to urban areas in order to achieve the following:

- Undertake modern, efficient construction techniques that result in using less energy and less water as compared to less dense development;
- Create a mix of uses that encourages pedestrian and bicycle activity, reducing vehicle trips; and
- Develop areas in close proximity to transit in order to reduce vehicular trips.

The Downtown Plan would also be consistent with the City's Sustainable City pLAn by accommodating growth while providing transportation options. This strategy would result in lower per capita emissions

than less dense growth and would contribute to the City reaching the 2025 Sustainable City pLAn reduction target of 45 percent.

Finally, it should be recognized that although total GHG emissions in the Downtown Plan Area would incrementally increase due to the relatively large amount of growth anticipated in this area of the City, the growth projection for the Downtown Plan Area is within the overall growth projection for the City. Thus, the population growth and associated GHG emissions associated with implementation of the Downtown Plan would not add to overall citywide emissions, but would concentrate development in the Downtown Plan Area rather than in other parts of the City. Because of the proximity of jobs and housing and enhanced opportunities for transit use in the Downtown Plan Area, it is anticipated that focusing growth in the Downtown Plan Area would reduce citywide emissions as compared to accommodating more of the projected growth in other parts of the City.

Consistency with State and Regional Plans, Policies, and Regulations

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each MPO prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the 2016–2040 RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The 2016–2040 RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Adoption of the 2016–2040 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The 2016–2040 RTP includes an SCS, as required by SB 375. The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the 2016–2040 RTP/SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The underlying purpose of the Downtown Plan is to plan for and accommodate foreseeable growth in the Downtown Plan Area, consistent with the growth strategies of the City as provided in the City's General Plan Framework Element, as well as the policies of SB 375 and the SCS. The Downtown Plan would allow for concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing the reliance on cars. The Downtown Plan is expected to contribute to reductions in per capita GHG emissions when viewed at the regional level, as detailed above. Thus, the Downtown Plan would be entirely consistent with the SCS and SB 375 goals. As illustrated in **Table 4.7-5**, the Downtown Plan would contribute to reductions in per capita GHG vehicle emissions. As a result and as illustrated in **Table 4.7-6**, the Downtown Plan would be consistent with SCS and SB 375 goals.

As noted previously, CARB recently adopted its 2017 Update to the CARB Scoping Plan, which is designed to assist lead agencies in reducing regional and local GHG emissions. Because implementation of the Downtown Plan would result in a reduction in per capita emissions compared to baseline conditions, the Downtown Plan would contribute to achieving the Scoping Plan per capita targets and would not conflict with the 2017 Scoping Plan. Moreover, the 2017 Scoping Plan emphasized the importance in the role of

local agencies in setting policies to reduce VMT through land use planning stating, "While the State can do more to accelerate and incentivize these local decisions, local actions that reduce VMT are also necessary to meet transportation sector-specific goals and achieve the 2030 target under SB 32" (CARB 2017; page 100). The 2017 Scoping Plan recommends that local agencies adopt policies to reduce VMT through land use and community design, transit oriented development, street design policies that prioritize transit, biking and walking, and by increasing low carbon mobility choices. The type of compact, urban development along public transportation lines that would be developed with implementation of the Downtown Plan would be entirely consistent with policies in the 2017 Scoping Plan. The Downtown Plan promotes concentrated, mixed-use development adjacent to transit stations and corridors in order to conserve resources and create more sustainable development pattern by increasing opportunities for active transportation and reducing the use of cars. Therefore, the Downtown Plan is consistent with the 2017 Scoping Plan and the GHG reduction goals of AB 32 and SB 32.

**TABLE 4.7-6 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE SCAG 2016-2040 RTP/SCS**

| Objective | Downtown Plan Consistency |
|---|---|
| 6<br>Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). | **Consistent**<br>As discussed in Section 4.2, *Air Quality*, the Downtown Plan would not conflict with the regional AQMP. As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan Area provides access to active transportation options and the Downtown Plan would generally enhance access to bicycle and pedestrian facilities. In addition, the Downtown Plan contains the following policies aimed at improving air quality and encouraging active transportation modes, such as bicycling and walking:<br><br>LU 10.1<br>Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.<br><br>LU 10.3<br>Incentivize the inclusion of paseos through large sites to improve pedestrian access.<br><br>LU 10.8<br>Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.<br><br>LU10.9<br>Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and improve the pedestrian environment.<br><br>LU 21.2<br>Foster and reinforce cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.<br><br>LU 33.4<br>Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.<br><br>LU 33.5<br>Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.<br><br>LU 37.6<br>Encourage active ground floor activities and pedestrian improvements to support walkability. |

| TABLE 4.7-6 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE SCAG 2016-2040 RTP/SCS | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| | LU 38.2<br>Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.<br><br>MC 2.1<br>Establish a mode share goal of 75 percent for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.<br><br>MC 3.1<br>Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity. |
| 7<br>Actively encourage and create incentives for energy efficiency, where possible. | **Consistent**<br>As discussed in Section 4.5, *Energy*, the Downtown Plan would be consistent with the City of Los Angeles General Plan, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation and construction, and support of alternative transportation and fuels. In addition, the Downtown Plan contains the following policies aimed at improving energy conservation, energy efficiency, and utilization of renewable energy sources, which would contribute to GHG emission reductions:<br><br>LU 11.2<br>Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.<br><br>LU 15.6<br>Encourage sustainable building design and construction standards that can increase building energy and water efficiency.<br><br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.<br><br>LU 16.8<br>Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power *2016 Final Power Integrated Resource Plan (IRP)*, to improve environmental resilience. |

Consistency with Local Plans, Policies, and Regulations

*The City of Los Angeles GreenLA Climate Action Plan*

The City of Los Angeles enacted its GreenLA CAP in 2007 to outline strategies for reducing the City's emissions of GHG and consequent effects on climate change. The CAP's primary long-term objective is to establish a framework for implementing GHG emissions reduction efforts that would achieve a goal of reducing citywide emissions to 35 percent below 1990 levels by 2030. With regard to planning, elements of the CAP designed to aid in regional GHG reductions include promotion of high-density housing close to major transportation arteries, implementation of TOD, and expanding availability of City land for housing, mixed-use development, parks, and open space. The proposed Downtown Plan would add substantial multi-family housing to the Downtown Plan Area and incorporate transit-oriented development (TOD). Furthermore, implementation of the Downtown Plan would encourage pedestrian-friendly, mixed-use neighborhoods that would require less use of passenger vehicles. The Downtown Plan promotes a

sustainable Downtown and would allow for a more dense, integrated land use and transportation environment that would encourage the use of active transportation. The Downtown Plan encourages sustainable and transit oriented development with form regulations that prioritize pedestrian walkability, with no minimum parking requirements. Together, these regulations encourage increased use of transit resources and support a shift in travel mode. The combination of these strategies is consistent with the goals of GreenLA. **Table 4.7-7** illustrates the Downtown Plan's consistency with the City's GreenLA CAP.

**TABLE 4.7-7 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY'S GREENLA CAP**

| Objective | Downtown Plan Consistency |
|---|---|
| Energy<br>Transform Los Angeles into the model of an energy efficient city. | **Consistent**<br>As discussed above, Downtown Plan Area per capita GHG emissions would be within state targets. In addition, the Downtown Plan contains the following passive energy efficiency policies relating to City facilities and private developments that would result in reductions of GHG emissions:<br><br>LU 11.2<br>Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.<br><br>LU 15.6<br>Encourage sustainable building design and construction standards that can increase building energy and water efficiency.<br><br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.<br><br>LU 16.8<br>Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience. |
| Water<br>Decrease per capita water use. | **Consistent**<br>See the response to Energy: Transform Los Angeles into the model of an energy efficient city, above |
| Transportation<br>Lower the environmental impact and carbon intensity of transportation. | **Consistent**<br>As illustrated in **Table 4.7-4**, implementation of the Downtown Plan would result in a reduction in per capita GHG emissions by 2040. |
| Transportation<br>Focus on mobility for people, not cars. | **Consistent**<br>As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan Area provides access to a range of transportation options. The Downtown Plan also includes policies that support reductions in vehicle miles traveled and ultimately GHG emissions, such as policies promoting active transport through the development of walkable streets and the expansion of bicycle and pedestrian facilities. While total daily VMT would increase from existing conditions to 2040 with Downtown Plan conditions, per capita VMT would decrease from 76 to 35 VMT per capita daily (based on population values summarized in Section 4.12, *Population, Housing and Employment*). Moreover, a number of policies contained in the Downtown Plan support the development of pedestrian-oriented development with universal accessibility, including:<br><br>LU 10.3<br>Incentivize the inclusion of paseos through large sites to improve pedestrian access. |

**TABLE 4.7-7 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY'S GREENLA CAP**

| Objective | Downtown Plan Consistency |
|---|---|
| | LU 10.8<br>Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.<br><br>LU10.9<br>Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and improve the pedestrian environment.<br><br>LU 21.2<br>Foster and reinforce cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.<br><br>LU 33.4<br>Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.<br><br>LU 33.5<br>Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.<br><br>LU 37.6<br>Encourage active ground floor activities and pedestrian improvements to support walkability.<br><br>LU 38.2<br>Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.<br><br>MC 2.1<br>Establish a mode share goal of 75 percent for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.<br><br>MC 3.1<br>Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity. |
| Transportation<br>Create a more livable city. | **Consistent**<br>The entire Downtown Plan Area is well-served by existing and planned transit and many of the mixed-use residences permitted would occur in high activity areas, such as in proximity to transit corridors and along major arterials. Relatively lower-density residential neighborhoods would primarily occur in the northeast portion of the Downtown Plan Area, such as Chinatown, which is buffered from the high-rises of Downtown by the lower elevations of Downtown's civic core buildings. |
| Waste<br>Shift from waste disposal to resource recovery. | **Consistent**<br>The Downtown Plan the following policy that support diversion of waste to landfills and reduce overall waste generation:<br><br>LU 16.4<br>Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces. |

*The City of Los Angeles Sustainable City pLAn*

The City's Sustainability City pLAn is the City's sustainability planning document that embraces both short- and long-term goals to improve equity, the City's economy, and the environment. Focus areas for the environmental aspect of the City's Sustainability City pLAn includes improving local water supply, increasing local electricity supply from solar, incentivizing energy efficient buildings, reducing atmospheric carbon, reducing waste destined for landfills, and embracing climate leadership. **Table 4.7-8** below compares the goals and objectives of the Downtown Plan with those of the City's Sustainability City pLAn.

**TABLE 4.7-8 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY'S SUSTAINABLE CITY PLAN**

| Objective | Downtown Plan Consistency |
|---|---|
| Local Water<br>Reduce per capita potable water use and increase recycled water. | **Consistent**<br>As discussed in Section 4.17, *Utilities and Service Systems*, the Downtown Plan would minimize per capita water use through water efficient design. In addition, the Downtown Plan contains the following passive energy efficiency policies relating to City facilities and private developments that would result in reductions of per capita GHG emissions:<br>LU 11.2<br>Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.<br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.<br>LU 16.5<br>Support citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase local water supply. |
| Energy-Efficient Buildings<br>Lead by example through reduced energy consumption in municipal buildings. | **Consistent**<br>See responses to Local Water: Reduce per capita potable water use and increased recycled water, above, and Lead By Example: Reduce municipal building energy consumption, below. |
| Carbon and Climate Leadership<br>Reduce individual and citywide energy consumption through education and retrofitting. | **Consistent**<br>See responses to Local Water: Reduce per capita potable water use and increased recycled water, above, and Lead By Example: Reduce municipal building energy consumption, below. |
| Waste and Landfills<br>Execute and expand plans to increase landfill diversion and recycling. | **Consistent**<br>As discussed in Section 4.17, *Utilities and Service Systems*, future Downtown Plan Area development would participate in City recycling and waste diversion programs. In addition, the Downtown Plan the following policy that supports diversion of waste to landfills and reduce overall waste generation:<br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources. |
| Waste and Landfills<br>Encourage innovative expansion of recycling and waste diversion. | **Consistent**<br>See response to Waste and Landfills: Execute and expand plans to increase landfill diversion and recycling, above. |
| Mobility and Transit<br>Improve pedestrian and bicycle infrastructure and other sustainable transport, emphasizing connections to mass transit. | **Consistent**<br>As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan would minimize per capita vehicle trips and vehicle miles traveled by enhancing access to walking, bicycling, and transit. In addition, the Downtown Plan contains the following policies aimed at improving connectivity with public |

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| | transit and encouraging active transportation modes, such as bicycling and walking:<br><br>LU 1.1<br>Ensure the development of complete neighborhoods with diverse uses and Resilient infrastructure, parks, streetscapes, transit, and community amenities.<br><br>LU 3.3<br>Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.<br><br>LU 10.1<br>Require active ground floors and street frontages that improve walkability and connectivity along Primary Streets, especially between transit stations and nearby destinations.<br><br>LU 10.9<br>Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and improve the pedestrian environment.<br><br>LU 18.1<br>Implement zoning regulations that provide space for the greatest intensity and density of uses; eliminate barriers and create incentives that ensure maximum development potential near transit investment and regional attractions.<br><br>LU 21.2<br>Foster and reinforce cohesive, pedestrian-friendly, and inviting streetscapes that foster walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.<br><br>LU 21.3<br>Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.<br><br>LU 21.9 (Bunker Hill Neighborhood)<br>Encourage an active, walkable environment through building design that incorporates active ground floor uses and streetscape elements that provide an enhanced pedestrian experience.<br><br>LU 21.11 (South Park Neighborhood)<br>Seek opportunities to adapt alleys into sustainable, safe, inviting, and vibrant spaces that function as publicly accessible open space and pedestrian paths of travel, while accommodating necessary vehicular and loading functions.<br><br>LU 25.6 (Broadway Neighborhood)<br>Support existing and future revitalization efforts to expand the sidewalk for pedestrian and recreational use, as well as streetscape and landscape improvements in conjunction with major transit expenditures.<br><br>LU 28.2<br>Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.<br><br>LU 29.5<br>Strengthen pedestrian connections to transit facilities and centers of activity with improved signage and wayfinding.<br><br>LU 52.5<br>Locate and design civic, institutional, and cultural buildings, and public spaces, to be easily accessible to pedestrians, cyclists, and transit users.<br><br>LU 52.6<br>Reinforce the many transit options in Civic areas by taking a transportation |

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| | demand management approach to new development, and making transit use the most compelling alternative for employees, visitors, and residents.<br><br>LU 33.4<br>Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.<br><br>LU 37.6<br>Encourage active ground floor activities and pedestrian improvements to support walkability.<br><br>LU 38.2<br>Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.<br><br>MC 2.1<br>Establish a mode share goal of 75 percent for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.<br><br>MC 2.4<br>Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Downtown transit system.<br><br>MC 2.5<br>Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit and active transportation.<br><br>MC 3.1<br>Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.<br><br>MC 4.3<br>Support the expansion of Bike Share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.<br><br>MC 4.4<br>Facilitate the integration of bikes on transit to improve first-last mile connections.<br><br>MC 5.3<br>Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.<br><br>MC 5.4<br>Extend DASH service to activity centers with few fixed transit stations, such as the Fashion District, the Arts District, and Central City East.<br><br>MC 5.6<br>Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.<br><br>MC 5.7<br>Find opportunities to install bus platforms along key corridors to facilitate transit boarding and reduce conflicts with other modes.<br><br>MC 5.8<br>Foster the expansion of light and heavy rail transit service to Eastern Downtown, through projects such as the West Santa Ana Branch Line and extension of the Red and Purple Lines, to serve the expanding resident, worker, and visitor populations. |

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| Mobility and Transit<br>Expand high-quality transit options across the city. | See the response to Mobility and Transit: Improve pedestrian and bicycle infrastructure and other sustainable transport, emphasizing connections to mass transit, above. |
| Air Quality<br>Convert local goods movement to zero-emissions. | **Consistent**<br>The Downtown Plan includes various transportation improvement projects aimed at improving local goods movement and reducing VMT and delay times, anticipated to reduce per capita GHG emissions. In addition, the Downtown Plan contains the following policies that would contribute to converting local goods movement to zero-emissions by encourage zero-emission vehicles and/or eliminating distances traveled:<br><br>LU 48.1<br>Support the collocation of businesses to complement industrial activity.<br><br>LU 48.2<br>Guide the development of structures that are oriented and conducive to goods movement and new industry, while balancing pedestrian needs, and supporting transit use. |
| Air Quality<br>Transition personal transport toward zero emissions. | **Consistent**<br>See the response to Air Quality: Convert local goods movement to zero-emissions, above. Moreover, the LADWP's 2016 IRP recommends the expansion of existing programs to promote increased workplace and residential electric vehicle charging stations to support greater electric vehicle adoption, as discussed in Section 4.5.3, *Environmental Setting*, of the Energy analysis of this EIR. |
| Lead By Example<br>Reduce municipal building energy consumption. | **Consistent**<br>As discussed in Section 4.5.2, *Regulatory Setting*, of the Energy analysis of this EIR, the City's Green Building Code would enforce the application of the 2016 CALGreen standards and would apply to all new buildings, all additions, and any alterations with building valuations over $200,000. In addition, the Downtown Plan contains the following passive energy efficiency policies relating to City facilities and private developments that would result in reductions of per capita GHG emissions:<br><br>LU 11.2<br>Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.<br><br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources. |
| Lead By Example<br>Reduce emissions from municipal transportation and fleets. | **Consistent**<br>The Downtown Plan does not contain any policies specifically aimed at improving City's service fleet's efficiency or alternative fuel use. However, the Downtown Plan does not involve management of the City's service fleet and would not obstruct the City's ambition in implementing this objective. In addition, the Downtown Plan contains various transportation improvement projects that would contribute to reduced emissions from municipal transportation and fleets. |
| Lead By Example<br>Reduce municipal water consumption. | **Consistent**<br>See the response to Local Water: Reduce per capita potable water use and increased recycled water, above. |

In addition, individual development projects constructed within the Downtown Plan Area would be required to comply with the Los Angeles Green Building Code. The City's Green Building Code includes energy and water saving measures that reduce GHG emissions below 2013 Title 24 requirements. It promotes sustainable building practices by creating a series of requirements and incentives for developers to meet the U.S. Building Council's Energy and Design standards. The Green Building Code includes the following key mandatory measures for non-residential and high-rise residential buildings related to GHG reduction:

- Short-Term Bicycle Parking: If a development project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passersby, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
- Long-Term Bicycle Parking: For buildings with over 10 occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:
    - Covered, lockable enclosures with permanently anchored racks for bicycles.
    - Lockable bicycle rooms with permanently anchored racks.
    - Lockable, permanently anchored bicycle lockers.
- Designated Parking: Provide designated parking, by means of permanent marking or a sign, for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles as described in Table 5.106.5.2 of the Green Building Code.
- Energy Conservation: Provide electric vehicle supply wiring for a minimum of five percent of the total number of parking spaces.
- Energy Conservation: A project must exceed the California Energy Code requirements, based on the 2008 Energy Efficiency Standards, by 15 percent using an Alternative Calculation Method approved by the California Energy Commission.
- Energy Conservation: Each appliance provided and installed shall meet Energy Star requirements if an Energy Star designation is applicable for that appliance.
- Renewable Energy: Provide future access, off-grid pre-wiring, and space for electrical solar systems.

Because the Downtown Plan would be consistent with the goals of GreenLA and the Sustainable City pLAn, and future development projects within the Project Area would be required to comply with the City's Green Building Code, the Downtown Plan would be consistent with the City's strategies for reducing GHG.

The City of Los Angeles General Plan Framework Element

The Downtown Plan focuses on mobility, urban design, public safety, and healthy, sustainable communities. A vision of concentrated, mixed-use development adjacent to transit corridors is promoted in order to conserve resources, protect existing residential neighborhoods, and improve air quality by reducing the use of cars. As part of the Downtown Plan, General Plan designations would be updated to allow for a range of uses that improve the link between land use and transportation in a manner that is consistent with the citywide comprehensive growth strategy identified in the City's General Plan Framework Element. **Table 4.7-9** discusses consistency of the Downtown Plan with the City of Los Angeles' General Plan Framework Element.

**TABLE 4.7-9 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK ELEMENT (1995)**

| Objective | Downtown Plan Consistency |
|---|---|
| 3.15<br>Focus mixed commercial/ residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses. | **Consistent**<br>As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan Area is well served by public transit, including regional rail service, many local and rapid bus lines, and the Metro Red, Purple, Gold, Blue, and Expo rail lines. |
| 3.16<br>Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity. | **Consistent**<br>The Downtown Plan includes policies that support reductions in vehicle miles traveled and ultimately GHG emissions, such as policies promoting active transport through the development of walkable streets and the expansion of bicycle and pedestrian facilities. While total daily VMT would increase from existing conditions to 2040 with Downtown Plan conditions, total daily VMT per service population would decrease from 19.6 to 15.9 (based on population values summarized in Section 4.12, *Population, Housing and Employment*). Moreover, a number of policies contained in the Downtown Plan support the development of pedestrian-oriented development with universal accessibility, including:<br><br>LU 10.3<br>Incentivize the inclusion of paseos through large sites to improve pedestrian access.<br><br>LU 10.8<br>Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.<br><br>LU 21.2<br>Foster and reinforce cohesive, pedestrian-friendly, and inviting streetscapes that foster walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.<br><br>LU 21.3<br>Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations. |
| 4.2<br>Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods. | **Consistent**<br>As discussed in Section 4.15, *Transportation and Traffic*, the entire Downtown Plan Area is well-served by existing transit and planned transit and many of the mixed-use residences permitted would occur in high activity areas, such as in proximity to transit corridors and along major arterials. Relatively lower-density residential neighborhoods would primarily occur in the northeast portion of the Downtown Plan Area, such as Chinatown, which is buffered from the high-rises of Downtown by the lower elevations of Downtown's civic core buildings. |
| 9.40<br>Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking | **Consistent**<br>As discussed in Section 4.5.2, *Regulatory Setting*, of the Energy analysis of this EIR, future development in the Downtown Plan Area would be required to comply with energy efficiency lighting and light pollution reduction requirements included in the 2016 California Building Code, including the |

| TABLE 4.7-9 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK ELEMENT (1995) | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare. | CalGreen Code, and the Los Angeles Building Code and Los Angeles Green Building Code (LAMC Chapter IX); the Los Angeles Building Code and Green Building Code largely incorporate and amend the 2013 California Building Code and CalGreen Code, respectively, For example, Subsection 99.05.106.8 of the Los Angeles Green Building Code sets restrictions on residential outdoor lighting, and Section 99.04.211.4 requires residences to be constructed with solar-ready features as specified in the California Energy Code. Lighting requirements and potential light pollution and glare impacts would be less than significant, as discussed in Section 4.1, Aesthetics. |

*The City of Los Angeles General Plan Air Quality Element*

The City's General Plan Air Quality Element, adopted in 2003, sets forth goals, objectives, and policies that aim to guide the City in implementing its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use and transportation decisions and aims to facilitate consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans. **Table 4.7-10** shows objectives contained in the City's Air Quality Element applicable to reducing GHG emissions and how the Downtown Plan's goals and objectives satisfy these objectives.

| TABLE 4.7-10 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT (1992) | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| 1.1<br>Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide. | **Consistent**<br>As discussed in Section 4.2, *Air Quality*, Downtown Plan development would generate emissions exceeding SCAQMD significance thresholds. However, growth under the Downtown Plan would be consistent with SCAG forecasts upon which the AQMP is based. In addition, the Downtown Plan Area includes a wide range of transportation options and consequently, as discussed in Section 4.15, *Transportation and Traffic*, per capita vehicle miles traveled (VMT) in the Downtown Plan Area are forecast to remain well below city and regional averages. |
| 2.1<br>Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals. | **Consistent**<br>The Downtown Plan would reduce work trips by promoting development near major transit hubs, promoting development of residences near employment, improving and expanding pedestrian, bicycle, and transit facilities, and supporting complete communities with a mix of residences and community-serving uses. While total daily VMT would increase from existing conditions to 2040 with Downtown Plan conditions, per capita VMT would decrease from 76 to 35 VMT per capita daily (based on population values summarized in Section 4.12, *Population, Housing and Employment*). |
| 2.2<br>Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles and incentives for high occupancy vehicles. | **Consistent**<br>The Downtown Plan Area is well served by public transit and a variety of enhancements to public transit are proposed. While total daily VMT would increase from existing conditions to 2040 with Downtown Plan conditions, total daily VMT per service population would decrease from 19.6 to 15.9 (based on population values summarized in Section 4.12, *Population, Housing and Employment*). In addition, the Downtown Plan promotes higher vehicle occupancy with the following policy:<br><br>MC 7.4<br>Expand programs that offer access to carpools and vanpools for Downtown workers to reduce the commute mode share of single occupancy vehicles. |

**TABLE 4.7-10 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT (1992)**

| Objective | Downtown Plan Consistency |
|---|---|
| 3.1<br>Increase the portion of work trips made by transit to levels that are consistent with the goals of the AQMP and Congestion Management Plan (CMP). | **Consistent**<br>See response to General Plan Air Quality Element Objective 2.1. |
| 3.2<br>Reduce vehicular traffic during peak periods. | **Consistent**<br>See response to General Plan Air Quality Element Objective 2.1. The overall reduction in per capita vehicle trips and vehicle miles traveled would also reduce peak period traffic. |
| 4.2<br>Reduce vehicle trips and vehicle miles traveled associated with land use patterns. | **Consistent**<br>See response to General Plan Air Quality Element Objective 2.1. Reasonably anticipated development from the Downtown Plan would include a mix of residential, service-oriented, and job-generating uses that would encourage transit use, walking, and bicycling while minimizing travel distances and vehicle miles traveled. |
| 5.1<br>Increase energy efficiency of City facilities and private developments. | **Consistent**<br>As discussed in Section 4.5.2, *Regulatory Setting*, of the Energy analysis of this EIR, the City's Green Building Code would enforce the application of the 2016 CALGreen standards and would apply to all new buildings, all additions, and any alterations with building valuations over $200,000. In addition, the Downtown Plan contains the following passive energy efficiency policies relating to City facilities and private developments that would result in reductions of per capita GHG emissions:<br><br>LU 11.2<br>Encourage efficient building techniques and sustainable materials to guide lasting development that minimizes the adverse effects on the environment.<br><br>LU 16.1<br>Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources. |
| 5.2<br>Have a portion of the City's service fleet be comprised of alternative fuel powered vehicles, subject to availability of funding, and practical feasibility. | **Consistent**<br>The Downtown Plan does not contain any policies specifically aimed at improving City's service fleet's efficiency or alternative fuel use. However, the Downtown Plan does not involve management of the City's service fleet and would not obstruct the City's ambition in implementing the City's General Plan Air Quality Element Objective 5.2. |
| 5.3<br>Reduce the use of polluting fuels in stationary sources. | **Consistent**<br>The Downtown Plan does not contain any policies specifically aimed at reducing polluting fuels in stationary sources. However, implementation of the following Downtown Plan policy would indirectly reduce the use of polluting fuels in stationary sources. Moreover, implementation of the Downtown Plan would not create any obstructions to implement the City's General Plan Air Quality Element Objective 5.3. |

*The City of Los Angeles General Plan Mobility Element*

As discussed in Section 4.15, *Transportation and Traffic*, the citywide Ordinance on TDM and Trip Reduction Measures (Ordinance No. 168,700) would continue to be implemented within the Downtown Plan Area. This Ordinance calls for several measures to be taken by non-residential developments in an effort to reduce single-occupancy vehicle trips. As illustrated in **Table 4.7-11**, the Downtown Plan and the New Zoning Code would be consistent with the City's Mobility Plan 2035.

**TABLE 4.7-11 CONSISTENCY ANALYSIS OF THE DOWNTOWN PLAN WITH THE CITY OF LOS ANGELES MOBILITY ELEMENT – MOBILITY PLAN 2035 (2016)**

| Objective | Downtown Plan Consistency |
|---|---|
| 4.2<br>Meet a 9 percent per capita GHG reduction for 2020 and a 16 percent per capita reduction for 2035. | **Consistent**<br>As illustrated in **Table 4.7-4**, implementation of the Downtown Plan would result in a 62 percent reduction in per capita GHG emissions by 2040 in comparison to existing conditions, which substantially exceeds the Mobility Element's reduction goals for 2020 and 2035. |
| 4.3<br>Convert 100 percent of City General Services Division vehicle fleet to alternative fuels and/or zero emission vehicles by 2035. | **Consistent**<br>See the response to General Plan Air Quality Element Objective 5.2. Although the Downtown Plan does not include specific policies to implement this objective, it would not preclude conversion of the City's vehicle fleet. |
| 4.4<br>Convert 100 percent of City refuse collection trucks and street sweepers to alternative fuels by 2020. | **Consistent**<br>See response to General Plan Air Quality Element Objective 5.2. Although the Downtown Plan does not include specific policies to implement this objective, it would not preclude conversion of the City's vehicle fleet. |
| 4.5<br>Reduce transportation-related energy use by 95 percent and reduce maintenance requirements of City vehicle fleet. | **Consistent**<br>See response to General Plan Air Quality Element Objective 5.2. Additionally, although implementation of the Downtown Plan would result in an increase in net transportation energy consumption by 2040, as discussed in Section 4.5, *Energy*, the Downtown Plan Area would have a 45 percent decrease in per capita transportation energy consumption by 2040. |

As discussed above, the Downtown Plan would concentrate development around transit, comprise a wide mix of uses, and better accommodate pedestrians and bicyclists. By accommodating new residential and non-residential development in an urbanized area with good access to transit, the Downtown Plan would encourage a transportation mode shift from private vehicles to public transit. These characteristics are anticipated to reduce per capita GHG emissions associated with cars and light trucks. The Downtown Plan would be consistent with AB 32, SB 375, the 2016-2040 RTP/SCS, regional and local strategies to reduce GHG, and can be expected to contribute to reductions in per capita GHG emissions when viewed at the regional level. Therefore, impacts related to GHG emissions under the Downtown Plan would be ***less than significant.***

## New Zoning Code Impact

Adoption of the New Zoning Code would not directly or indirectly generate an increase in GHG emissions. The New Zoning Code would provide options for a variety of density districts with many different levels of density, ranging from a district with no maximum density to a district which restricts density to one unit. Due to the modular structure of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning.

As discussed in the Proposed California Budget 2018-2019, people living in highly urbanized areas in dense housing make a lower impact on the environment than people living in less urbanized areas in lower density housing (Department of Finance 2018). Therefore, if applied outside of the Downtown Plan Area, Density Districts allowing for more housing units than currently exist have the potential to result in more efficient use of existing infrastructure, which would not be expected to generate GHGs that may have a significant impact on the environment. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts

from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA.

The New Zoning Code would contain many provisions that have the potential to reduce GHG emissions:

- For example, a Development Standard Set designed to increase the use of transit and reduce vehicular traffic in areas served by mass transit, has no minimum parking requirements. This zoning option has the potential to reduce GHG emissions.
- New Use Districts that allow a wide-range of uses within the same geographic area to facilitate walking between housing, job, shopping and entertainment destinations.
- Increased tree canopy to reduce heat island effect and improve air quality. For example, the landscaping standards in Article 4, Development Standards, will require that projects of a certain threshold include trees.

The content of the New Zoning Code would not repeal, amend, or conflict with existing policies intended to reduce GHG emissions impacts. For example, the Green Building Code has many standards that would apply to projects of certain thresholds that would help to reduce GHG emissions, including requirements for cool pavement, and for a certain percentage of electric vehicle ready parking spaces. The New Zoning Code would support compliance with these existing standards to reduce GHG emissions.

Articles described above would support the goals and policies of the City's General Plan and SCAG's 2016-2040 RTP/SCS. The impact would be ***less than significant.***

### Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The analysis above analyzes GHG emissions consistent with CEQA Guidelines, Section 15064.4(b) and considers whether the incremental contributions of the Downtown Plan and the New Zoning Code could be cumulatively considerable. No further cumulative impact analysis is necessary.

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# 4.8 HAZARDS AND HAZARDOUS MATERIALS

This section addresses potential impacts associated with risk of upset related to hazardous materials, airports, wildfires, emergency access, and hazards to schools.

# ENVIRONMENTAL SETTING

## HAZARDOUS MATERIALS

The term "hazardous material" can have varying definitions for different regulatory programs. For the purpose of this EIR, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines hazardous materials as any material that "because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment." Hazardous materials include but are not limited to hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity (Code of Regulations, Title 22). These types of hazardous materials are defined below:

- **Toxic Substances.** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels. (The level depends on the substances involved and is chemical-specific.) Carcinogens (substances that can cause cancer) are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).
- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, with the result that numerous industrial properties and public landfills became dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; see Section 4.8.3, *Regulatory Framework*, for more details about CERCLA). The phase is the

list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The National Priorities List (NPL), discussed further below, is intended primarily to guide the USEPA in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

In addition to soil and groundwater contamination, the following substances may occur throughout the City in older buildings or products. The effects of these substances and where they are commonly present are explained below.

### Asbestos Containing Materials (ACMs)

Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. ACMs were banned by USEPA between the early 1970s and 1991 under the authority of the federal Clean Air Act (CAA) and the Toxic Substances Control Act (TSCA) due to their harmful health effects. Exposure to asbestos increases risk of developing lung disease, such as lung cancer, mesothelioma (a type of cancer), or asbestosis (a type of chronic, non-cancer lung disease) (USEPA 2017a). Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation, or demolition activities disturb ACMs. Since many of the structures in the Downtown Plan Area were constructed before 1978, there is a potential for the presence of ACMs to exist in a wide variety of building materials in the Downtown Plan Area.

### Lead and Lead-Based Paint (LBP)

Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems, because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body and can result in behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia in children, and cardiovascular effects, decreased kidney function, and reproductive problems in adults (USEPA 2017b). Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with LBP. LBP was primarily used during the same time period as ACMs. Commercial/ industrial structures are affected by lead-based paint regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces. Since many of the structures within the Downtown Plan Area were constructed before 1978, there is potential for structures to contain paints and coatings with detectable or elevated concentrations of lead.

### Polychlorinated Biphenyls (PCBs)

PCBs are mixtures of up to 209 individual chlorinated compounds. There are no known natural sources of PCBs. PCBs have been used as coolants and lubricants in transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs was stopped in the United States in 1977 because of evidence that they build up in the environment and can cause a variety of harmful health effects. Health risks include cancer as well as non-cancer effects on the immune system, reproductive system, nervous system, endocrine system, such as a decrease in the size of the thymus gland, decreased birth weight and gestational age for children born to women exposed to PCBs, and decreased thyroid hormone levels (USEPA 2017c). Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and old microscope and hydraulic oils.

# EXISTING ENVIRONMENTAL SETTING

## Hazardous Materials Sites

The locations where hazardous materials are used, stored, treated and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in several database lists maintained by various state, federal, and local regulatory agencies. In some cases, businesses that use hazardous materials in quantities greater than certain established thresholds are required to file business plans with the Los Angeles Fire Department. Other businesses that engage in the transport, storage, treatment, or disposal of hazardous materials are required to maintain detailed records of all their hazardous materials-related activities. Federal, state, and local agencies enforce regulations applicable to hazardous waste generators and users, and the Los Angeles County Fire Department Health Hazardous Materials Division tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The use and handling of hazardous materials from these sites is considered low risk, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater (compared to sites where there are no hazardous materials used or stored) because of accidental spills, incidental leakage, or spillage that may have gone undetected. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in the Downtown Plan area was based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites.

The following databases were searched for hazardous sites:

- California Department of Toxic Substance Control (DTSC) EnviroStor Database
- State Water Resources Control Board GeoTracker Database
- USEPA Superfund Enterprise Management System (SEMS) Database in Envirofacts

The EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater. The SEMS database lists Superfund sites that are found on the NPL.

## Citywide Hazardous Materials Sites

Hazardous waste sites are located throughout the City. A search of the California Department of Toxic Substances Control (DTSC) Envirostor Database, California State Water Resources Control Board (SWRCB) GeoTracker Database, and United States Environmental Protection Agency (USEPA) website

identify the hazardous materials sites throughout the City. A list of the hazardous waste sites in the City is provided in Appendix Q.[1]

DTSC EnviroStor Database

A search of the EnviroStor Database, conducted on February 11, 2019, identified 18 sites on the Cortese List. In addition to the sites on the Cortese List, 14 active Statewide Evaluation Sites, including one which spans multiple cities in Los Angeles County, were identified. The search also identified approximately 51 active voluntary cleanup sites and approximately 70 active school cleanup sites (DTSC 2019).

SWRCB GeoTracker Database

A search of the GeoTracker database, conducted on February 11, 2019, identified over 2,650 cleanup sites located in the City, including approximately 360 open or active sites. Approximately 120 of the open or active sites are leaking underground storage tank cleanup sites and 156 are cleanup program sites. The remaining sites are sites with Waste Discharge Requirements, land disposal sites, military bases, oil and gas projects, permitted underground storage tanks, and sites with underground injection controls (i.e., sites with wells used for disposing of oilfield fluids by subsurface injection) (SWRCB 2019).

USEPA Superfund Sites

A search of the USEPA Superfund Sites database, conducted on February 11, 2019, identified two Superfund Sites within the City of Los Angeles, including the San Fernando Valley (Area 4) and Del Amo sites (USEPA 2017d). According to the EPA, the San Fernando Valley (Area 4) is a 5,860-acre area of contaminated groundwater in which cleanup and investigative activities are ongoing (USEPA 2017e). The Del Amo site is undergoing long-term cleanup of contaminated soil and groundwater; however, most of the 280-acre Del Amo site has been redeveloped as an industrial park (USEPA 2017e).

## Downtown Plan Area Hazardous Material Sites

Hazardous materials sites in the Downtown Plan Area identified in applicable databases are discussed below.

EnviroStor Database

A search of this database was conducted on July 24, 2017 and identified 20 "Active" sites in the Downtown Plan Area. An "Active" site identifies that an investigation and/or remediation is currently in progress and that DTSC is actively involved, either in a lead or support capacity. **Table 4.8-1** lists DTSC listed cleanup sites in the Downtown Plan Area], including the aforementioned 20 active sites as well as a number of sites that are inactive or do not require further action. **Figure 4.8-1** presents the EnviroStor sites in the Downtown Plan Area.

Active sites in the Downtown Plan Area are discussed below.

1. **Cornfield Site – 1245 N Spring Street:** This Voluntary Cleanup site has a cleanup status as "Active as of 11/17/2014." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as arsenic, lead, and motor oil-range total petroleum hydrocarbons (TPH), and the potential media affected is listed as soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the site was formerly a Union Pacific Railroad railyard from the early 1900s until approximately 1999, and was acquired by the State for future use as a State Park.

[1] Sites in the Downtown Plan Area were identified based on a separate 2017 database search an may vary slightly from the list contained in Appendix Q.

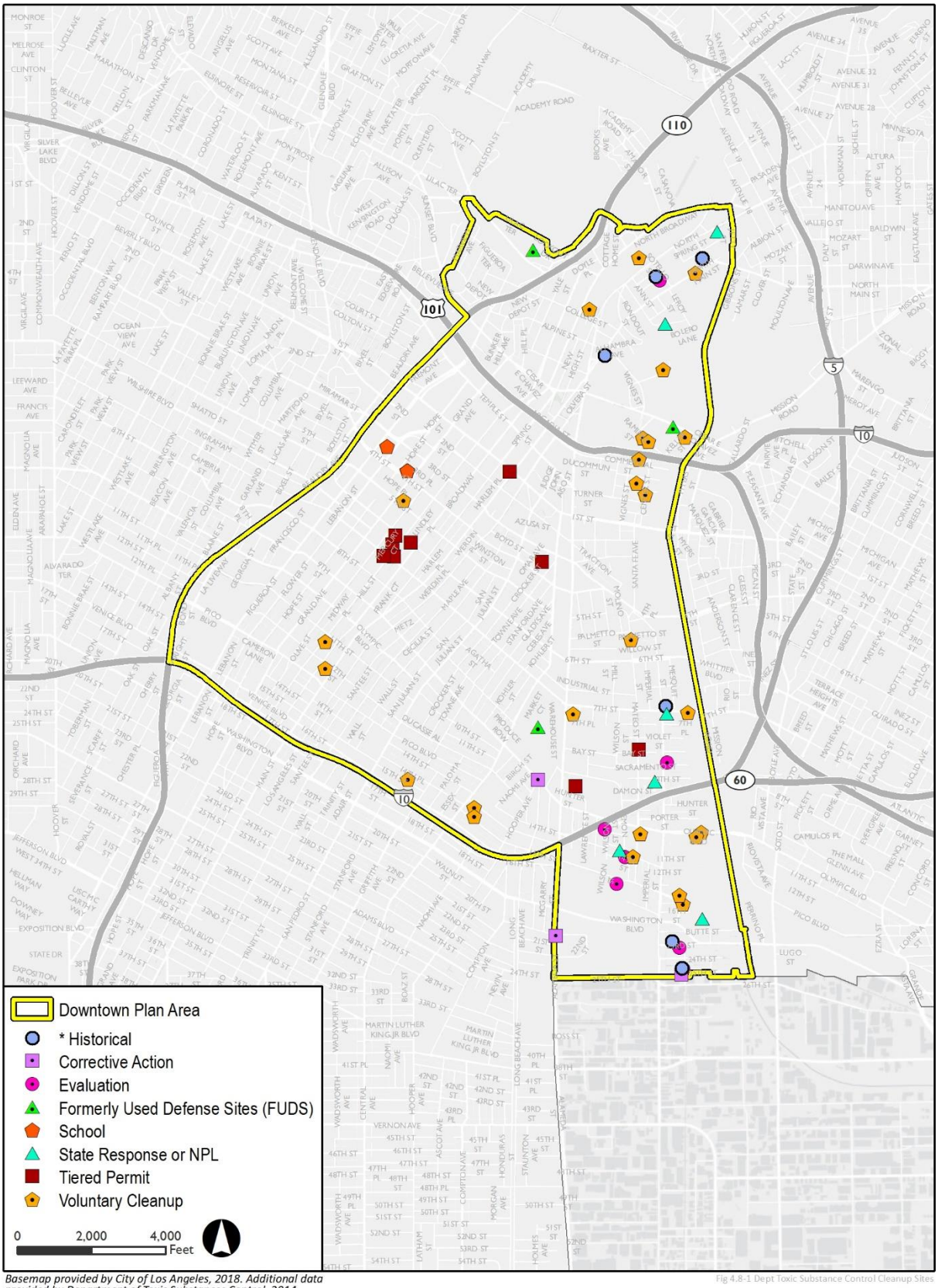
Widespread arsenic and lead contamination was discovered in "near surface soil" at the site in 2014, and the site is currently undergoing remediation.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19400013

2. **William Mead Homes – 1300 Cardinal Street:** This State Response/NPL site has a cleanup status of "Active as of 10/5/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as aqueous solution with metals, oil/water separation sludge, unspecified oil-containing waste, and waste oil and mixed oil, and the potential media affected is listed as soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the area south of Cardinal Street was formerly an oil refinery from 1900 to 1924, contamination was visible in the upper five feet of soil, and contaminated soil was excavated and disposed offsite from 2000 to 2001. Investigations conducted at the area north of Cardinal Street indicated that elevated concentrations of lead were present in the upper two feet of soil and elevated polycyclic aromatic hydrocarbons (PAHs) were present in two locations, and contaminated soil was excavated and disposed offsite from 2004 to 2005. A site certification letter issued for the site by the DTSC in 2015 indicates that an Operation & Maintenance Agreement was signed for the site, and a land use covenant is in place for specific areas of the site.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19290312
3. **So Cal Gas/Aliso E MGP – 496 Bauchet Street (Sector E):** This Voluntary Cleanup site has a cleanup status of "Active as of 6/21/2010." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as polychlorinated biphenyls (PCBs) and PAHs, and the potential media affected is listed as indoor air, soil, soil vapor, and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 9-acre Sector E site was formerly used as part of a butadiene facility from 1943 to 1947, and used for numerous industrial purposes afterward; the site is currently used for parking, a refueling station, and offices. In addition, removal action was completed in 2008, and a site certification letter was issued by the DTSC for the site in 2014 along with a land use covenant.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=70000159
4. **So Cal Gas/Aliso D MGP – Cesar Chavez and Lyons Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 1/19/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as arsenic, PAHs, VOCs, and others, and the potential media affected is listed as soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 10.5-acre Sector D site was formerly used for lampblack pits, processing, and storage and is currently owned by the Los Angeles Metropolitan Transportation Agency as a transit bus maintenance facility. In addition, remedial action was completed in 2010, and additional removal actions were completed onsite in 2015.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19490243
5. **Aliso Street Investigation – Bauchet, Temple, Cesar Chavez, Vignes, Keller Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 6/1/2009." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as lead, petroleum hydrocarbons, PCBs, PAHs, and VOCs, and the potential media affected is listed as soil. According to EnviroStor's "site history" section, the 52-acre site is divided into five sectors, A through E, most sectors have been remediated and contaminated soil has been removed, and contaminated groundwater beneath the site is being handled as a separate site. In addition, an investigation report was completed in 2014 that presented health risk-based evaluations for future workers onsite, and a land use covenant is currently being drafted.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001142
6. **Ramirez Street Investigation – 400-Foot Stretch of Ramirez Street:** This Voluntary Cleanup site has a cleanup status of "Active as of 11/6/2012." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as petroleum and VOCs, and the potential media affected is listed as soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the site is identified as a 400-foot stretch of Ramirez Street between Center and Keller Streets,

and between So Cal Gas/Aliso Sectors A and B. Onsite and adjacent investigations have resulted in soil excavation and offsite disposal as the proposed removal action for the Ramirez Street area, and a draft Remedial Action Plan is currently in a public comment period.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001993

7. **So Cal Gas/Aliso MGP, Sector A – East Parcel – Keller Street, Vignes Street, and 101 Freeway:** This Voluntary Cleanup site has a cleanup status of "Active as of 8/18/2008." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as arsenic, petroleum, and PAHs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 1.2-acre site was formerly used for gas manufacturing from 1875 to 1946, and removal action was completed in 2007. In addition, partial site certification has been issued and a land use covenant is currently being drafted.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19490240
8. **So Cal Gas/Aliso Site-Wide – Groundwater – Temple/Vignes/Lyon/Keller/Alhambra Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 1/19/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as 1,3-butadiene, metals, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 52-acre site was formerly a manufactured gas plant, groundwater beneath the site is being investigated as five sectors (A through E), and groundwater monitoring and monitored natural attenuation reports have been submitted and are currently under DTSC review.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19490248
9. **So Cal Gas/Aliso Sector C, Block G – Northwest Corner of Commercial and Center Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 1/19/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as 1,3-butadiene, metals, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 1.5-acre site was within a former manufactured gas plant, contaminated soil was excavated and disposed offsite in 2000, and a remedial investigation report finalized in 2004 indicated that "there is no human health risk from the remaining residuals at the Property when used for commercial or industrial use." In addition, groundwater at the site is continuing to be monitored and a land use covenant was drafted but not signed by the property owner.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000173
10. **So Cal Gas/Aliso Sector C, Block K – Northeast Corner of Ducommun and Center Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 1/19/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as 1,3-butadiene, metals, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 1.8-acre site was within a former manufactured gas plant, removal action was implemented, the removal action completion report was approved in 2009, and the land use covenant is currently under review.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000171
11. **So Cal Gas/Aliso Sector C, Block O – Southwest Corner of Ducommun and Center Streets:** This Voluntary Cleanup site has a cleanup status of "Active as of 1/19/2001." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as 1,3-butadiene, metals, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 1.5-acre site was within a former manufactured gas plant, remedial investigations were conducted in 2003 and 2008, and certification of the site and drafting of a land use covenant is currently in progress.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000169

**Figure 4.8-1 EnviroStor Sites in the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018. Additional data provided by Department of Toxic Substances Control, 2014.*

Fig 4.8-1 Dept Toxic Substance Control Cleanup Sites

**TABLE 4.8-1 DEPARTMENT OF TOXIC SUBSTANCE CONTROL CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| Voluntary Cleanup | Blossom Plaza | 900 North Broadway | Certified 4/14/2015 |
| Voluntary Cleanup* | Cornfield Site | 1245 N Spring Street | Active as of 11/17/2014 |
| Evaluation | Champion Brass Manufacturing Co. | 1460 Naud Street | Refer: 1248 Local Agency as of 2/13/2004 |
| State Response or NPL | William Mead Homes | 1300 Cardinal Street | Active as of 10/5/2001 |
| Voluntary Cleanup | Witco/Allied Kettle Division | 1250 North Main Street | NFA as of 10/24/1995 |
| Voluntary Cleanup | SoCal Gas/Aliso E MGP | 496 Bauchet Street-Sector E Extends from the Surved Section of Bauchet Street North to the Former Alhambra Ave and the Los Angeles Rail Road in Downtown Los Angeles. | Active as of 6/21/2010 |
| Voluntary Cleanup | SoCal Gas/Aliso D MGP | Cesar Chavez and Lyons Street | Active as of 1/19/2001 |
| Evaluation | Mogul Corporation | 967 North Vignes Street | No Further Action as of 9/9/1985 |
| Voluntary Cleanup | Aliso Street Investigation | Bauchet Street, Temple Street, Cesar Chavez, Vignes Street, Keller Street | Active as of 6/1/2009 |
| Formerly Used Defense Sites (FUDS) | Southern California Gas Co. | Los Angeles, CA | Inactive - Needs Evaluation as of 8/8/2016 |
| Voluntary Cleanup | Southern California Regional Rail Authority Track Extension | Keller Yard in Vicinity of Cesar Chavez | No Further Action as of 1/21/2013 |
| Voluntary Cleanup | Santa Fe/Macy Street | Macy Street/Aliso Street/Keller Street | Certified Operations & Maintenance - Land Use Restriction as of 8/11/2009 |
| Voluntary Cleanup | Ramirez Street Investigation | Approximately 400-foot Stretch of Ramirez Street Located Between Center and Keller Streets | Active as of 11/6/2012 |
| Voluntary Cleanup | Aliso Sector A Denny's Parcel | 530 Ramirez Street | Certified/Operation & Maintenance as of 2/19/2000 |
| Voluntary Cleanup | SoCal Gas/Aliso MGP, Sector A - East Parcel | Keller Street, Vignes Street, and 101 Freeway | Active as of 8/18/2008 |
| Voluntary Cleanup | SoCal Gas/Aliso Site-Wide - Groundwater | Temple/Vignes/Keller/Alhambra Streets | Active as of 1/19/2001 |
| Voluntary Cleanup | SoCal Gas/Aliso Sector C, Block G | Northwest Corner of Commercial and Center Street | Active as of 1/19/2001 |
| Voluntary Cleanup | SoCal Gas/Aliso Sector C, Block L | 728 E. Commercial Street | Certified O&M - Land Use Restrictions as of 12/7/2004 |
| Voluntary Cleanup | SoCal Gas/Aliso Sector C, Block K | Northeast Corner of Ducommun and Center Street | Active as of 1/19/2001 |
| Voluntary Cleanup | SoCal Gas/Aliso Sector C, Block O | Southwest Corner of Ducommun and Center Street | Active as of 1/19/2001 |
| Voluntary Cleanup | Los Angeles County Metropolitan Transportation Authority | 410 Center Street | Certified O&M - Land Use Restrictions as of 12/5/2007 |
| Voluntary Cleanup | Aliso Sector C Block R | 820 East Jackson Street | Active as of 4/1/2013 |

**TABLE 4.8-1 DEPARTMENT OF TOXIC SUBSTANCE CONTROL CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| FUDS | Northern Transportation Co. | Los Angeles, CA | Inactive - Needs Evaluation as of 7/1/2005 |
| Tiered Permit | Newell Colour | 221 N. Westmoreland Avenue | Refer: Other Agency |
| School | Hooper New Primary Center | East 52nd Street/Hooper Avenue | No Action Required as of 10/10/2003 |
| School | Animo Oscar De La Hoya Charter High School | 1114 South Lorena Street | No Further Action as of 5/22/2008 |
| Voluntary Cleanup | SoCal Gas/Aliso MGP, Sector A - West Parcel | Keller Street, Vignes Street and 101 Freeway | Active as of 10/2/2008 |
| Corrective Action | Southern California Gas Co | 8101 S Rosemead Boulevard | No Action Required as of 2/4/2014 |
| Voluntary Cleanup | At Mateo | 555 Mateo Street | Certified as of 7/8/2016 |
| Voluntary Cleanup* | MTA/Butterfield | 590 South Santa Fe Avenue | Active as of 12/7/2012 |
| Voluntary Cleanup | Santa Fe/W.A. Grant | 2144 East 7th Street | No Further Action as of 9/16/1996 |
| State Response or NPL | Dean and Associates | 700 South Santa Fe Avenue | Certified as of 6/30/1987 |
| Voluntary Cleanup | SoCalGas/LA-Alameda MGP | 725 Channing Street | Certified as of 6/24/2014 |
| Tiered Permit | Golden Plating, Inc. | 930 South Mateo | Refer: Other Agency |
| Evaluation | Burley Seal Products Co. | 1026 Santa Fe Avenue | Refer:1248 Local Agency as of 9/17/2004 |
| State Response or NPL | Western Electrochemical Company | 2348 East 8th Street | No Further Action as of 11/25/2013 |
| Tiered Permit | Los Angeles Times, Olympic Facility | 2000 East 8th Street | No Action Required |
| FUDS | Los Angeles Signal Depot | Los Angeles, CA | Inactive - Needs Evaluation as of 7/1/2005 |
| Corrective Action-Haz Waste-RCRA* | Southern California Gas Co. | 2424 East Olympic Boulevard | Refer: SMBRP as of 5/13/2013. Operating Permit |
| Voluntary Cleanup | Alco CAD-Nickel Plating Corporation | 1400 Long Beach Avenue | Inactive - Action Required as of 10/7/2013 |
| Voluntary Cleanup | Fishking Processors/15th Street | 1335 East 15th Street | No Further Action as of 4/9/1997 |
| Voluntary Cleanup | Fishking Processors/Compton Avenue | 1640 Compton Avenue | No Further Action as of 4/9/1997 |
| Tiered Permit | Los Angeles Die Casting | 340 Crocker Street | Refer: Other Agency |
| Tiered Permit | Ace Plating Co. Inc. | 710 Towne Avenue | Inactive - Needs Evaluation as of 5/9/2012 |
| School | Central Region 9th Street K-8 Span School | 8th Street/Towne Avenue/9th Street/Stanford Avenue | Certified as of 6/12/2012 |
| School | LAUSD Master Agreement | 1449 South San Pedro Street | Active as of 7/1/1998 |
| Voluntary Cleanup | Royal Plating | 787 East 15th Street | Certified O&M - Land Use Restrictions as of 8/23/2013/ |

**TABLE 4.8-1 DEPARTMENT OF TOXIC SUBSTANCE CONTROL CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| Voluntary Cleanup | FC Broadway and Hill 1201 South Main | 1201 South Main Street | No Further Action as of 4/14/2017 |
| Tiered Permit | West Sixth and Broadway Partnership | 314 West 6th Street | Refer: Other Agency |
| Haz Waste-Standardized | Atlas Precious Metals, Inc. | 640 South Hill Street | Operating Permit |
| Tiered Permit | Los Angeles Unified Investments Co. | 650 South Hill Street | Refer: Other Agency |
| Tiered Permit | United Building Associates | 707 South Broadway #411 | Refer: Other Agency |
| Voluntary Cleanup | FC Broadway and Hill 1108 South Hill | 1108 South Hill Street | No Further Action as of 4/14/2017 |
| Tiered Permit | Jewelry Design Center | 404 West 7th Street #221 | Refer: Other Agency |
| Tiered Permit | M&M Holding, LLC | 629 South Hill Street #1202 | Refer: Other Agency |
| Tiered Permit | Park Central Building | 412 West 6th Street #1314 | Refer: Other Agency |
| School | Hooper New Primary Center | East 52nd Street/Hooper Avenue | No Action Required as of 10/10/2003 |
| Voluntary Cleanup* | SoCalGas/Olympic Base MGP | 2424 E Olympic Boulevard | Active as of 10/4/2013 |
| Voluntary Cleanup* | City of Log Angeles-Asphalt Plant No. 1 | 2484 East Olympic Boulevard | Inactive – Needs Evaluation as of 8/3/2017 |
| Voluntary Cleanup | Alameda Corridor-Sale Parcel 497B | 2424 East Washington Boulevard | No Further Action as of 9/23/1999 |
| Voluntary Cleanup | Crown Coach | 2429 East Washington Boulevard | Active as of 3/25/1998 |
| State Response or NPL | Amtrak Redondo Junction Facility | 2435 East Washington Boulevard | Active as of 1/10/2003 |
| Evaluation | Bardco Manufacturing & Sales Co. | 2450 East 23rd Street | Refer: EPA as of 6/10/2008 |
| Evaluation | Lot, SE Corner of 25th/Minerva | 2500 East 25th Street | No Further Action as of 1/29/1998 |
| Corrective Action-Haz Waste-Standardized | P Kay Metal Inc. | 2448 East 25th Street | Active as of 11/30/2012-Operating Permit |
| Corrective Action | Demenno/Kerdoon | 2000 North Alameda Street | Active as of 6/7/2011 |
| Voluntary Cleanup | City National Bank | 2209 South Santa Fe Avenue | No Further Action as of 9/10/1993 |
| Evaluation | Shamrock Iron & Metal | 1949 South Alameda Avenue | No Further Action as of 1/27/1998 |
| Evaluation | Mid City Iron & Metal Corporation | 2104 E 15th Street | Inactive - Action Required as of 5/19/2006 |
| Unknown-Haz Waste-RCRA | A&S Metal Recycling | 19460 Mateo Street | Closed |
| Voluntary Cleanup | Eastern Smelting and Refining Site | 2220 East 11th Street | Inactive - Action Required as of 3/25/2010 |
| Evaluation | National Aerosol | 2193 East 14th Street | Inactive - Needs Evaluation as of 1/9/2006 |
| State Response or NPL | International Lead Co. | 2182 East 11th Street | Certified/O&M as of 12/30/2007 |

**TABLE 4.8-1 DEPARTMENT OF TOXIC SUBSTANCE CONTROL CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| Voluntary Cleanup | Penske Truck Leasing Property | 2300 East Olympic Boulevard | No Further Action as of 1/31/2012 |
| Evaluation | California Reclamation/US Brass (Former) | 1331-61 Wilson Street/1346-50 Elwood Street | Refer:1248 Local Agency as of 8/2/2002 |
| Evaluation | Martin Metals Inc. | 1321 Wilson Street | Refer:12248 Local Agency as of 7/15/2004 |

* Also listed on SWRCB GeoTracker website. **SOURCE:** EnviroStor Database, 2017.

12. **Aliso Sector C Block R – 820 East Jackson Street:** This Voluntary Cleanup site has a cleanup status of "Active as of 4/1/2013." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as PAHs and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 16-acre site was formerly used for a butadiene operation, a remedial investigation was conducted in 2013, and a land use covenant for the site is under review.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001890
13. **So Cal Gas/Aliso MGP, Sector A – West Parcel – Keller Street, Vignes Street, and 101 Freeway:** This Voluntary Cleanup site has a cleanup status of "Active as of 10/2/2008." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as unspecified oil-containing waste, metals, petroleum, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 3-acre site was formerly part of a manufactured gas plant, remedial action occurred in 2007, partial site certification was issued by the DTSC, groundwater beneath the site is currently being monitored and sampled for the entire Aliso site, and a land use covenant is under review by CalTrans.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19490235
14. **MTA/Butterfield – 590 South Santa Fe Avenue:** This Voluntary Cleanup site has a cleanup status of "Active as of 12/7/2012." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as metals, petroleum, PAHs, and VOCs, and the potential media affected is soil, soil vapor, and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 2.68-acre site was formerly a paint, lacquer, and printing manufacturing facility. The Los Angeles County Metropolitan Transportation Authority obtained ownership of the property in 2015 and plans to remediate and redevelop the site as a maintenance facility for the Purple Line Extension Project. A Removal Action Workplan was prepared and is currently under review.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19281223
15. **LAUSD Master Agreement – 1449 South San Pedro Street:** This School site has a cleanup status of "Active as of 7/1/1998." The lead agency is listed as the DTSC, and the potential contaminants of concern and potential media affected are not listed. According to EnviroStor's "site history" section, the site is included in a Master Oversight Agreement for approximately 100 school sites that the Los Angeles Unified School District are currently evaluating.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19820019
16. **So Cal Gas/Olympic Base MGP – 2424 East Olympic Boulevard:** This Voluntary Cleanup site has a cleanup status of "Active as of 10/4/2013." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as metals, and the potential media affected is soil, soil vapor, and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 4.5-acre site was formerly a manufacturing gas plant from 1907 to 1952, a remedial investigation report was prepared in 2014, the DTSC-required additional soil and soil gas investigation, capping the entire

area of investigation, repairing the existing cap, amending the land use covenant, and an operation and maintenance workplan and agreement.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19490179

17. **Crown Coach – 2429 East Washington Boulevard:** This Voluntary Cleanup site has a cleanup status of "Active as of 3/25/1998." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as lead, petroleum, and PAHs, and the potential media affected is soil, soil vapor, and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 16.17-acre property was redeveloped form 2013 to 2015, three underground storage tanks and associated impacted soil were removed from the site, and a soil vapor extraction system was reinstalled and restarted in 2016, and a remedial action completion report is anticipated as of April 2017.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19400008
18. **Amtrak Redondo Junction Facility – 2435 East Washington Boulevard:** This State Response/NPL site has a cleanup status of "Active as of 1/10/2003." The lead agency is listed as the DTSC, the potential contaminants of concern are listed as petroleum, PAHs, and VOCs, and the potential media affected is soil and groundwater (for uses other than drinking water). According to EnviroStor's "site history" section, the 50-acre site was historically used as a railroad maintenance yard, a limited soil vapor survey has been proposed as an initial step in the site investigation, and the probes have not yet been installed as of July 2017.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19400012
19. **P Kay Metal Inc. – 2448 East 25th Street:** This Corrective Action site has a cleanup status of "Active as of 11/30/2012." The lead agency is listed as the DTSC, the potential contaminant of concern is listed as lead, and the potential media affected is surface/structure, sediments, and soil. According to EnviroStor's "site history" section, the onsite facility is a precious metal recycler with a standardized hazardous waste facility permit issued by the DTSC.
http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAL000024110&starttab=
20. **Demenno Kerdoon – 2000 North Alameda Street:** This Corrective Action site has a cleanup status of "Active as of 6/7/2011." The lead agency is listed as the DTSC, the potential contaminant of concerns are listed as 1,4-dioxane, petroleum, and VOCs, and the potential media affected are indoor air, soil, and soil vapor. According to EnviroStor's "site history" section, the facility is "the largest used oil recycler facility in the state" and accepts a variety of wastes for storage, treatment, recycling, and transfer including used oil, waste oil, oily waste water, waste gasoline, used oil filters, used antifreeze, and paints. The DTSC issued a hazardous waste facility permit that was valid from 2001 to 2011, a pilot study involving cryogenic soil vapor extraction has been operating at the site since 2010, and an interim measure to extract and treat contaminated groundwater onsite has been operating since 1995.
http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001846

## California State Water Resources Control Board (SWRCB) GeoTracker Database

A search of this database was conducted on July 24, 2017 and identified 21 "Open" cleanup sites in the Downtown Plan Area and 103 cases that were completed and closed. A completed and closed site indicates that a closure letter or other formal decision document has been issued for a site. Open sites are categorized as "Assessment and Interim Remedial Action," "Remediation," "Site Assessment," Verification Monitoring," "Reopen Case," "Eligible for Closure," or "Inactive" for sites where no regulatory oversight activities are being conducted by the Lead Agency. **Table 4.8-2** lists all GeoTracker cleanup sites in the Downtown Plan Area. **Figure 4.8-2** presents all GeoTracker sites in the Downtown Plan Area.

The Open sites in the Downtown Plan Area are discussed below.

1. **Main Street Oil Depot -** 1630 Main Street N: PAHs, metals, cyanide, and layers of lampblack have been detected in soil and groundwater. Over a period of 55 years (1906-1961) an oil gas plant was

operated at this site. Since 1961, the site has been in various uses, including storage of hazardous materials and hazardous wastes. No additional information was available on GeoTracker; however, documents were reviewed on the EnviroStor website. The site is reportedly paved and there is no known exposure to onsite workers. A release of other solvent or non-petroleum hydrocarbons was reported have affected groundwater in 1991. The lead agency is listed as the DTSC. No additional information is available on GeoTracker.

2. **LA Department Water & Power –** 1630 N Main Street Suite 16: This Corrective Action site has been used by the Los Angeles Department of Water & Power since 1915 as a maintenance facility, and was formerly residential and a former manufactured gas plant. The onsite hazardous waste storage unit is undergoing closure, a former transformer storage building is undergoing investigation, and a human health risk assessment and corrective measures study are or will be conducted for the site.
3. **Jimmie Joe's Texaco** – 900 N Hill Street: A release of gasoline was reported to affect groundwater at this site in 1994 and has been undergoing air sparge and soil vapor extraction remediation through present day.
4. **Piper Technical Center** – 555 Ramirez Street: This site is undergoing remediation due to a release of hydrocarbons that affected groundwater and was reported in 1993. Quarterly groundwater monitoring is ongoing.
5. **Fire Station #3** – 108 N Fremont Avenue: Diesel was reported to have affected groundwater in 1986. The site is currently undergoing in-situ chemical oxidation (ISCO) remediation.
6. **Auto Park 18** – 145 N Grand Avenue: A release of hydrocarbons to soil was reported at this site in 1995. As of July of this year, additional soil brings were proposed to delineate the contamination.
7. **LA1 and LA2 Well Site** – 806 N Beaudry: A release of hydrocarbons was reported to soil at this site in 2016. The extent of contamination is currently undergoing assessment.
8. **Union Pacific Railroad-Cornfield Yard** – 1245 N Spring Street: VOCs and TPH were detected in groundwater at this site. The site is currently undergoing annual groundwater monitoring. This site is also listed on the EnviroStor database and is discussed in detail above.
9. **Bortz Oil** – 1746 N Spring Street: A release of gasoline to groundwater was reported at the site in 1986. As of January 2015, the site is listed as inactive. No additional documents were available on GeoTracker.
10. **Mobil Oil Corp**. – 774 N Broadway Avenue: No case information for this site is available on GeoTracker.
11. **Aliso Manufacturing Gas Plant** – 600 E Ceasar Chavez Avenue: A release of petroleum/fuels was reported at this site in 2000. The site is listed as inactive as of January 2015. No additional information was available on GeoTracker.
12. **Regional Rebuild Center** – 900 Lyon Street: A release of "alcohols" was reported at this site in 1998. The case was referred to the RWQCB by the City of Los Angeles Fire Department in 2015, and based on the RWQCB's review of reports provided, determined that the "residual concentrations of fuel constituents pose a low threat to human health, soil, and groundwater quality beneath the site" and concluded that no further action is required at the site.
13. **PBR Realty LLC** – 531 Commercial Street: A release of other solvent or non-petroleum hydrocarbons reportedly impacted groundwater in 1993. No additional information is available on GeoTracker.
14. **Caltrans – Commercial Street Property** – 501 E Commercial Street: The site was formerly used for various industrial operations; seven USTs were removed from the site in 1988. The potential contaminants of concern are listed as benzene, heating/fuel oil, other chlorinated hydrocarbons, other petroleum, vinyl chloride, waste/motor/hydraulic/lubricating oil, and xylenes and the potential media of concern is listed as soil and groundwater (under investigation). No additional documents were available on GeoTracker.
15. **Unocal – Center Street Terminal #500** – 501 Center Street: A release of petroleum fuels/oils was

reported at this site in 1965. No additional information is available on GeoTracker.

16. **Sun Chemical Corp** – 590 Santa Fe Avenue: A release of petroleum fuels/oils was reported at this site in 1965. No additional information is available on GeoTracker.
17. **Former Ace Plating** – 719 Towne Avenue: This former plating facility operated from approximately 1910 to 2005, and numerous assessments conducted at the site indicate that the soil and soil vapor is impacted by VOCs and metals, and groundwater beneath the site is impacted by VOCs. Workplans for additional assessments were submitted in 2016, and groundwater monitoring is currently ongoing at the site.
18. **Toyota Dealership** – 1600 S Figueroa Street: This active car dealership includes four repair facilities. A release of PCE to soil vapor was discovered in 2014, a soil vapor extraction system was installed in 2016 and is currently operating, with quarterly remedial status reports being submitted to the RWQCB.
19. **JFL Electric Co/United Chemical (Former)** – 8251-8257 Compton Avenue: This dry cleaning and laundry supply facility has been in operations since 1945 and is associated with releases of VOCs, primarily PCE, to soil and groundwater at the site. A cleanup and abatement order was issued by the RWQCB for the site in September 2017.
20. **Union Pacific Railroad J Yard** – 1999 E 25th Street: This railroad switching yard is associated with a release of PCE and TCE to soil, soil vapor, and groundwater beneath the site. Excavation of contaminated soil and operation of a soil vapor extraction system remediated the soil and soil vapor impacts, and the RWQCB requested an additional soil vapor investigation workplan in 2016.
21. **Los Angeles Air Force Base** – El Segundo Boulevard: No documents for this Military Cleanup site are available on GeoTracker; however, it appears that long-term groundwater monitoring is occurring at the site.

Sites outside of the Downtown Plan Area not identified above could also have releases that may affect the Downtown Plan Area. In addition to hazardous materials used and generated in the Downtown Plan Area, there is potential for uncontrolled release of hazardous materials from vehicular accidents on U.S. Highway 101, Interstate 110, and Interstate 10.

## USEPA Superfund Enterprise Management System (SEMS) Database in Envirofacts

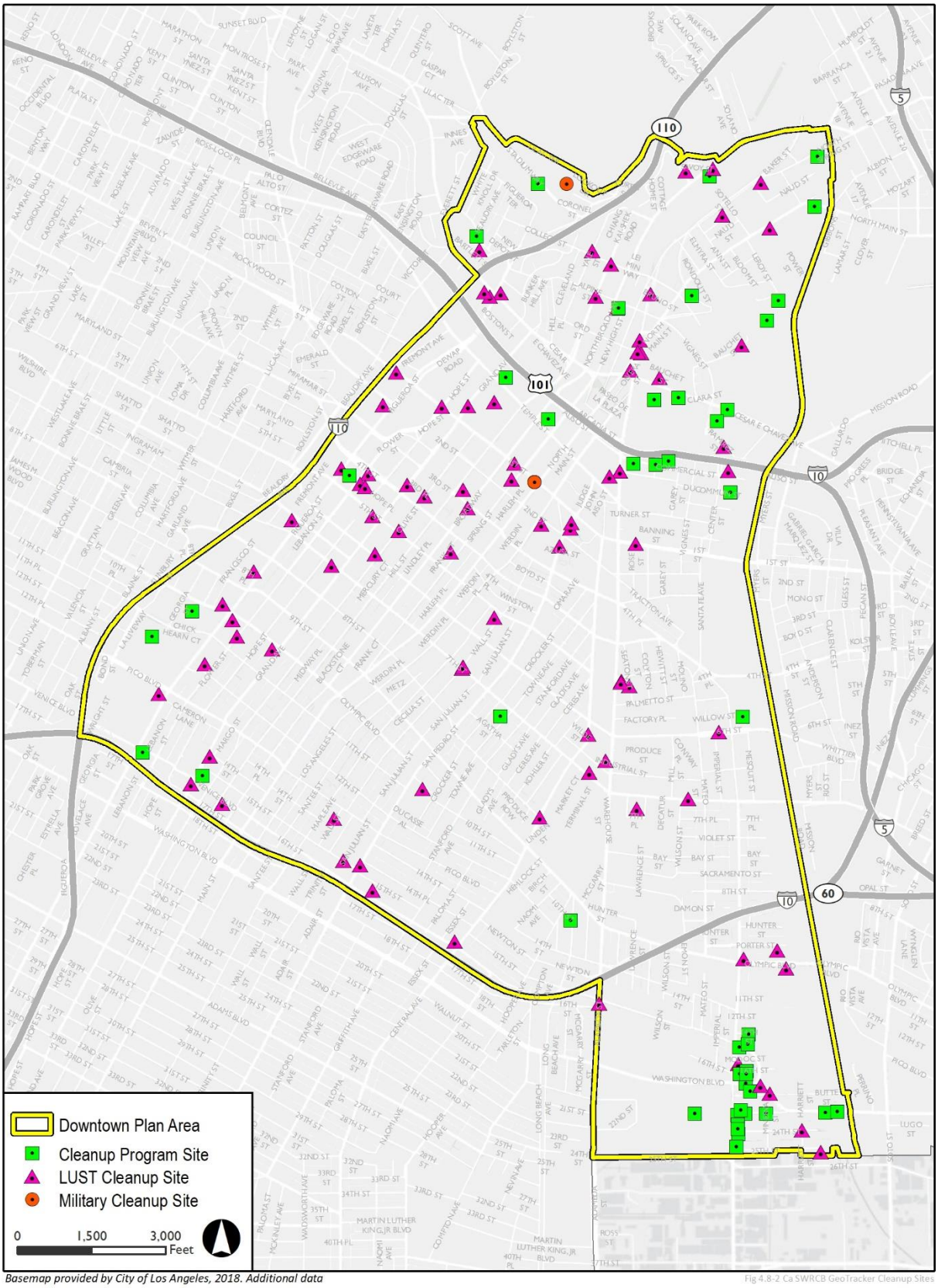
A search of the USEPA database of Superfund sites revealed no sites on the National Priorities List. Please note, however, that the DTSC's Envirostor database, discussed above, lists several National Priorities List (NPL) sites in the Downtown Plan Area. These sites are older and are primarily listed as inactive.

## Use, Transport, and Abatement of Hazardous Materials

The use of hazardous materials is typically associated with industrial land uses. Activities, such as manufacturing, plating, cleaning, refining, and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment. There are several clusters of low-intensity industrial uses scattered throughout the Downtown Plan Area.

To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. Dry cleaners, in particular, use cleaning agents considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides and pesticides. Swimming pool supply stores stock acids, algaecides, and caustic agents. In fact, most commercial businesses occasionally use commonly available cleaning supplies which, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

**Figure 4.8-2 GeoTracker Sites in the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018. Additional data provided by State Water Resources Control Board GeoTracker, 2015.*

**TABLE 4.8-2 CALIFORNIA SWRCB GEOTRACKER CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| Leaking Underground Storage Tank (LUST) Cleanup Site | Donald Cozen | 1301 W Sunset Blvd | Completed – Case Closed |
| LUST Cleanup Site | Sengs Auto Repair | 1165 W Sunset Blvd | Completed – Case Closed |
| LUST Cleanup Site | MWD Headquarters Garage | 610 N Figueroa Terrace | Completed – Case Closed |
| LUST Cleanup Site | Domenich Basso, Inc. | 1201 N Broadway | Completed – Case Closed |
| LUST Cleanup Site | Union Pacific/Railroad Company | 1322 N Broadway | Completed – Case Closed |
| Waste Discharge Requirements (WDR) Site | Metabolic Studio | 1745 N Spring St | Draft – WDR |
| LUST Cleanup Site | Main Street Dairy (former) | 1620 N Spring St | Completed – Case Closed |
| LUST Cleanup Site | Western Brassworks | 1440 Spring St | Completed – Case Closed |
| LUST Cleanup Site | Main Street Oil Depot | 1630 N Main St | Open – Remediation as of 1/21/1997 |
| Corrective Action | LA Department Water & Power | 1630 N Main Street Ste 16 | Active as of 6/15/2009-Undergoing Closure |
| LUST Cleanup Site | Morgan Linen Facility | 905 Yale St | Completed – Case Closed |
| LUST Cleanup Site | Jimmie Joe's Texaco | 900 N Hill St | Open – Remediation |
| LUST Cleanup Site | Fueling Station Former | 1135 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | LA County Central Jail | 441 Bauchet St | Completed – Case Closed |
| LUST Cleanup Site | Shell #204-4530-3405 | 766 N Hill St | Completed – Case Closed |
| LUST Cleanup Site | Mobil #11-H41 (former) | 774 N Broadway | Completed – Case Closed |
| LUST Cleanup Site | G.H. Palmer & Associates | 867 E Cesar Chavez Ave | Completed – Case Closed |
| LUST Cleanup Site | UNOCAL #0253 | 900 Sunset Blvd | Completed – Case Closed |
| LUST Cleanup Site | Mendoza Service, Inc. | 866 E Cesar Chavez Ave | Completed – Case Closed |
| LUST Cleanup Site | LA County Parking Garage | 1035 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | The California Endowment Terminal | 1000 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | Chevron Station #9-8815 | 901 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | LA City Fire Station #4 | 800 N Main St | Completed – Case Closed |
| LUST Cleanup Site | U.S. Postal Service Terminal Annex | 900 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | Piper Technical Center | 555 Ramirez St | Open – Site Assessment |
| LUST Cleanup Site | Friedman Bag Co. | 801 Commercial St | Completed – Case Closed |

**TABLE 4.8-2 CALIFORNIA SWRCB GEOTRACKER CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| LUST Cleanup Site | Fire Station #3 | 108 N Fremont Ave | Open – Remediation |
| WDR Site | Diamond Street | 918-934 Diamond St | Draft – WDR |
| LUST Cleanup Site | California National Bank | 221 Figueroa St | Completed – Case Closed |
| LUST Cleanup Site | LA City Dept Water & Power | 111 N Hope St | Completed – Case Closed |
| LUST Cleanup Site | Auto Park 18 | 145 N Grand Ave | Open – Site Assessment |
| LUST Cleanup Site | LA County Hall of Administration | 500 W Temple St | Completed – Case Closed |
| LUST Cleanup Site | Mobil #11-HDH | 520 N Alameda St | Completed – Case Closed |
| LUST Cleanup Site | LA Southwest College | 11404 S Western Ave | Completed – Case Closed |
| LUST Cleanup Site | Times Mirror Corporation | 145 S Spring St | Completed – Case Closed |
| WDR Site | Los Angeles City – LAMP | 200 S Spring St | Draft – WDR |
| LUST Cleanup Site | Los Angeles Times | 214 E 2nd St | Completed – Case Closed |
| LUST Cleanup Site | Union Bank of California | 120 S San Pedro St | Completed – Case Closed |
| LUST Cleanup Site | Parker Center | 151 Judge John Aiso | Completed – Case Closed |
| LUST Cleanup Site | Related/LL Block 8 LLC | 235 San Pedro St | Completed – Case Closed |
| LUST Cleanup Site | Mangrove Estate, B.V. | 617 E 1st St | Completed – Case Closed |
| LUST Cleanup Site | Bradbury Building | 304 S Broadway | Completed – Case Closed |
| LUST Cleanup Site | Times Mirror | 240 S Hill St | Completed – Case Closed |
| LUST Cleanup Site | The Mutual Garage Building | 363 S Olive St | Completed – Case Closed |
| LUST Cleanup Site | Pacific Bell | 420 S Grand Ave | Completed – Case Closed |
| LUST Cleanup Site | West Lawn-LA Central Library | 524 S Flower St | Completed – Case Closed |
| LUST Cleanup Site | Former Leach Corp. Facility | 444 S Flower St | Completed – Case Closed |
| LUST Cleanup Site | Library Square Construction | 633 W 5th St | Completed – Case Closed |
| WDR Site | Fire Station #3 | 108 N Fremont Ave | Active – WDR |
| LUST Cleanup Site | LA City General Services Dept | 630 W 5th St | Completed – Case Closed |
| LUST Cleanup Site | Southern CA Gas Center | 501 W 5th St | Completed – Case Closed |
| LUST Cleanup Site | Pacific Mutual Building | 523 W 6th St | Completed – Case Closed |
| LUST Cleanup Site | Twin Springs LLC | 433 S Spring St | Completed – Case Closed |

**TABLE 4.8-2 CALIFORNIA SWRCB GEOTRACKER CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| LUST Cleanup Site | LA – Central Facilities Motro Transport Division | 519 Wall St | Completed – Case Closed |
| LUST Cleanup Site | Joe's Car Wash | 400 E 7th St | Completed – Case Closed |
| LUST Cleanup Site | ARCO | 500 S Alameda St | Completed – Case Closed |
| LUST Cleanup Site | Rolo Transportation | 536 Seaton St | Completed – Case Closed |
| WDR Site* | Metro Location 61 South (former Butterfield Property) | 590 S Santa Fe Ave | Active – WDR |
| LUST Cleanup Site | St. Maintenance Service Yard | 1451 E 6th St | Completed – Case Closed |
| LUST Cleanup Site | LA MTA Division 1 | 624 S Central | Completed – Case Closed |
| LUST Cleanup Site | Metro Division 1 Maintenance Facility | 1130 E 6th St | Completed – Case Closed |
| LUST Cleanup Site | Texaco Truck Stop (former) | 1345 E 5th St | Completed – Case Closed |
| LUST Cleanup Site | Greyhound Lines Inc. | 1614 E 7th St | Completed – Case Closed |
| LUST Cleanup Site | Exxon #7-8407 (former) | 1935 E 7th St | Completed – Case Closed |
| LUST Cleanup Site | 76 Products Station #4010 | 791 S Central Ave | Completed – Case Closed |
| LUST Cleanup Site | Jet Delivery | 750 E 10th St | Completed – Case Closed |
| LUST Cleanup Site | Wilshire Grand Hotel Former | 930 Wilshire Blvd | Completed – Case Closed |
| LUST Cleanup Site | Carrier Center Los Angeles | 660 W 7th St | Completed – Case Closed |
| LUST Cleanup Site | 801 Tower Building | 845 S Figueroa Ave | Completed – Case Closed |
| LUST Cleanup Site | Downtown Car Wash | 811 W Olympic Blvd | Completed – Case Closed |
| LUST Cleanup Site | UNOCAL #3300 | 730 W Olympic Blvd | Completed – Case Closed |
| LUST Cleanup Site | Property Under Construction | 1050-1070 S Flower St | Completed – Case Closed |
| LUST Cleanup Site | Shell Service Station | 504 W Olympic Blvd | Completed – Case Closed |
| LUST Cleanup Site | ARCO #5033 | 1151 S Flower St | Completed – Case Closed |
| LUST Cleanup Site | Convention Center | 1201 S Figueroa St | Completed – Case Closed |
| LUST Cleanup Site | Pillack Property | 1410 Grand Ave | Completed – Case Closed |
| LUST Cleanup Site | Robinson's Florist | 1610 S Grand Ave | Completed – Case Closed |
| LUST Cleanup Site | Mobil #11-H3K | 1600 S Hill St | Completed – Case Closed |

**TABLE 4.8-2 CALIFORNIA SWRCB GEOTRACKER CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| LUST Cleanup Site | LA Department of Water & Power | 1324 S Wall St | Completed – Case Closed |
| LUST Cleanup Site | Business Service Center Garage | 604 E 15th St | Completed – Case Closed |
| LUST Cleanup Site | LAUSD – Safety Section | 1425 S San Pedro St | Completed – Case Closed |
| LUST Cleanup Site | Metro Division 2 Maintenance Facility | 720 E 15th St | Completed – Case Closed |
| LUST Cleanup Site | Shell | 1541 S Central Ave | Completed – Case Closed |
| LUST Cleanup Site | Ryder Truck Rental #91 | 1508 S Alameda St | Completed – Case Closed |
| LUST Cleanup Site | Alameda Petroleum Truck Stop | 1625 S Alameda St | Completed – Case Closed |
| LUST Cleanup Site | Angleus Western Paper Stock Co | 2474 Porter St | Completed – Case Closed |
| LUST Cleanup Site | Former Shell Service Station | 1520 S Santa Fe Ave | Completed – Case Closed |
| LUST Cleanup Site* | Asphalt Plant #1, Site 8/25 | 2484 E Olympic Blvd | Completed – Case Closed |
| LUST Cleanup Site | ACTA | 2026 S Santa Fe Ave | Completed – Case Closed |
| LUST Cleanup Site | CTMC LLC | 2455 E Washington Blvd | Completed – Case Closed |
| LUST Cleanup Site | Central Repair Yard | 2469 E Washington Blvd | Completed – Case Closed |
| LUST Cleanup Site | ARCO #0009 | 2601 E 24th St | Completed – Case Closed |
| LUST Cleanup Site | Darling-Delaware | 2626 E 25th St | Completed – Case Closed |
| LUST Cleanup Site | Darling International | 2601 E 26th St | Completed – Case Closed |
| LUST Cleanup Site | APA Trucking | 2634 26th St | Completed – Case Closed |
| Cleanup Program Site | Naval-Marine Corps Reserve Center | 1700 Stadium Way | Completed – Case Closed |
| Cleanup Program Site | LA1 and LA2 Well Site | 806 North Beaudry | Open – Site Assessment |
| Cleanup Program Site* | Union Pacific Railroad-Cornfield Yard | 1245 N Spring St | Open – Verification Monitoring |
| Cleanup Program Site | Bortz Oil | 1746 N Spring St | Open – Inactive/Certified O&M-Land Use Restrictions as of 6/27/2014 |
| Cleanup Program Site | Sage Property | 1667 N Main St | Completed – Case Closed |
| Cleanup Program Site | BNSF Mission Tower Site | 1430 Bolero Lane | Completed – Case Closed |
| Cleanup Program Site | County of Los Angeles-Jail Expansion | 498 Bauchet Street | Completed – Case Closed |
| Cleanup Program Site | International Bank Property | 943 N Main St | Completed – Case Closed |

**TABLE 4.8-2 CALIFORNIA SWRCB GEOTRACKER CLEANUP SITES IN THE DOWNTOWN PLAN AREA**

| Project Type | Name | Address | Status |
|---|---|---|---|
| Cleanup Program Site | Mobil Oil Corp | 774 N Broadway Ave | Open – Inactive |
| Cleanup Program Site | Metro Rail | Union Station | Completed – Case Closed |
| Cleanup Program Site | LA to Pasadena Metro Blue Line Construction | Los Angeles | Completed – Case Closed |
| Cleanup Program Site | Aliso Manufacturing Gas Plant | 600 E Cesar Chavez Ave | Open – Inactive |
| Cleanup Program Site | Regional Rebuild Center | 900 Lyon St | Open – Site Assessment |
| Cleanup Program Site | Cathedral of our Lady of the Angels | 555 W Temple St | Completed – Case Closed |
| Cleanup Program Site | City of Los Angeles-Federal Building Annex | 255 Temple St | Completed – Case Closed |
| Cleanup Program Site | Zimmerman Development Inc. | 560 S Alameda St | Completed – Case Closed |
| Cleanup Program Site | PBR Realty LLC | 531 Commercial St | Open – Inactive |
| Cleanup Program Site | Caltrans - Commercial Street Property | 501 E Commercial St | Open – Inactive |
| Cleanup Program Site | Unocal - Center Street Terminal #500 | 501 Center St | Open – Inactive |
| Cleanup Program Site | Westin Bonaventure Hotel | 404 S Figueroa St | Completed – Case Closed |
| Cleanup Program Site | City of Los Angeles-Staples Arena | 1111 S Figueroa St | Completed – Case Closed |
| Cleanup Program Site | Staples Arena | 740-750 W 10th Place | Completed – Case Closed |
| Cleanup Program Site* | Sun Chemical Crop | 590 Santa Fe Ave | Open – Inactive |
| Cleanup Program Site | Former Ace Plating | 719 Towne Ave | Open – Site Assessment |
| Cleanup Program Site | Toyota Dealership | 1600 S Figueroa St | Open – Remediation |
| Cleanup Program Site | City of Los Angeles | 1450 Grand Ave | Completed – Case Closed |
| Cleanup Program Site | JFL Electric Co/United Chemical (former) | 8251-8257 Compton Ave | Open – Site Assessment |
| Cleanup Program Site | ACTA Parcel MC-697 West | 1810 E 25th St | Completed – Case Closed |
| Cleanup Program Site | ACTA Parcel MC-697 East | 1830 E 25th St | Completed – Case Closed |
| Cleanup Program Site | Union Pacific Railroad J Yard | 1999 E 25th St | Open – Verification Monitoring |
| Cleanup Program Site | ACTA North-LA City DWP | 2650 E Washington Blvd | Completed – Case Closed |
| Cleanup Program Site | ACTA North-LA Print Worksite | 1960 S Santa Fe Ave | Completed – Case Closed |
| Cleanup Program Site | ACTA North Parcel | 2000 – 2420 even S Santa Fe Ave | Completed – Case Closed |
| Military Cleanup Site | Los Angeles Air Force Base | El Segundo Blvd | Open – Inactive |

* Also listed on DTSC EnviroStor website
**SOURCE:** GeoTracker Database, 2017.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, State and local regulations. In accordance with such regulations, the transport of hazardous materials and wastes can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest (which is a set of forms, reports, and procedures designed to seamlessly track hazardous waste).

Citywide Use, Transport, and Abatement of Hazardous Materials

Hazardous materials are used in commercial, industrial, institutional, and agricultural operations throughout the City. Hazardous materials are shipped through, stored, and used at the major airport (Los Angeles International Airport) and harbor facilities (Port of Los Angeles) within the City boundaries. Hazardous materials are also transported along freeways and highways that route through the City and stored in facilities. Identification, handling, storage, and transport of hazardous materials are managed and regulated by federal, State, and City regulations (City of Los Angeles 1996).

Downtown Plan Area Use, Transport, and Abatement of Hazardous Materials

Hazardous materials use is primarily concentrated in the Arts, Industrial, Manufacturing, and Wholesale Districts in the southeast and south-central portions of the Downtown Plan Area where light and heavy industry are present. Most transportation of hazardous materials through and within the Downtown Plan Area consists of trucks that travel along freeways and major thoroughfares in the Downtown Plan Area.

# OIL FIELDS AND WELLS

Oil fields and oil production activities present a variety of hazards in urbanized areas, including toxic air contaminants and dust from oil production, and the potential of contaminant release into an aquatic environment. Unconstrained oil seepage from oil fields and wells can contaminate the soil and groundwater aquifers.

## Citywide Oil Fields and Wells

There are 5,130 oil and gas wells in the City (City of Los Angeles 2018a). Of the total 5,130 wells, approximately 3,133 are plugged and abandoned, 930 are buried, 780 are active, and 287 are idle. Approximately 77 percent of active and idle wells in the City are operated by six companies. The City contains 23 oil fields, nine of which are located entirely in the City and 14 of which are located partially in the City and partially in adjacent cities (DOC 2017).

## Downtown Plan Area Oil Fields and Wells

The Downtown Plan Area contains three oil fields, Los Angeles City, Union Station, and Los Angeles Downtown (Department of Conservation [DOC] 2017). **Figure 4.8-3** shows the locations of oil fields and oil and gas wells in the Downtown Plan Area.

The Los Angeles City oil field is about four miles long and 0.25 mile across and extends from Vermont Avenue to immediately south of Dodger Stadium, in the northwest portion of the Downtown Plan Area. The oil field was discovered in 1890 and was the State's top producing oil field in the 1890s, and approximately 1,250 wells were once drilled on the field. However, today there are no active wells in the Downtown Plan Area portion of the Los Angeles City oil field (DOC 2017).

The Union Station oil field extends from north of E 6th Street to approximately Temple Street south to north, and from approximately the Los Angeles River to S Central Avenue from east to west. The entire oil field lies within the Downtown Plan Area and contains five oil and gas production wells, all of which have been plugged and abandoned (DOC 2017).

The majority of the Los Angeles Downtown oil field lies in the southwest corner of the Downtown Plan Area. The oil field extends from approximately the Santa Monica Freeway to the latitude line of the Staples Center, south to north, and from the longitude line of the intersection of Olympic Boulevard and S Main Street to the Harbor Freeway, east to west. The oil field contains over thirty wells in the Downtown Plan Area, most of which are concentrated in the block north of W 14th Place, between S Hill Street and S Broadway. This block contains nine active oil and gas production wells (American Petroleum Institute (API) well numbers 03720833, 03720118, 03720204, 03700463, 03711873, 03700458, 03720923, 03700466, 03700465) and one active dry gas well (API 03711869) all owned by Nasco Petroleum Inc., as well as a number of active and idle water flood injector wells and idle oil and gas wells; idle wells are identified as not having produced oil or natural gas for six consecutive months of continuous operation during the last five or more years. Outside of this block, there are an additional four oil and gas production wells that have all been plugged and abandoned (DOC 2017).

The Downtown Plan Area contains an additional 16 oil and gas production wells outside of the identified oil fields. All of these wells have either been plugged and abandoned or buried (DOC 2017).

# METHANE GAS

Methane gas is produced by anaerobic decay of organic matter deep under the Earth's surface and is the major component of natural gas, about 87 percent by volume.[2] In common usage, deposits rich in natural gas (i.e., methane) are called natural gas fields. At room temperature and standard pressure, methane is a colorless, odorless gas. While not toxic, it is highly flammable and may form explosive mixtures with air. Methane is also an asphyxiant and may displace oxygen in an enclosed space; however, the concentrations at which flammable or explosive mixtures form are much lower than the concentration at which asphyxiation risk is significant. Thus, the main concern with methane gas is the risk of explosion if methane seeps and accumulates in an enclosed space with air (County of Los Angeles 2002).

## Citywide Methane Gas

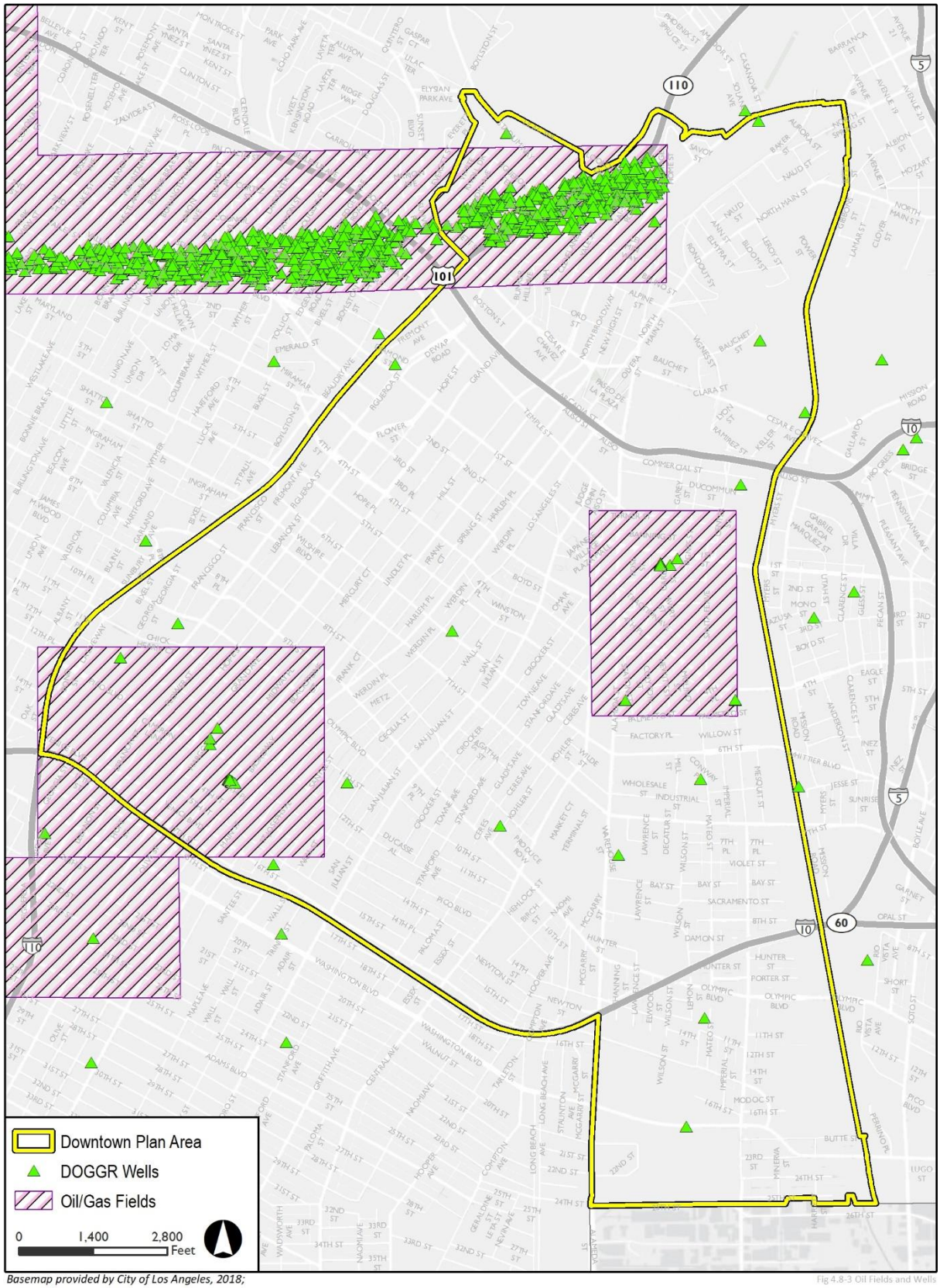
As previously discussed, the City contains 23 oil fields, nine of which are located entirely within the City and 14 of which are located partially within the City and partially within adjacent cities. These areas, in addition to other areas that contain oil and gas wells that are not within an oil field, are designated by the City as Methane Zones and adjacent areas are designated as Methane Buffer Zones.

## Downtown Plan Area Methane Gas

As previously discussed, and as shown in **Figure 4.8-3**, the Downtown Plan Area contains three oil fields with oil and gas production wells, as well as wells outside of the oil field areas. These areas are designated by the City as Methane Zones and adjacent areas are designated as Methane Buffer zones. Properties within these zones require methane testing and/or mitigation for construction projects.

[2] Anaerobic decay is the process by which microorganisms break down biodegradable material in the absence of oxygen.

**Figure 4.8-3 Oil Fields and Oil and Gas Wells in the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by California Department of Conservation, 2018.*

# AIRPORTS

## Citywide Airports

There are three public use airports within the City of Los Angeles, Los Angeles International Airport (LAX), Van Nuys Airport, and Whiteman Airport (Federal Aviation Administration 2017). LAX is located southwest of downtown Los Angeles and is the second busiest airport in the United States and fourth busiest in the world (Airports Council International 2017). The General Plan land use designation for LAX is Airport Airside and is within the LAX Specific Plan Area and Los Angeles Coastal Transportation Corridor Specific Plan Area. The LAX Specific Plan area consists of 3,900 acres and the portion of the LAX within the Los Angeles Coastal Transportation Corridor Specific Plan Area is bound by the City of Santa Monica on the north, Imperial Highway on the south, San Diego Freeway on the east, and the Pacific Ocean on the west. Van Nuys Airport and Whiteman Airport are located in the San Fernando Valley in the northern portion of the City. Van Nuys Airport is designated for Light Manufacturing use in the City's General Plan. Whiteman Airport is designated for Public Facilities use. In addition to the public use airports, there are 51 private use airports, all of which are heliports.

## Downtown Plan Area Airports

The airport nearest to the Downtown Plan Area is the Santa Monica Municipal Airport, located more than nine miles to the southwest. The Los Angeles International Airport (LAX) is located approximately 10 miles southwest of the Plan Area. The Downtown Plan Area is not located within two miles of a public airport or public use airport and, therefore, is not subject to airport-related hazards.

# SCHOOLS

School locations require consideration because individuals particularly sensitive to hazardous materials exposure use these facilities. Additional protective regulations apply to projects that could use or disturb potentially hazardous products near or at schools. The California Public Resources Code requires projects that would be located within 0.25 mile of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards. See **Figure 4.8-4**, Educational Facilities in or within 0.25 mile of the Downtown Plan Area.

## Citywide Schools

The Los Angeles Unified School District (LAUSD) is the second largest school district in the nation encompassing over 720 square miles, including the City of Los Angeles as well as all or parts of 31 smaller municipalities plus several unincorporated sections of Southern California. There are over 900 schools and 187 public charter schools within LAUSD, which hosts students from kindergarten to 12$^{th}$ grade. In addition to schools within LAUSD, the City of Los Angeles has other educational facilities which include colleges, preschools, nurseries, and private schools (LAUSD 2017).

## Downtown Plan Area Schools

Forty-five educational facilities (defined as colleges, high schools, elementary schools, preschools, or nursery schools) are within 0.25 mile of the Downtown Plan Area, as identified in **Table 4.8-3**.

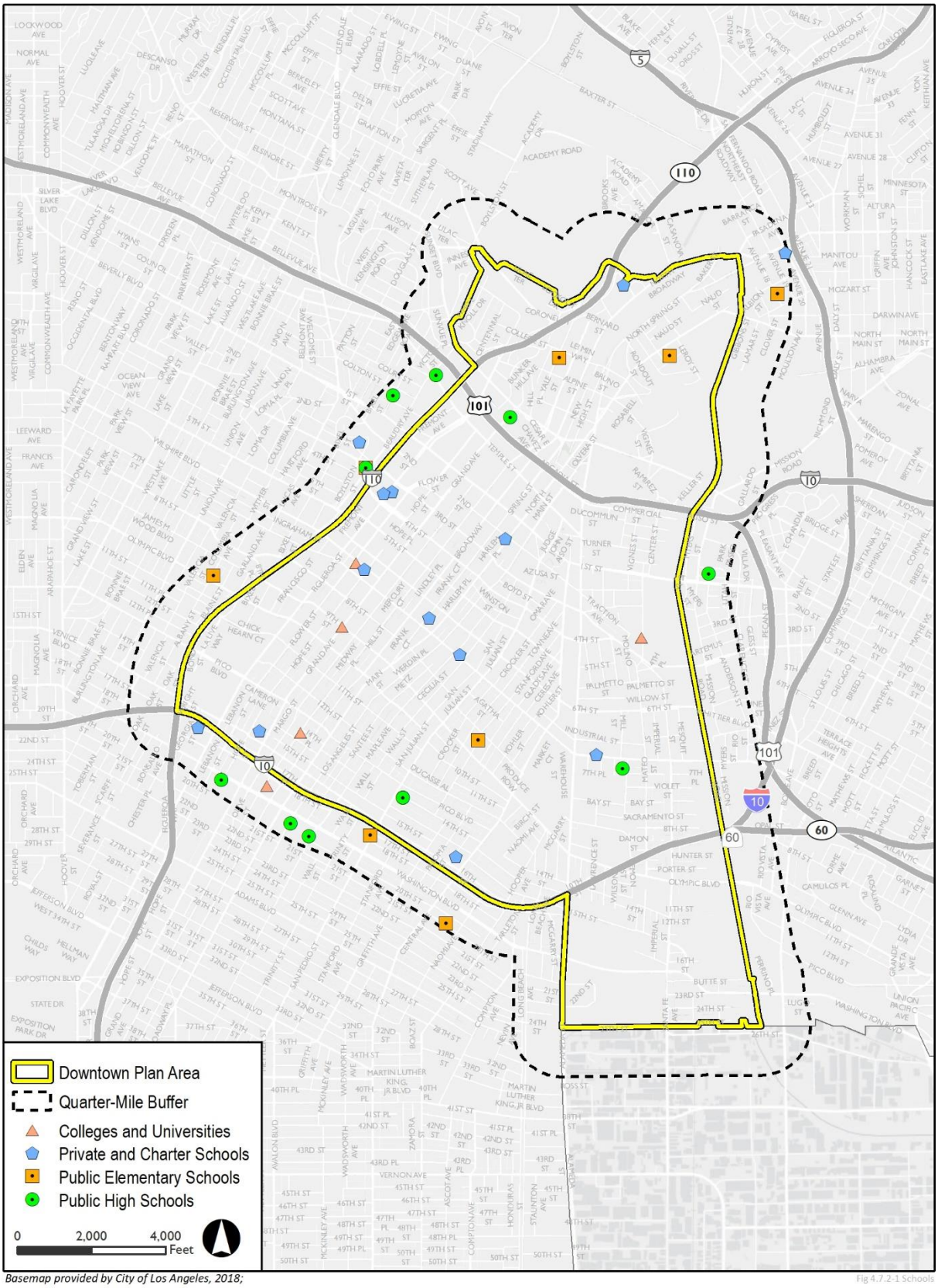
**TABLE 4.8-3 EDUCATIONAL FACILITIES IN OR WITHIN 0.25 MILE OF THE DOWNTOWN PLAN AREA**

| Facility | Address | Type of Schools |
|---|---|---|
| Los Angeles Community College District | 770 Wilshire Blvd | Colleges and Universities |
| Coast Career Institute | 1354 S Hill St | Colleges and Universities |
| Abram Friedman Occupational Center | 1646 S Olive Street | Colleges and Universities |
| The Fashion Institute Of Design & Merchandising-Los Angeles | 919 S Grand Ave | Colleges and Universities |
| Virginia Sewing Machines And School Center | 1033 S Broadway St | Colleges and Universities |
| Southern California Institute Of Architecture | 960 E. 3rd Street | Colleges and Universities |
| Los Angeles Trade Technical College | 400 W. Washington Blvd. | Colleges and Universities |
| Jardin de la Infancia | 307 East 7th Street | Private and Charter Schools |
| Camino Nuevo Charter High School | 1215 West Miramar Street | Private and Charter Schools |
| Olympic Primary Center | 950 South Albany Street | Public Elementary Schools |
| Santee Education Complex | 1921 South Maple Avenue | Public High Schools |
| Frida Kahlo High School | 1924 South Los Angeles Street | Public High Schools |
| Alliance Dr. Olga Mohan High School | 644 West 17th Street | Private and Charter Schools |
| Edward R. Roybal Learning Center | 1200 West Colton Street | Public High Schools |
| Special Education-Infant/Preschool Program | 333 South Beaudry Avenue, Floor 17 | Public Elementary Schools |
| Para Los Ninos Middle School | 835 Stanford Avenue | Private and Charter Schools |
| Ramon C. Cortines School of Visual and Performing Arts | 450 North Grand Avenue | Public High Schools |
| Felicitas and Gonzalo Mendez High School | 1200 Plaza Del Sol | Public High Schools |
| Endeavor College Preparatory Charter | 126 Bloom Street | Private and Charter Schools |
| Alliance College-Ready Middle School Academy 5 | 211 South Avenue 20 | Private and Charter Schools |
| Alliance Susan and Eric Smidt Technology High School | 211 South Avenue 20 | Private and Charter Schools |
| USC Hybrid High School | 350 South Figueroa Street, Suite 100 | Private and Charter Schools |
| Early College Academy-LA Trade Tech College | 400 West Washington Boulevard | Public High Schools |
| Metro Charter | 320 West 15th Street, Suite 143 | Private and Charter Schools |
| University Preparatory Value High School | 700 Wilshire Boulevard | Private and Charter Schools |
| Central High School | 716 East 14th Street | Public High Schools |
| Metropolitan Continuation | 727 South Wilson Street | Public High Schools |
| Downtown Business High School | 1081 West Temple Street | Public High Schools |
| Los Angeles Unified Alternative Education | 333 South Beaudry Avenue, Floor 18 | Public High Schools |
| Tri-C Community Day | 716 East 14th Street, Second Floor | Public High Schools |
| CDS Secondary | 333 South Beaudry Avenue, 18th Floor | Public High Schools |
| Albion Street Elementary School | 322 South Avenue 18 | Public Elementary Schools |

**TABLE 4.8-3 EDUCATIONAL FACILITIES IN OR WITHIN 0.25 MILE OF THE DOWNTOWN PLAN AREA**

| Facility | Address | Type of Schools |
|---|---|---|
| Ann Street Elementary School | 126 East Bloom Street | Public Elementary Schools |
| Castelar Street Elementary School | 840 Yale Street | Public Elementary Schools |
| San Pedro Street Elementary School | 1635 South San Pedro Street | Public Elementary Schools |
| Twentieth Street Elementary School | 1353 East 20th Street | Public Elementary Schools |
| Ninth Street Elementary School | 835 Stanford Ave | Public Elementary Schools |
| Para Los Ninos Charter | 1617 East Seventh Street | Private and Charter Schools |
| CDS Elementary School | 333 South Beaudry Avenue, 18th Floor | Public Elementary Schools |
| Los Angeles Unified School District ROCP | 333 South Beaudry Avenue | Public High Schools |
| SIATech Academy South | 634 South Spring Street | Private and Charter Schools |
| American University Preparatory School | 345 South Figueroa Street, Suite 100 | Private and Charter Schools |
| Cathedral High School | 1253 Bishops Road | Private and Charter Schools |
| Pacific Ohana Academy | 108 West 2nd Street, Number 208 | Private and Charter Schools |
| St. Turibius Elementary School | 1524 Essex Street | Private and Charter Schools |

**Figure 4.8-4 Educational Facilities in or within 0.25 mile of the Downtown Plan Area**



# WILDLAND FIRE HAZARDS

The California Department of Forestry and Fire Protection (CAL FIRE) identifies fire hazard areas and fire-threatened communities at the wildland urban interface. CAL FIRE maps identify fire hazard severity zones in the state and local responsibility areas. Wildland fire protection in California is the responsibility of either the state, local government, or the federal government. A designated State Responsibility Area (SRA) is the area "in which the financial responsibility of preventing and suppressing fires is primarily the responsibility of the state" (Public Resources Code Section 4125). Local responsibility areas (LRA) in include incorporated cities, cultivated agricultural lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.

Classification of a zone as moderate, high or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings.

## Citywide Wildland Fire Hazards

Fire Hazard Severity Areas in the City are designated by the Los Angeles County Fire Department. Very high fire hazard severity zones (VHFHSZ) generally coincide with mountainous areas within City boundaries. VHFHSZs designated as Local Responsibility Areas are generally located at the northern border of the City, in portions of Topanga State Park within the City boundaries, Griffith Park, Elysian Park, and Ballona Wetlands Ecological Reserve. VHFHSZs designated as a State or Federal Responsibility Area is located at the border of the City and Angeles National Forest (CAL FIRE 2007).

## Downtown Plan Area Wildland Fire Hazards

CAL FIRE has identified the entire Downtown Plan Area as being located within the “Non-Very High Fire Hazard Severity Zone” in the Local Responsibility Area for incorporated cities (CAL FIRE 2011). This indicates that the Downtown Plan Area is not subject to wildfire hazards.

# EMERGENCY RESPONSE PLANS

The City of Los Angeles Emergency Management Department (EMD) is comprised of five divisions: administrative services, community preparedness and engagement, operational readiness, planning, and training and exercise. The EMD works with City departments, municipalities and with community-based organizations to ensure that the City and its residents have the resources and information they need to prepare, respond, and recover from emergencies, disasters and significant events (Los Angeles 2018). Within the EMD, the Emergency Operations Organization (EOO) is the operational department responsible for the City’s emergency preparations (planning, training and mitigation), response and recovery operations. The EOO centralizes command and information coordination to enable its unified chain-of-command to operate efficiently and effectively in managing the City's resources. The Emergency Operation Center (EOC) is the focal point for coordination of the City’s emergency planning, training, response and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple City departments.

The LAFD is responsible for rescue and provision of medical care to victims of fires and other emergencies. Key to a successful rapid response is LAFD’s goal of maintaining adequate response distances from any given fire outbreak to the closest fire station. See Section 4.13, *Public Services,* of this Draft EIR, for further details about the LAFD.

### Citywide Emergency Response

Emergency response throughout the City is managed by the Emergency Management Department (EMD) which is comprised of five divisions, including the administrative services division, community preparedness and engagement division, operational readiness division, planning division, and training and exercise division (City of Los Angeles 2018b). The Emergency Operations Organization (EOO) is the centralized operational department of the EMD which implements the Safety Element of the General Plan. The EOO is a "department without walls" as it works with all of the City's departments to prepare for, respond to, and recover from emergencies, disasters, and significant events (City of Los Angeles 1996). The EOO also coordinates emergency response planning with other jurisdictions' emergency service organizations (City of Los Angeles 2017a). The Emergency Operations Center (EOC) is the operations center which is the focal point for the coordination of the City's emergency planning, training, response, and recovery efforts. The EOC is a state-of-the-art facility comprised of a Main Coordination Room (MCR), Media Center, Training Room, Management Section Room, Public Information Officer Room, Executive Conference Room, six flexible-use Break Out Rooms (includes Business Operations Center), Amateur Radio Operations Room and two storage rooms (City of Los Angeles 2017b).

### Downtown Plan Area Emergency Response

The City's General Plan Safety Element specifies several disaster routes in the Downtown Plan Area. Disaster routes typically parallel major north-south and east-west traffic corridors. Disaster routes within and adjacent to the Downtown Plan Area include U.S. 101, I-110, I-10, W 1st Street, W Ceasar Chavez Avenue, E 4th Street east of Alameda Street, S Figueroa Street, Alameda Street, and S San Pedro Street south of Temple Street (County of Los Angeles 2018).

# REGULATORY FRAMEWORK

Hazardous materials and waste can pose a potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent unwanted consequences. These regulatory programs are designed to reduce the risk that hazardous substances may pose to people and businesses under normal daily circumstances and as a result emergencies and disasters.

## FEDERAL

Primary federal agencies with responsibility for hazardous materials management include the USEPA, U.S. Department of Labor's OSHA, and U.S. Department of Transportation (USDOT).

### U.S. Environmental Protection Agency

The USEPA's mission is to protect human health and the environment. USEPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. USEPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of USEPA, as well as efforts to reduce urban air toxins.

## Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

Enacted in 1980, CERCLA, commonly known as Superfund, creates a tax on the chemical and petroleum industries and provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The tax goes into a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

CERCLA established the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). The CERCLIS database was renamed to Standardized Emergency Management System (SEMS) by USEPA in 2015. SEMS is the USEPA's system for tracking potential hazardous-waste sites within the Superfund program. In addition, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response.
- Long-term remedial response actions, that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on the USEPA's National Priorities List (NPL).

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the NPL.

## Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 gives the USEPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

## Toxic Substances Control Act (TSCA)

Congress enacted the TSCA of 1976, codified in Title 40 of the CFR, to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, polychlorinated biphenyls (PCBs) are regulated by both State (RCRA and Title 22 of the California Code of Regulations [CCR]) and federal (TSCA) rules. TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. TSCA gives USEPA the authority to develop, implement and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA (USEPA 1996).

## U.S. Department of Transportation (USDOT)

USDOT prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads. The Secretary of the Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S. Code (U.S.C.) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 U.S.C. The Pipeline and Hazardous Materials Safety Administration (PHMSA), formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the Code of Federal Regulations (CFR) Parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any "person" in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any "person" of hazardous materials in commerce."

## Title 40 Code of Federal Regulations

Title 40 Code of Federal Regulations (CFR) Part 264 “Standards for Owners of Hazardous Waste Treatment, Storage and Disposal Facilities,” establishes minimum national standards which define the acceptable management of hazardous waste. This standard applies to owners and operators of all facilities which treat, store, or dispose of hazardous waste.

## Occupational Safety and Health Act of 1970

The U.S. Department of Labor’s OSHA was created to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal Occupational Safety and Health Act requirements, as set forth in Title 29 of the CFR Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker’s right-to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the Code of Federal Regulations (CFR), which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements.

## Research and Special Programs Administration (RSPA)

RSPA regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles, and also cover hazardous waste shipments. The Federal Highway Administration (FHWA) is responsible for

highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous material regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

### Other Hazardous Materials Regulations

In addition to the USDOT regulations for the safe transportation of hazardous materials, other applicable federal laws that also address hazardous materials. These include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

### Federal Emergency Management Act (FEMA)

FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

### Disaster Mitigation Act of 2000

Disaster Mitigation Act (42 United States Code [U.S.C.] §5121) provides the legal basis for FEMA mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. §5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, Tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities;
- Developing experimental multi-hazard maps to better understand risk;
- Establishing state and local government infrastructure mitigation planning requirements;
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and
- Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage

assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

### Federal Fire Safety Act (FFSA)

The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

## STATE POLICIES AND REGULATIONS

The primary state agencies with jurisdiction over hazardous chemical materials management are CalEPA DTSC and the Los Angeles Regional Water Quality Control Board (LARWQCB). Other state agencies involved in hazardous materials management include California OSHA (Cal/OSHA) and the State Office of Emergency Services (Cal OES).

Authority for the statewide administration and enforcement of RCRA rests with Cal/EPA DTSC. While DTSC has primary state responsibility in regulating the generation, storage and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in underground storage tanks (USTs) is regulated by the SWRCB, which delegates authority to the Regional Water Quality Control Board (RWQCB) on the regional level, and typically to the local fire department on the local level.

The Cal/OSHA program is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the federal OSHA program. For example, both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The Cal OES Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

### California Occupational Safety and Health Act – California Labor Code, Section 6300 et seq.

The California Occupational Safety and Health Act of 1973 addresses California employee working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The Act also created Cal OSHA, the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal OSHA's standards are generally more stringent than federal regulations. Under the former, the employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for

employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. At sites known or suspected to be contaminated by hazardous materials, workers must have training in hazardous materials operations and a Site Health and Safety Plan must be prepared. The Health and Safety Plan establishes policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

### California Health and Safety Code, Title 22, Chapter 20 Hazardous Waste Permit Program

Title 22, Chapter 20 Hazardous Waste Permit Program, establishes provisions for the issuance and administration of hazardous waste permits pursuant to the Health and Safety Code. Regulations cover basic permitting requirements, such as application requirements, standard permit conditions, and monitoring and reporting requirements. Hazardous Waste Permits are required for the transfer, treatment, storage, and disposal of any waste which is hazardous waste pursuant to section 66261.3. Owners and operators of certain facilities require hazardous waste facility permits as well as permits under other programs for certain aspects of the facility operation.

### California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control Law

The California Health and Safety Code, Division 20, Chapter 6.5, Hazardous Waste Control Law regulates the safe disposal of hazardous wastes generated within the State of California. The law identifies proper guidance for the handling, storage, use, and disposal of hazardous wastes. Additionally, the Hazardous Waste Control Law identifies the need for proper landfill disposal in order to reduce long-term threats to public health and to air and water quality.

Hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; dictate the management of hazardous waste; establish permit requirements for hazardous waste treatment, storage, disposal and transportation; and identify hazardous wastes that cannot be disposed of in landfills.

### California Code of Regulations, Division 4.5, Title 22

California Health and Safety Code and Title 22 regulates processes that produce hazardous waste. The Regulation requires an ID number, regulates accumulation of onsite hazardous materials, shipping and transport, emergency procedures, and worker training.

### California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)

California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications and waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allow regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of California Code of Regulations Title 23, Chapter 15 applies to cleanup and abatement actions for unregulated discharges to land of hazardous waste (e.g. spills).

### License to Transport Hazardous Materials – California Vehicle Code, Section 32000.5 et seq.

The California Department of Transportation (Caltrans) regulates hazardous materials transportation on all interstate roads. Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and

Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

### California Fire Code, Title 24, Part 9, Chapters 33, 50 and 57

The 2013 California Fire Code, written by the California Building Standards Commission, is based on the 2012 International Fire Code. The International Fire Code (IFC) is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

### Uniform Fire Code

The Uniform Fire Code, Article 80 (Section 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to Health and Safety Code Section 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill.

### California Constitution Article XIII Section 35.

Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: "The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency will comply with that provision and ensure that public services are provided. (See *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847, stating "the city has a constitutional obligation to provide adequate fire protection services".)

### Title 8 California Code of Regulations (CCR) Sections 1270 and 6773

In accordance with CCR, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

### California Health and Safety Code Section 13100-13135

California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

### California Governor's Office of Emergency Services (Cal OES)

In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Title 19 CCR Section 2401 *et seq.*), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

### Mutual Aid Agreements

Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

## REGIONAL

### South Coast Air Quality Management District (SCAQMD) Rule 1403

SCAQMD Rule 1403 establishes asbestos survey requirements, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities. Rule 1403 incorporates the requirements of the federal asbestos requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP) found in CFR Title 40, Part 61, Subpart M. USEPA delegated SCAQMD the authority to enforce the federal asbestos NESHAP and SCAQMD is the local enforcement authority for asbestos.

# LOCAL

The primary local agency with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management is the Los Angeles County Health Department, Environmental Health Division. The Los Angeles County Health Department is the Certified Unified Program Agency (CUPA) for the County of Los Angeles. A CUPA is a local agency that has been certified by CalEPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures [SPCC] requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As the CUPA for County of Los Angeles, the Los Angeles County Health Department Environmental Health Division maintains the records regarding location and status of hazardous materials sites in the county and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, Los Angeles County has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

A Participating Agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Los Angeles County Health Department, Environmental Health Division has designated the Los Angeles Fire Department (LAFD) as a Participating Agency. The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in California Health and Safety Code Chapter 6.95 are required to file an Accidental Risk Prevention Program with LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. LAFD also has the authority to administer and enforce federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors.

## 2012 Los Angeles County NPDES Permit

Effective on December 28, 2012, the Los Angeles RWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges into the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the city of Long Beach). Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 Storm Water Permit and originate from precipitation events). Discharges of storm water and non-storm water from the MS4s, or storm drain systems, in the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles

Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project-specific SWPPP. (LARWQCB 2012)

### County of Los Angeles Flood Control Act

The California State legislature adopted the County of Los Angeles Flood Control Act in 1915, establishing the Los Angeles County Flood Control District (LACFCD) and empowering it to provide flood protection, water conservation, recreation, and aesthetic enhancement within its boundaries. In August 2000, the Watershed Management Division of the Los Angeles County Department of Public Works became the planning and policy arm of the LACFCD. The District encompasses more than 3,000 square miles, 85 cities, and approximately 2.1 million land parcels. It includes a vast majority of drainage infrastructure in incorporated and unincorporated areas in every watershed, including 500 miles of open channels, 2,800 miles of underground storm drains, and an estimated 120,000 catch basins. The LACFCD regulates hydrologic and hydraulic design within its boundaries and provides criteria and planning procedures for flood plains, waterways, channels, and closed conduits in Los Angeles County.

### Los Angeles County Operational Area Emergency Response Plan (ERP)

The County of Los Angeles developed the ERP to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters like extraordinary emergency situations associated with natural and man-made disasters and technological incidents which can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the plan is to incorporate and coordinate all facilities and personnel of County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The goal of the plan is to take effective life-safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery.

### Los Angeles Fire Department (LAFD)

The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities which store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also has delegated authority to administer and enforce Federal and State laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors.

### Los Angeles Fire Code

Chapter V, Article 7 of the LAMC contains the Los Angeles Fire Code. The purpose of the Fire Code is to prescribe laws for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions that may arise in the use or occupancy of buildings, structures, or premises and other laws that may be the duty of LAFD to enforce.

## City of Los Angeles Emergency Management Department (EMD)

The City of Los Angeles EMD is comprised of four divisions and two units including administrative services division, communications division, community emergency management division, operations division, planning unit, and training exercise unit. The EMD works with City departments, municipalities and with community-based organizations to ensure that the City and its residents have the resources and information they need to prepare, respond, and recover from emergencies, disasters and significant events. The Emergency Operations Organization (EOO) is the operational department responsible for the City's emergency preparations (planning, training and mitigation), response and recovery operations. The EOO centralizes command and information coordination to enable its unified chain-of-command to operate efficiently and effectively in managing the City's resources.

The Emergency Operation Center (EOC) is the focal point for coordination of the City's emergency planning, training, response and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism and large-scale events in the City that require involvement by multiple City departments.

## City of Los Angeles General Plan Safety and Conservation Elements

The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The Safety Element addresses hazardous materials relative to potential natural hazards.

The intent of the Conservation Element of the General Plan is the conservation and preservation of natural resources. Policies of the Conservation Element address the conservation of petroleum resources (i.e., oil and gas) and appropriate, environmentally sensitive extraction of petroleum deposits to protect the petroleum resources for the use of future generations and to reduce the City's dependency on imported petroleum and petroleum products.

Policies from the Safety and Conservation Elements related to Hazards and Hazardous Materials are listed below in **Table 4.8-4**.

**TABLE 4.8-4 RELEVANT GENERAL PLAN HAZARDOUS MATERIALS GOALS, OBJECTIVES, AND POLICIES**

| | |
|---|---|
| **Safety Element – Hazard Mitigation** | |
| Policy 1.1.1 | Coordination. Coordinate information gathering, program formulation and program implementation between City agencies, other jurisdictions and appropriate public and private entities to achieve the maximum mutual benefit with the greatest efficiency of funds and staff. |
| Policy 1.1.2 | Disruption reduction. Reduce, to the greatest extent feasible and within the resources available, potential critical facility, governmental functions, infrastructure and information resource disruption due to natural disaster. |
| Policy 1.1.3 | Facility/systems maintenance. Provide redundancy (back-up) systems and strategies for continuation of adequate critical infrastructure systems and services so as to assure adequate circulation, communications, power, transportation, water and other services for emergency response in the event of disaster related systems disruptions. |
| Policy 1.1.4 | Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation. |
| Policy 1.1.5 | Risk reduction. Reduce potential risk hazards due to natural disaster to the greatest extent feasible within the resources available, including provision of information and training. |
| Policy 2.1.1 | Coordination. Coordinate program formulation and implementation between City agencies, adjacent jurisdictions and appropriate private and public entities so as to achieve, to the greatest |

| TABLE 4.8-4 RELEVANT GENERAL PLAN HAZARDOUS MATERIALS GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| **Safety Element – Hazard Mitigation** | |
| | extent feasible and within the resources available, the maximum mutual benefit with the greatest efficiency of funds and staff. |
| Policy 2.1.2 | Health and environmental protection. Develop and implement procedures to protect the environment and public, including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts. |
| Policy 2.1.3 | Information. Develop and implement, within the resources available, training programs and informational materials designed to assist the general public in handling disaster situations in lieu of or until emergency personnel can provide assistance. |
| Policy 2.1.4 | Interim procedures. Develop and implement pre-disaster plans for interim evacuation, sheltering and public aid for disaster victims displaced from homes and for disrupted businesses, within the resources available. Plans should include provisions to assist businesses, which provide significant services to the public and plans for reestablishment of the financial viability of the City. |
| Policy 2.1.5 | Response. Develop, implement, and continue to improve the City's ability to respond to emergency events. |
| Policy 2.1.6 | Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response. At a minimum, site selection criteria should include the following standards which were contained in the 1979 General Plan Fire Protection and Prevention Plan:<br>● Fire stations should be located along improved major or secondary highways. If, in a given service area, the only available site is on a local street, the site must be on a street which leads directly to an improved major or secondary highway.<br>● Fire station properties should be situated so as to provide drive-thru capability for heavy fire apparatus.<br>● If a fire station site is on the side of a street or highway where the flow of traffic is toward a signalized intersection, the site should be at least 200 feet from that intersection in order to avoid blockage during ingress and egress.<br>The total number of companies which would be available for dispatch to first alarms would vary with the required fire flow and distance as follows: (a) less than 2,000 g.p.m. would require not less than 2 engine companies and 1 truck company; (b) 2,000 but less than 4,500 g.p.m., not less than 2 or 3 engine companies and 1 or 2 truck companies; and (c) 4,500 or more g.p.m., not less than 3 engine companies and 2 truck companies. |
| **Safety Element – Disaster Recovery (Multi-Hazard)** | |
| Policy 3.1.1 | Coordination. Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster. |
| Policy 3.1.2 | Health/safety/environment. Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with abatement, repair and reconstruction programs. |
| Policy 3.1.4 | Interim services/systems. Develop and establish procedures prior to a disaster for immediate reestablishment and maintenance of damaged or interrupted essential infrastructure systems and services so as to provide communications, circulation, power, transportation, water and other necessities for movement of goods, provision of services and restoration of the economic and social life of the City and its environs pending permanent restoration of the damaged systems. |
| Policy 3.1.5 | Restoration. Develop and establish prior to a disaster short- and long-term procedures for securing financial and other assistance, expediting assistance and permit processing and coordinating inspection and permitting activities so as to facilitate the rapid demolition of hazards and the repair, |

| TABLE 4.8-4 RELEVANT GENERAL PLAN HAZARDOUS MATERIALS GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| **Safety Element – Hazard Mitigation** | |
| | restoration and rebuilding, to a comparable or a better condition, those parts of the private and public sectors which were damaged or disrupted as a result of the disaster. |
| **Conservation Element – Resource Management (Fossil Library) - Petroleum (Oil And Gas)** | |
| Policy 1 | Continue to encourage energy conservation and petroleum product reuse. |
| Policy 3 | Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements. |
| **SOURCE:** City of Los Angeles 1996 and 2001 | |

## Los Angeles Municipal Code (LAMC)

One of the primary purposes of zoning is to segregate uses that are thought to be incompatible. With respect to hazards, the City uses zoning to separate businesses that use, store, transport, treat, or dispose of hazardous materials, or businesses that engage in potentially hazardous activities, such as manufacturing or refining, from residential areas and the general public.

The Methane Seepage Regulations, contained within LAMC Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establishes requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone within the City of Los Angeles. All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone must comply with the requirements of LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters and test protocols for the methane gas mitigation system. As established under LAMC Section 91.106.4.1, LADBS has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation and monitoring systems.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of the California Division of Oil, Gas, and Geothermal Resources (DOGGR).

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Chapter 3, *Project Description*.

## Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) and for coordinating the airport planning of public agencies within the county. ALUC coordinates planning for the areas surrounding public use airports. The Los Angeles County Airport Land Use Plan (dually titled Comprehensive Land Use Plan) provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the

adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating this plan, the Los Angeles County ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed based on Appendix G of the CEQA Guidelines. Implementation of the Proposed Project would have a significant impact related to hazards if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Threshold 4.8-1)
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Threshold 4.8-2)
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Threshold 4.8-3)
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Threshold 4.8-4)
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (Threshold 4.8-5)
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area (Threshold 4.8-6)
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Threshold 4.8-7)
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Threshold 4.8-8)

## METHODOLOGY

For the Downtown Plan, this impact analysis addresses the potential to encounter hazardous substances in soil and groundwater during future project construction in the Downtown Plan Area. The evaluation was performed based on current conditions in the Downtown Plan Area, information in environmental databases, applicable regulations and guidelines, and future development that may have the potential to introduce hazards. Relationships and proximities of potential future development to schools, airports, and fire hazard zones were also identified. The above significance criteria are used in this section as the basis for determining the significance of impacts related to hazards and hazardous materials.

# PROJECT IMPACTS

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| **Threshold 4.8-1** | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. |

**Impact 4.8-1** **Downtown Plan:** Implementation of the Downtown Plan would primarily introduce new residential, commercial, and light industrial development. Although certain heavy industrial facilities would remain and hazardous materials would continue to be transported through the Downtown Plan Area, Plan implementation would not create a significant hazard to the public or environment related to the routine transport, use, or disposal of hazardous materials. This impact would be ***less than significant***.

**New Zoning Code.** The New Zoning Code would not result in the routine transport, use, or dispose of hazardous materials. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these potential hazards. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan would allow for the development of new residential, commercial, light industrial uses in the Downtown Plan Area. The types of hazardous materials associated with operation of these uses in the Downtown Plan Area would include small quantities of maintenance products (e.g., paints and solvents); oils, lubricants and refrigerants associated with building mechanical and HVAC systems; and grounds and landscape maintenance products formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, pesticides/herbicides, and industrial related chemicals. Thus, implementation of the Downtown Plan is not anticipated to generate substantial amounts of hazardous materials.

The Downtown Plan would maintain existing light and heavy industrial uses in the southeastern portion of the Downtown Plan Area and expand the mix of uses in the Markets and Hybrid Industrial designation areas. While the Downtown Plan would accommodate additional dwelling units located in proximity to industrial uses, existing and future uses would be required to comply with existing safety standards related to the handling, use, and storage of hazardous materials, and applicable federal, State, and local laws and regulations. Moreover, although the placement of residences near industrial activity may increase the potential for exposure to existing hazards, it would not increase the use of hazardous materials or otherwise increase hazards to existing area residents. It would not be expected to increase, change or exacerbate any risk currently existing from industrial uses that would impact the existing residents and businesses or future residents or businesses from development under the Downtown Plan. As such, this would not be an environmental impact under CEQA. The Downtown Plan would not create additional industrial-zoned parcels or additional parcels with an industrial land use designation. The routine transport, use, or disposal of hazardous materials within industrial areas, as with the entire Downtown Plan Area, would be subject to applicable federal, State, and local regulations. Specifically, the USDOT Office of Hazardous Materials Safety prescribes regulations for the safe transportation of hazardous materials, as described in CFR Titles 40, 42, 45, and 49 and implemented by CCR Titles 17, 19, and 27, which requires appropriate documentation for all transport of hazardous waste off site. Adherence to these regulations would reduce the likelihood and severity of accidents that have the potential to occur during transit.

To ensure that workers and others at individual development sites in the Downtown Plan Area are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials,

employers and businesses that handle large quantities of hazardous materials are required to implement existing hazardous materials regulations, with compliance monitored by the State (e.g., OSHA in the workplace or DTSC for hazardous waste) and the City. Compliance with applicable local, State, and federal regulations would ensure that impacts related to the use, transport, and disposal of hazardous materials under the Downtown Plan would be ***less than significant***.

### New Zoning Code Impact

The New Zoning Code would not result in the routine transport, use, or dispose of hazardous materials. In fact, the New Zoning Code would include Development Standards Districts that would require a buffer when industrial or heavy commercial use districts are adjacent to Use Districts that allow residential. The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those required by the USEPA and Cal OSHA as described in Regulatory Setting, intended to avoid potential hazards.

The New Zoning Code would provide options for a range of zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would result in the routine transport, use, or dispose of hazardous materials. A ***less than significant*** impact would occur.

### Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required.

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| **Threshold 4.8-2** | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment |

**Impact 4.8-2**

**Downtown Plan:** Implementation of the Downtown Plan would introduce new residential, commercial, and light industrial development uses and allow for redevelopment of existing uses. Operational activities associated with these uses would not create increased potential for upset or accident conditions involving hazardous materials release. Redevelopment, renovation, and demolition of structures built before 1979 could potentially release asbestos or lead into the atmosphere. In addition, future development would potentially occur within Methane Zones and Methane Buffer Zones and near oil wells. However, compliance with federal, state, and local requirements, would reduce this impact to a ***less than significant*** level**.**

**New Zoning Code:** The New Zoning Code would not create a significant hazard involving the release of hazardous materials. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid potential hazards. The Proposed Project would not implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the

Downtown Plan Area would be speculative. This is a ***less than significant*** impact.

## Downtown Plan Impact

Impacts associated with Downtown Plan implementation relate to possible temporary exposure to asbestos, lead, and PCBs during demolition of older buildings, temporary and long-term exposure to methane, and long-term exposure to hazardous materials associated with operation of individual developments. Potential impacts related to disturbance of soil and/or groundwater contamination are evaluated under Impact 4.8-4.

Asbestos/Lead/PCB Exposure

Demolition and/or renovation activities in the Downtown Plan Area would potentially encounter asbestos-containing materials (ACMs), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs), depending on the age of structures to be renovated or demolished. ACMs and LBP were widely used in structures built between 1945 and 1978. PCBs were widely used in structures built or renovated between 1950 and 1979. It is therefore reasonable to assume that these materials could be encountered during rehabilitation and demolition of structures built during this time period. Thus, site workers and neighboring properties could potentially be exposed to ACMs, LBP, or PCBs if these materials are not removed and properly disposed of prior to renovation or demolition.

With respect to ACMs, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires the owner or operator of any demolition or renovation activity to complete a facility survey(i) for the presence of asbestos prior to any demolition or renovation activity. The survey must include the inspection, identification, and quantification of all friable, and Class I and Class II non-friable ACMs. In instances where friable ACMS are identified and could be disturbed by demolition or renovation activities, Rule 1403 also includes specific notification, removal, and disposal procedures for the ACMs. The individual conducting all work must be certified by Cal/OSHA. Compliance with Rule 1403 requirements would reduce the potential for impacts related to ACMs to a ***less than significant*** level.

Similarly, there are numerous regulations related to the handling of LBPs and PCBs in federal and state regulations (see e.g., Title 40 of the CFR and Title 22 of the CCR). Consequently, the impact related to the release of LBP or PCBs from individual construction projects that could be undertaken under the Downtown Plan would be ***less than significant***.

Oil Fields/Methane Exposure

As shown in **Figure 4.8-3**, portions of the Downtown Plan Area are underlain by oil fields and oil and gas production wells and have been designated as Methane Zones or Methane Buffer Zones. The southwest corner of the Downtown Plan Area corresponding to the Los Angeles Downtown oil field lies within Methane and Methane Buffer Zones, as well as an area in the vicinity of Union Station that corresponds to the Union Station oil field, and an area in the northwest portion that corresponds to the Los Angeles City oil field; smaller areas corresponding to individual wells are sprinkled throughout the Downtown Plan Area, but are primarily located in the eastern half of the Downtown Plan Area (City of Los Angeles 2004). Methane and Methane Buffer Zones encompass all designations proposed in the Downtown Plan (i.e., Transit Core, Traditional Core, Community Center, Public Facilities, Hybrid Industrial, Villages, Civic, Medium Residential Neighborhood) and would accommodate a wide range of land uses including commercial, residential, public facility, civic, and industrial uses.

While not toxic, methane poses a hazard to humans because it is highly flammable and may form explosive mixtures with air. Methane is also an asphyxiant and may displace oxygen in an enclosed space; however, the concentrations at which flammable or explosive mixtures form are much lower than the concentration at which asphyxiation risk is significant. Thus, explosion due to the accumulation of methane in an enclosed area is the primary concern posed by methane. LAMC Section 91.7101 requires new buildings in a Methane

or Methane Buffer Zone to incorporate a menu of measures to control methane intrusion from geological sources. These menus include site testing for methane hazard, installation of a passive system for methane mitigation comprised of a de-watering system, sub-slab vent system, and impervious membrane that essentially facilitates release of methane in a manner where it can diffuse without harm; or installation of an active system comprised of a sub-slab system for mechanical extraction, a lowest occupied space system (includes a gas detection system, mechanical ventilation and alarm system), and a control panel.

The Downtown Plan Area also contains a number of active and inactive oil and gas production wells. Producing wells can emit air toxics and dust, while idle wells can be a potential source of soil and groundwater contamination if not properly plugged and abandoned. LAMC Section 91.6105 prohibits the development of specific uses and buildings in proximity to an oil well casing. These include schools, sanitariums, an assembly occupancy (i.e., gathering place for 50 or more people), fuel manufacturing plant, or public utility generating, receiving, or distributing electricity, and buildings more than 400 square feet in area and taller than 36 feet in height. In addition, in accordance with LAMC Section 91.7109.2, any abandoned oil well encountered during construction is required to be evaluated by the Fire Department and may be required to be re-abandoned in accordance with applicable rules and regulations of DOGGR.

Compliance with existing regulations would ensure that the implementation of the Downtown Plan would not create a significant hazard to the public or environment due to the release of methane or hazardous materials associated with oil production wells. Therefore, impacts related to methane and oil well hazards would be ***less than significant***.

Long-Term Operation of New Development

As discussed under Impact 4.8-1, future development in the Downtown Plan Area would primarily involve residential and commercial uses, with limited light industrial activity. Such uses would include the use of and storage of common hazardous materials similarly used in Downtown Plan Area residences and businesses today, with similar risk of upset or accident conditions that would create health or safety risks. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual properties and transported along roads throughout the Downtown Plan Area. Although common maintenance products and chemicals may be used in new development projects, these hazardous materials would not pose any greater risk compared to other similar development or to existing conditions. Compliance with warning labels and storage recommendations from individual manufacturers would ensure people in the Downtown Plan Area would not be exposed to unusual or significant risks from hazardous materials.

Furthermore, businesses that use, store, or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations previously described, which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. This plan includes an inventory of hazardous materials used or stored on-site and procedures to be used in the event of a significant or threatening significant release of a hazardous material. The hazardous materials plan must include a Material Safety Data Sheet (MSDS) for each hazardous material used or stored. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. In addition, future development in the Downtown Plan Area would be required to conform with applicable environmental review processes and environmental regulations related to hazardous materials storage, use and transport. Existing hazardous materials regulations would minimize the potential for the public to be exposed to adverse health or safety effects associated with the accidental release of hazardous materials into the environment.

In conclusion, all impacts related to release of hazardous materials from the use or transport of hazardous materials, methane zones, or oil and gas production uses would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code would not create a significant hazard involving the release of hazardous materials. As discussed above, the New Zoning Code would include increased regulations requiring buffers when certain Use Districts are cited near other more sensitive Use Districts. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies which are intended to avoid potential hazards, such as those required by the USEPA and Cal OSHA as described in the Regulatory Setting.

The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, potential impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would create a significant hazard involving the release of hazardous materials. A ***less than significant*** impact would occur.

## Mitigation Measures

No significant impact would occur; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

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| **Threshold 4.8-3** | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school |

**Impact 4.8-3**

**Downtown Plan:** Implementation of the Downtown Plan would primarily introduce new residential, commercial, and light industrial development that would not involve the use of large quantities of hazardous materials. Although new development could occur within 0.25 mile of existing schools, such development would not be expected to create hazards associated with hazardous materials use. However, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools. This impact would be ***less than significant with mitigation*.**

**New Zoning Code:** The New Zoning Code would not create a significant hazard involving the release of hazardous materials. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid potential hazards. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact.

## Downtown Plan Impact

Forty-five educational facilities (defined as colleges, high schools, elementary schools, preschools, or nursery schools) are located in or within 0.25 mile of the Downtown Plan Area. To ensure that workers and others at individual development sites within the Downtown Plan Area are not exposed to unacceptable

levels of risk associated with the use and handling of hazardous materials, employers and businesses are required to implement existing hazardous materials regulations, with compliance monitored by the State (e.g., OSHA in the workplace or DTSC for hazardous waste) and the City. Similarly, future development in the Downtown Plan Area would be required to comply with applicable federal, state, and local environmental regulations related to new construction and hazardous materials storage, use and transport. California Health and Safety Code Chapter 6.95 "Hazardous Materials Release Response Plans and Inventory" requires businesses that handle more than a specified amount of hazardous materials to submit a Hazardous Materials Business Plan. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled. In addition, various federal, state, and local regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead, and other hazardous materials have been adopted for demolition activities and would apply to all new development. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. Compliance with existing regulations would ensure that schools and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities.

The Downtown Plan would not involve direct handling or emissions of hazardous materials within one-quarter mile of schools. Additionally, future development in the Downtown Plan Area will foreseeably comply with all applicable local, State, and federal laws and regulations, as described in the Regulatory Framework, would regulate, control, or respond to hazardous waste, transport, storage, disposal, and clean-up in order to ensure that hazardous materials do not pose a significant risk to nearby receptors. Thus, impacts related to hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school due to operation of future Downtown Plan Area development would not be significant.

As previously discussed, GeoTracker and EnviroStor identifies the locations of hazardous material sites in the Downtown Plan Area. As discussed in detail under Impact 4.8-4, a process to identify and, as necessary, remediate soil and/or groundwater contamination exists and would normally address such hazards. However, because there is not a specific legal requirement to undertake a preliminary investigation to determine the possible presence of hazardous material contamination, it is possible that such contaminants could be overlooked. This could result in the release of hazardous materials during excavation and grading of individual construction sites. If within ¼-mile of a school, such releases could have significant health and safety effects on school-aged children. Impacts related to the release of hazardous emissions during construction activities would be ***potentially significant***.

## New Zoning Code Impact

As discussed in Existing Conditions, LAUSD includes over 900 schools and 187 public charter schools. The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through community plan updates or amendments. As discussed above, the New Zoning Code would include increased regulations requiring buffers when certain Use Districts are sited near other more sensitive Use Districts. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those required by the USEPA and Cal OSHA as described in Regulatory Setting, intended to avoid potential hazards.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts related to hazards within 0.25 mile of an existing or proposed school cannot be identified. The New Zoning Code only applies to properties where a community plan is

updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied has the potential to release hazardous emissions or materials near existing and proposed schools. Impacts would be ***less than significant***.

## Mitigation Measures

Downtown Plan

See mitigation measure 4.8-4 under Impact 4.8-4. This measure would require preliminary investigation for hazardous materials potential on all Downtown Plan Area excavation and grading.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

Implementation of mitigation measure 4.8-4 would reduce impacts to schools to a less than significant level by ensuring the identification and, as necessary, remediation of soil and/or groundwater contamination prior to excavation or grading on properties within ¼-mile of schools. Impacts related to hazardous emissions would be ***less than significant with mitigation incorporated***.

New Zoning Code

Not applicable.

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| **Threshold 4.8-4** | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment |

**Impact 4.8-4**

**Downtown Plan:** Expected development from the Downtown Plan may occur on properties listed as hazardous material sites. The possible presence of soil or groundwater contamination on such sites could expose construction workers and residents or visitors on neighboring properties to hazards during construction of individual future developments. However, implementation of mitigation measure mitigation measure 4.8-4 would ensure project impacts would be ***less than significant with mitigation incorporated.***

**New Zoning Code:** The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid potential hazards. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This is a ***less than significant*** impact.

## Downtown Plan Impact

Government Code section 65962.5 requires the California Environmental Protection Agency to develop an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material

release information for the Cortese List (DTSC 2017). The following resources were reviewed to provide hazardous material release information:

- SWRCB GeoTracker database (GeoTracker 2017)
- DTSC EnviroStor database (EnviroStor 2017)

As previously discussed and shown in **Tables 4.8-1** and **4.8-2**, the Downtown Plan Area contains numerous sites that are identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. Thus, construction activity that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties. To address such possible concerns, it is common for a Phase I Environmental Site Assessment (ESA) to be conducted prior to excavation and construction activity. The purpose of the Phase I ESA is to identify recognized environmental conditions (RECs) associated with soil and groundwater contamination. The scope of work for the Phase I ESA consists of four elements: records review, site reconnaissance, interviews, and report preparation. The Phase I ESA determines whether there are any known contaminated sites are located near the site or if current or historic uses of the site could have resulted in contamination of the soil or groundwater. Based on the results of the Phase I ESA, an additional Phase II subsurface investigation may be warranted to determine whether any identified RECs involve contamination exceeding regulatory action levels. If contamination exceeding action levels is identified, it would need to be remediated with regulatory oversight from an appropriate agency. Depending on the level and type of contamination, the oversight agency could be the City, the County of Los Angeles, the RWQCB, the DTSC, or the USEPA. Remedial actions would typically involve removal and proper disposal, capping, or treatment of contaminated soil or groundwater.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Thus, future grading and construction would have the potential to result in exposure of Downtown Plan Area construction workers and occupants of neighboring properties to releases of hazardous materials. This would be a ***potentially significant impact***.

## New Zoning Code Impact

As discussed in Existing Conditions, the City contains numerous sites that are identified on various regulatory databases as being contaminated from the release of hazardous substances. The New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those required by the USEPA and Cal OSHA as described in Regulatory Setting, intended to avoid potential hazards. The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, potential impacts related to hazardous materials sites cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential impacts associated with hazardous materials sites. Impacts would be ***less than significant***.

## Mitigation Measures

Downtown Plan

The following mitigation measure is required to ensure that soil and/or groundwater contamination that may be present on Downtown Plan Area properties is identified and, as necessary, remediated.

### 4.8-4(a) Database Review, Investigation, and Remediation

Prior to issuance of a c, the SWRCB's GeoTracker database (GeoTracker 2017) and DTSC's EnviroStor database (EnviroStor 2017) shall be consulted to determine whether or not the site to be graded is within 500 feet of an identified active hazardous material site.

If the site is identified in the GeoTracker or EnviroStar Database within 500 feet of an identified active hazardous material site, or if the site to be graded is located on a site that was historically used as an industrial use or is currently used as a gas station or dry cleaner, the following process shall be followed prior to issuance of a grading permit:

- A Phase I ESA shall be conducted in accordance with ASTM standards.
- If the Phase I ESA identifies any recognized environmental conditions (RECs), a Phase II ESA shall be conducted to determine whether the identified RECs have resulted in soil, groundwater, or soil-vapor contamination exceeding regulatory action levels.
- If the Phase II ESA identifies contamination exceeding regulatory action levels, remediation or corrective action (e.g., removal of contamination, in-situ treatment, or soil capping) shall be conducted under the oversight of state and/or local agency officials (as necessary) and in full compliance with applicable state and federal laws and regulations.

If remediation is determined to be necessary, the grading permit shall not be issued until the applicable regulatory agency has indicated that further remedial action is not required or that any remedial action can be implemented in conjunction with excavation and/or grading.

### 4.8-4(b) Notification of Intent to Excavate Language

For all projects not subject to mitigation measure 4.8-4(a) that are seeking excavation or grading permits, the Department of Building and Safety shall obtain the following acknowledgement and affidavit from the applicant:

- No known recognized soil or groundwater contamination exceeding regulatory action levels is present on-site. If contamination exceeding regulatory action levels is discovered during excavation, grading, or construction activities, the applicant and his/her/its contractors shall provide evidence of compliance with all applicable federal, state and local regulations for remediation of hazardous materials, including but not limited to notifying the appropriate oversight agency (e.g., DTSC, the Water Board, County Environmental Health) of the contamination, hiring a qualified environmental professional to conduct the necessary assessments and abatement (including soil sampling, preparing a remediation plan to adequately abate the hazardous materials, and ultimately obtaining necessary clearance letters from the oversight agency), and issuance of a No Further Action letter, if applicable, before obtaining an occupancy permit.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

As discussed in the Regulatory Setting, contamination of soils with hazardous materials is heavily regulated by multiple statutes and agencies. Compliance with applicable laws will ensure no impact will occur. Mitigation measures are provided to ensure that applicants are put on notice of the need to determine if there is contamination on site and avoid impacts that may result from lack of detection. The above measures provide for processes to ensure that any development under the Downtown Plan would not create a significant hazard to the public or environment. Thus, this impact would be ***less than significant with mitigation incorporated***.

New Zoning Code

Not applicable.

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| **Threshold 4.8-5** | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the area? |

**Impact 4.8-5**

**Downtown Plan:** No portion of the Downtown Plan Area is in the vicinity of an airport. As such, Plan implementation would have ***no impact*** with respect to airport-related hazards**.**

**New Zoning Code:** Three airports are located in the City. However, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid potential airport hazards. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. A ***less than significant*** impact would occur.

## Downtown Plan Impact

The Downtown Plan Area is not located in the vicinity of a public airport. Los Angeles International Airport (LAX), Bob Hope (Burbank) Airport, Santa Monica Airport, and El Monte Airport are all about 10 miles from the Downtown Plan Area and no portion of the Downtown Plan Area is within an airport safety zone for any of these airports. Impacts related to excessive noise generated by public airports will be addressed in Section 4.11, *Noise*. Therefore, ***no impact*** related to airport safety would result from Downtown Plan implementation.

## New Zoning Code Impact

As discussed in Existing Conditions, LAX, Van Nuys Airport, and Whiteman Airport are located in the City, and a portion of the Hollywood-Burbank Airport's Airport Influence Area is located in the City. However, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies intended to avoid potential hazards, such as those within the Los Angeles County Airport Land Use Plan as described in the Regulatory Setting. Existing airport overlay zones and their requirements would still apply and be regulated by the Airport Land Use Commission. The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may

occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified.

The Proposed Project would not implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential safety hazards related to public use airports. Impacts related to excessive noise generated by public airports will be addressed in Section 4.11, *Noise*. A ***less than significant*** impact would occur.

### Mitigation Measures

No significant impact would occur; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.8-6** | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the area. |

**Impact 4.8-6**

**Downtown Plan:** No portion of the Downtown Plan Area is in the vicinity of a private airstrip. As such, Plan implementation would have ***no impact*** with respect to airstrip-related hazards**.**

**New Zoning Code:** Heliports are located throughout the City. However, the content of the New Zoning Code would not repeal, amend, or conflict with the existing regulations intended to avoid potential hazards. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This would be a ***less than significant*** impact**.**

### Downtown Plan Impact

The Downtown Plan Area is not located in the vicinity of a private airstrip. One medical helicopter landing pad (helipad) is located in the Downtown Plan Area: Dignity Health California Hospital Medical Center located at 1401 South Grand Avenue. Safety hazards associated with airports or helipads are generally related to construction of tall structures that could interfere with flight paths, or with increasing the number of people working or residing in areas subject to crash hazards. Implementation of the Downtown Plan would add both new taller buildings and population and, therefore, could increase exposure to helicopter-related hazards. However, the Downtown Plan would not increase helicopter operations to or from this facility or otherwise exacerbate potential hazards associated with helicopter operations. Moreover, this and any other helipads would be required to comply with Federal Aviation Administration (FAA) safety requirements as well as those contained in the California Code of Regulations, Title 21 Sections 3525 through 3560. Based on these facts, ***no impact*** related to airstrip safety would result from Downtown Plan implementation.

### New Zoning Code Impact

There are 51 private use heliports in the City. The content of the New Zoning Code would not repeal, amend, or conflict with the existing regulations and uniformly applied development policies, such as those within the Noise Element of the City's General Plan and Noise Ordinance which as described in Regulatory

Setting are intended to avoid potential hazards. The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential safety hazards related to heliports. A ***less than significant*** impact would occur.

## Mitigation Measures

No significant impact would occur; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.8-7** | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. |

**Impact 4.8-7**

**Downtown Plan:** Future Downtown Plan Area development would increase traffic levels in and around the Downtown Plan Area and would involve construction activity that could temporarily hinder access to individual properties. However, individual project applicants would be required to implement traffic management plans during construction and emergency response and evacuation plans would be adjusted as necessary to reflect changing Downtown Plan Area conditions. Impacts would be ***less than significant***.

**New Zoning Code:** The content of the Zoning Code would not repeal, amend, or conflict with existing City codes and regulations that are intended to avoid emergency response impacts. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts would be ***less than significant.***

## Downtown Plan Impact

Construction and operational activities associated with future development in the Downtown Plan Area could interfere with adopted emergency response or evacuation plans as a result of temporary construction activities within rights-of-way, primarily by temporary construction barricades or other obstructions that could impede emergency access, or increased intensity during operation that could result in additional traffic within roadways. However, the Downtown Plan Area is primarily a grid that provides multiple routes for emergency response and evacuation. In addition, the Downtown Plan Area is crossed by multiple freeways (including the 5, 10, 101, and 110 Freeways) that provide multiple points of regional access as well as multiple evacuation routes. Finally, the goals, objectives, and policies of the Safety Element of the Los Angeles City General Plan and the Los Angeles County Operational Area emergency response plan (ERP) provide guidance during unique situations requiring an unusual or extraordinary emergency response. Implementation of the emergency response plan would also incorporate and coordinate all the facilities and personnel of County government, along with the jurisdictional resources of the cities and

special districts in the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures.

The City's Emergency Operations Organization (EOO) implements the goals and policies of the Safety Element. The Safety Element outlines the scope of the EOO's on-going efforts to use experiences and new information to improve the City's hazard program. The EOO Master Plan and individual agency Emergency Response Plans set forth procedures for City personnel to follow in the event of an emergency situation stemming from natural disasters, technological incidents and nuclear defense operations.

The City of Los Angeles Department of Transportation and LAFD would be responsible for ensuring that future development does not impair or physically interfere with an adopted emergency response or evacuation plan. As part of standard development procedures, plans would be submitted for review and approval to ensure that all new development has adequate emergency access and escape routes (clearly marked and delineated) in compliance with existing City regulations. The Downtown Plan would not introduce any features that would preclude implementation of, or alter these policies or procedures in any way. Additionally, the Downtown Plan would not impair implementation of, or physically interfere with the SEP or the ERP.

Based on the above, development and implementation of construction and traffic management plans for all construction activity would ensure that implementation of the Downtown Plan would not impair or physically interfere with adopted emergency response or evacuation. Therefore, impacts related to emergency response plans and emergency evacuation plans would be ***less than significant***.

## New Zoning Code Impact

The City's existing Fire Code requires an emergency evacuation plan prior to the issuance of a building permit. Additionally, it is an existing City requirement that applicants must submit a parking and driveway plan to the Bureau of Engineering and LADOT prior to issuance of building permit. The content of the Zoning Code would not repeal, amend, or conflict with these existing regulations and uniformly applied development policies that are intended to avoid emergency response impacts.

The New Zoning Code would provide zone districts allowing for a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential conflicts with or obstructions of emergency response plans. A ***less than significant*** impact would occur.

## Mitigation Measures

No significant impact would occur; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.8-8** | Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires |
|---|---|

**Impact 4.8-8** **Downtown Plan:** No wildland fire hazard areas exist in Downtown. ***No impact*** associated with wildland fire risks will occur.

**New Zoning Code:** Wildland fire areas are located throughout the City. The content of the Zoning Code would not repeal, amend, or conflict with existing regulations that are intended to avoid wildland fire impacts. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. A ***less than significant*** impact would occur.

## Downtown Plan Impact

The entire Downtown Plan Area is urbanized and lacks open hillside areas that are subject to wildland fire hazards. CAL FIRE has identified the entire Downtown Plan Area as being located in the "Non-Very High Fire Hazard Severity Zone" in the Local Responsibility Area for incorporated cities (CAL FIRE 2011). This indicates that the Downtown Plan Area is not subject to wildfire hazards. Therefore, ***no impact*** would occur.

## New Zoning Code Impact

VHFHSZs are generally located at the northern border of the City, in portions of Topanga State Park within the City boundaries, Griffith Park, Elysian Park, and Ballona Wetlands Ecological Reserve. VHFHSZs are also located at the border of the City and Angeles National Forest. The New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those within the Los Angeles Fire Code and the General Plan, that are intended to avoid impacts associated with wildland fires.

The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential impacts associated with wildland fires. A ***less than significant*** impact would occur.

## Mitigation Measures

No significant impact would occur; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

# CUMULATIVE IMPACTS

The scope to analyze potential cumulatively considerable hazards and hazardous materials impacts is citywide.

## Routine Transport, Use, or Disposal of Hazardous Materials

Impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase overall quantities of hazardous materials transported, use, and disposed in the City, impacts related to hazardous material transport, use, and disposal generally are not cumulative in nature. Further, as discussed under Impact 4.8-1, the Downtown Plan would not foreseeably result in new development that involves the use, storage, or transport of large quantities of hazardous materials. Moreover, businesses that transport, use, or dispose of hazardous materials throughout the City would be subject to myriad federal, state, and local regulations, as discussed in the Regulatory Framework. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would involve an increase in hazardous material transport, use, or disposal. For these reasons, cumulative impacts related to hazardous material transport, use, and disposal would not be significant and the incremental effects of the Downtown Plan and New Zoning Code related to hazardous material transport, use, and disposal would not be cumulatively considerable. Cumulative impacts would be ***less than significant***.

## Upset/Accident Involving Hazardous Materials

Impacts related to upsets and accidents involving hazardous materials are also generally site-specific and an accident at one location generally does not increase hazards at another location. Cumulative development could occur on properties listed on hazardous materials sites or involve the demolition of existing structures, which may contain hazardous materials such as LBP and ACMs. Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities and would apply to all new development in the City and County. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. In addition, as discussed under Impact 4.8-2, the Downtown Plan would not foreseeably result in new development that would be expected to increase the potential for accidents involving hazardous materials and businesses that transport or use hazardous materials throughout the City, including the Downtown Plan Area, would be subject to myriad federal, state, and local regulations, as discussed in the Regulatory Framework. Therefore, although Citywide growth could increase the overall potential for accidents involving hazardous materials, impacts related to hazardous material accidents generally are not cumulative in nature. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for an accident involving hazardous materials. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code would related to accidents involving hazardous materials would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

## Hazardous Materials Near Schools

As discussed above, impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase the overall potential for hazardous material emissions or releases to affect schools, such impacts generally are not cumulative in nature. In addition, as discussed under Impact 4.8-3, the Downtown Plan would not accommodate new development that would increase the

use, storage, or transport of large quantities of hazardous materials near schools and businesses that transport, use, or dispose of hazardous materials throughout the City, including the Downtown Plan Area, would be subject to myriad federal, state, and local regulations, as discussed in the Regulatory Framework. Mitigation required under Impact 4.8-4 would address any potential impacts in the Downtown Plan Area related to the possible release of hazardous materials near schools. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would involve an increase in hazardous material transport, use, or disposal near schools. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code with respect to use of hazardous materials near schools would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Hazardous Material Sites

As discussed above, impacts related to the accidental release of soil or groundwater contaminants are site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase the overall potential for releases of hazardous materials from contaminated sites, such impacts generally are not cumulative in nature. As discussed under Impact 4.8-4, the Downtown Plan could involve disturbance of contaminated sites and thus result in the release of hazardous materials; however, such impacts would be localized in nature. Moreover, mitigation included under Impact 4.8-4 would reduce impacts related to disturbance of contaminated sites to a less than significant level. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would accommodate excavation or grading with the potential to disturb contaminated sites. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code related to the release of hazardous material from such sites would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Public Airports/Private Airstrips

Aircraft-related hazards occur only in the vicinity of airports or airstrips. Although citywide growth could increase the number of people who are exposed to aircraft-related hazards, such hazards would be localized in nature. In addition, new development would not increase the hazard. Because no portion of the Downtown Plan Area is located in the vicinity of a public airport or private airstrip, the Downtown Plan would have no contribution to any cumulative impact related to these hazards. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for aircraft-related hazards. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code with respect to potential for exposure to airport/airstrip-related hazards would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Emergency Response and Evacuation

Construction associated with cumulative development could potentially result in activities that may interfere with adopted emergency response or evacuation plans, primarily through the use of temporary construction barricades or other obstructions that could impede emergency access. However, such impacts would be localized and generally would not be cumulative in nature unless multiple construction projects were to occur simultaneously in close proximity to each other. The overall increase in traffic that may result from Citywide growth could also potentially hinder emergency response and/or evacuation. However, compliance with City requirements on a project-by-project basis and periodic update of

emergency response and evacuation plans to address changed conditions would ensure that cumulative impacts related to interference with adopted emergency plans, including temporary street closures and long-term increases in traffic, remain less than significant. The Downtown Plan's contribution to Citywide impacts would be similarly addressed through compliance with City requirements and periodic emergency response/evacuation plan updates. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would hinder emergency response or evacuation. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code with respect to emergency response and evacuation would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

## Wildland Fire

Wildland fire hazards are limited to hillsides and similar areas that are subject to wildland fire. Although Citywide growth could increase the number of people who are exposed to wildland fire hazards, such hazards would be localized in nature. In addition, new development would not increase wildland fire potential. Because no portion of the Downtown Plan Area is located in a wildland fire hazard area, the Downtown Plan would have no contribution to any cumulative impact related to such hazards. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for wildland fire hazards. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code with respect to potential exposure to wildland fire hazards would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.9 HYDROLOGY AND WATER QUALITY

This section analyzes impacts to the City's water quality and hydrological resources from implementation of the Downtown Plan and New Zoning Code. Watershed, groundwater, and water quality information was obtained from the Los Angeles Department of Water & Power 2015 Urban Water Management Plan, Ballona Creek Watershed Management Group, Upper Los Angeles River Watershed Management Group, and Los Angeles Regional Water Quality Control Board (LARWQCB).

## ENVIRONMENTAL SETTING

Los Angeles has a mild climate with an annual average temperature of 63.8 degrees Fahrenheit with an average high temperature of approximately 71.7 degrees Fahrenheit and an average low temperature of approximately 55.9 degrees Fahrenheit. Average annual precipitation of the region averages approximately 18.67 inches. Precipitation occurs during the months of October through April, averaging approximately 2.6 inches per month (US Climate Data 2017). For planning purposes, the LARWQCB uses the California Department of Water Resources classification system, which divides surface waters into hydrologic units, areas, and subareas, and ground waters into major groundwater basins. The Los Angeles-San Gabriel Hydrologic Unit covers most of Los Angeles County and small areas of southeastern Ventura County. This drainage area totals 1,608 square miles. This hydrologic unit is urbanized and much of the area is covered with semi-permeable or non-permeable material (i.e., paved). The Los Angeles River, San Gabriel River, and Ballona Creek, which are the major drainage systems in Los Angeles County, drain the coastal watersheds of the Transverse Ranges. These surface waters also recharge large reserves of groundwater that exist in alluvial aquifers underlying the San Fernando and San Gabriel Valleys and the Los Angeles Coastal Plain (LARWQCB 1994).

### TOPOGRAPHY

#### Citywide Topography

The City of Los Angeles consists of flat basins defined by the San Gabriel, Santa Susana and Santa Monica Mountains, three major rivers, and the Pacific Ocean. Elevation ranges from 5,074 feet at Sister Elsie Peak in the San Gabriel Mountains to nearly mean sea level in the southwestern part of the City (City of Los Angeles 2017).

#### Downtown Plan Area Topography

The Downtown Plan Area lies in central Los Angeles. Most of the Downtown Plan Area's topography is relatively level, with no significant hillside areas or slopes, although there is a slight downslope from the northern boundary of the Downtown Plan Area toward the southern boundary; elevations in the Downtown Plan Area range from approximately 200 feet in the southeast corner of the Downtown Plan Area to 600 feet in the northwest tip of the Downtown Plan Area near Dodger Stadium.

### WATERSHEDS AND SURFACE WATER

#### Citywide Watersheds and Surface Water

Four primary watersheds cover the City of Los Angeles: the Los Angeles River, the Santa Monica Bay, Ballona Creek and the Dominguez Channel. The Los Angeles River is the major watercourse that drains

the San Gabriel Mountains. Its watershed covers a land area of over 834 square miles, including the eastern portions of the Santa Monica Mountains and western portions of the San Gabriel Mountains. The Los Angeles River is approximately 55 miles long from its headwaters to its mouth, and 32 miles of the river is within the City of Los Angeles. The Los Angeles River originates at the west end of the San Fernando Valley in the northwest corner of Los Angeles County. The river channel extends east to Glendale, where it turns and flows south to the Pacific Ocean. The Los Angeles River is part of a network of dams, reservoirs, debris collection basins, and spreading grounds built by the Los Angeles County Flood Control District and the U.S. Army Corps of Engineers to minimize flooding. The floodplain starts in the northeast part of the City of Los Angeles at the Arroyo Seco confluence and then passes through the cities of Los Angeles, Bell, Bell Gardens, South Gate, Lynwood, Lakewood, Paramount, Compton, Bellflower, Carson, Gardena and Long Beach on the way to its terminus at the Pacific Ocean (City of Los Angeles 2017).

## Downtown Plan Area Watersheds and Surface Water

The Central City Community Plan Area is located in two watersheds: the east end of the Ballona Creek Watershed and the west central area of the Lower Los Angeles River Watershed. The Central City North Community Plan Area is entirely within the Lower Los Angeles River Watershed.

The Ballona Creek Watershed covers approximately 123 square miles of the Los Angeles Basin and comprises the cities of Beverly Hills and West Hollywood, and portions of the cities of Los Angeles, Inglewood, Culver City, and Santa Monica as well as unincorporated areas of the County of Los Angeles. It is bounded by the Santa Monica Mountains to the north, the 110 Harbor Freeway to the east, and Baldwin Hills to the south. Ballona Creek and Estuary are collectively approximately 9.5 miles long and divided in three hydrological units (Ballona Creek Watershed Management Group 2014):

- Ballona Creek Reach 1 is approximately two miles long from Cochran Avenue to National Boulevard. This portion of the creek is channelized with vertical concrete walls.
- Ballona Creek Reach 2 is approximately four miles long, between National Boulevard and Centinela Avenue, where Ballona Estuary starts. Reach 2 is also channelized for the most part with trapezoidal walls.
- Ballona Estuary starts at Centinela Creek and continues to the Pacific Ocean. This portion is approximately 3.5 miles of soft bottom channel and experiences tidal inundation.

The Upper Los Angeles River Watershed encompasses approximately 479 square miles and comprises the cities of Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Los Angeles, Montebello, Monterey Park, Pasadena, Rosemead, San Fernando, San Gabriel, San Marino, South Pasadena, and Temple City as well as the unincorporated areas of the County of Los Angeles. The Los Angeles River is approximately 55 miles long, and five of six reaches lie in the Upper Los Angeles River Watershed. The natural hydrology of the Los Angeles River watershed has been altered by channelization and the construction of dams and flood control reservoirs. The Los Angeles River and many of its tributaries are lined with concrete for most or all of their length. Soft-bottomed segment of the Los Angeles River occur where groundwater upwelling prevents armoring of the river bottom (Upper Los Angeles River Watershed Management Group 2014). The Downtown Plan Area is bounded by the Los Angeles River to the east, and has no other year-round bodies of surface water. Refer to **Figure 4.9-1** and **Figure 4.9-2**.

**Figure 4.9-1 Watershed Boundaries**

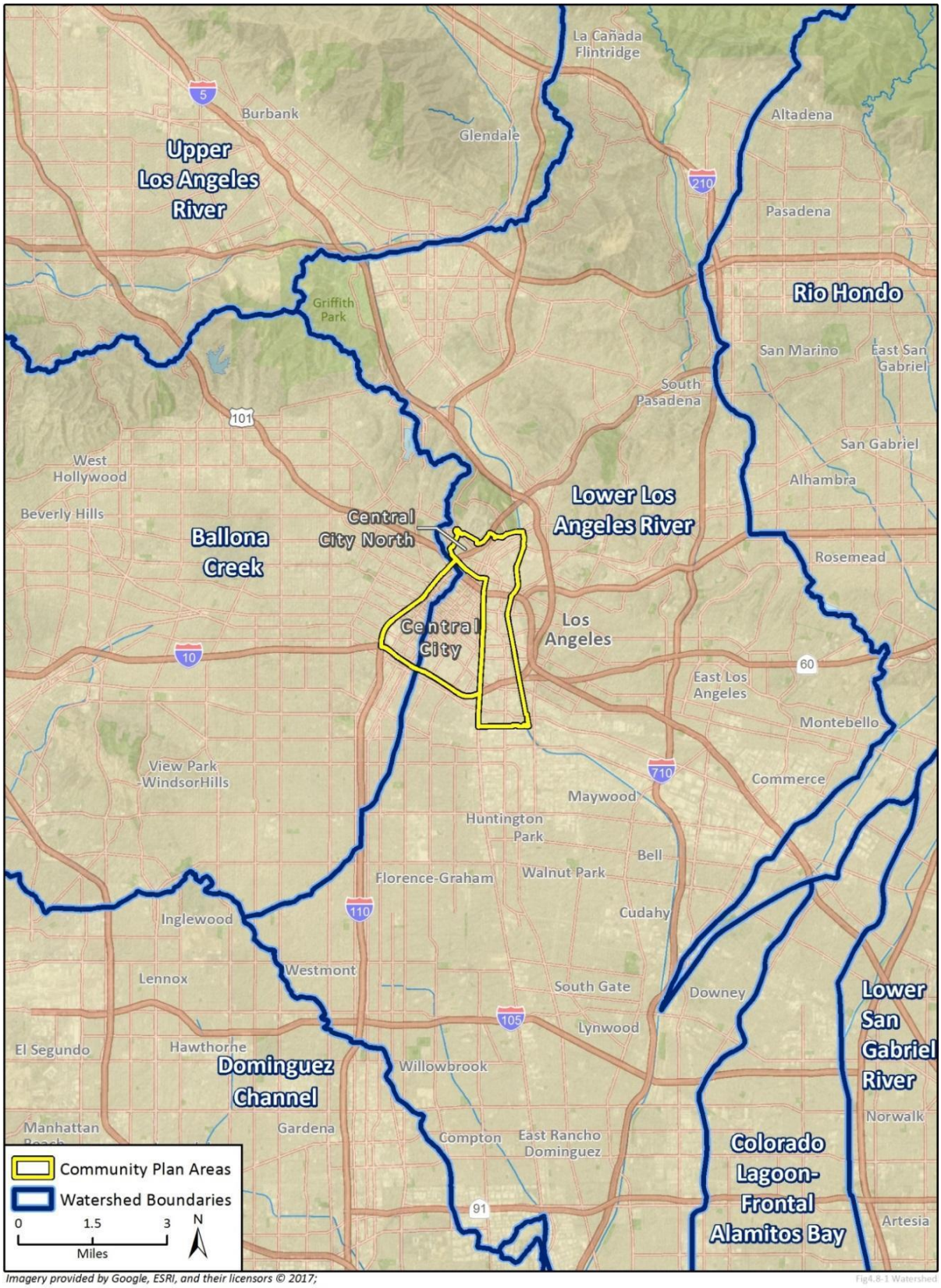
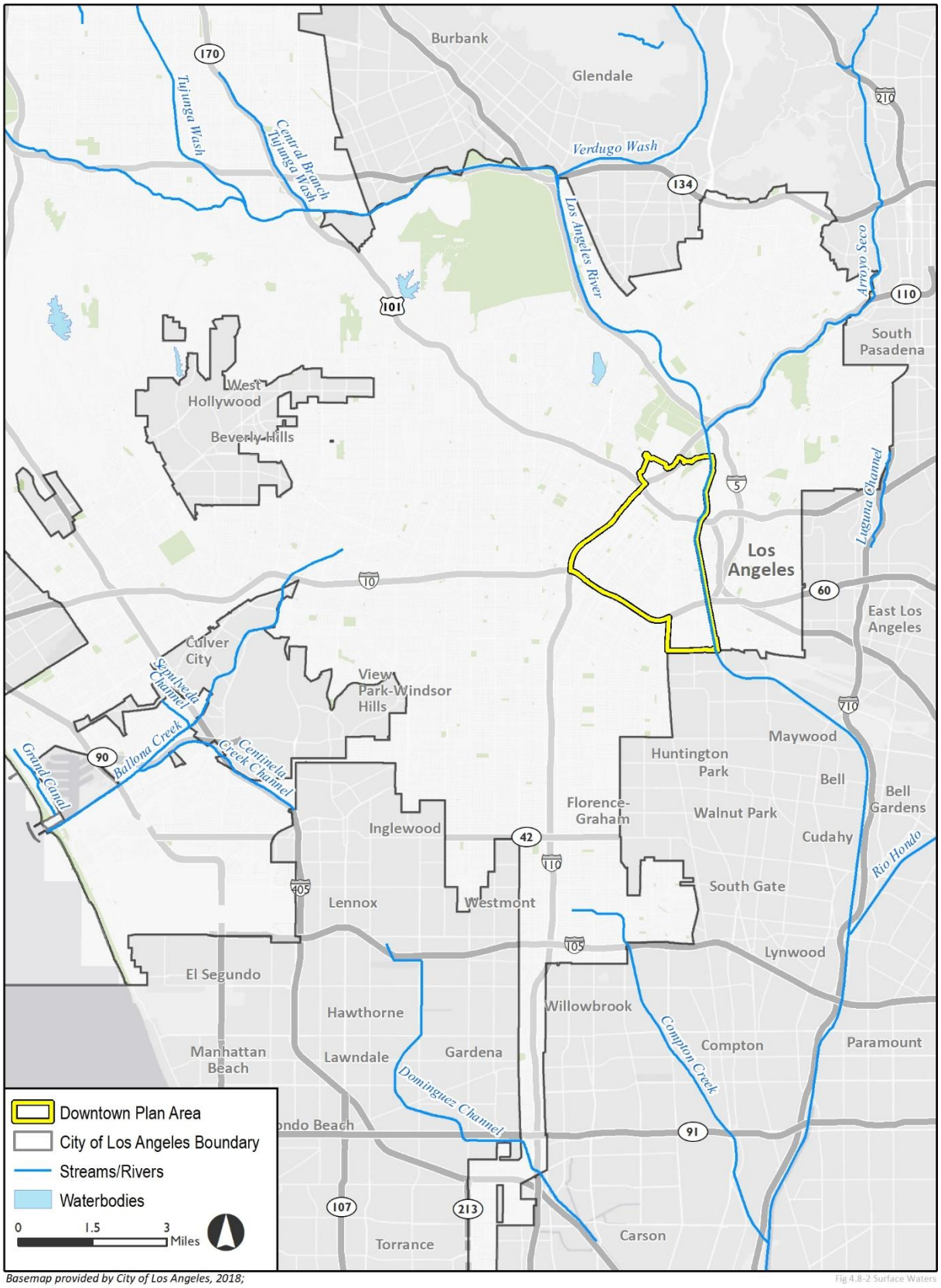


**Figure 4.9-2 Surface Water Sources**



# GROUNDWATER

## Citywide Groundwater

The Los Angeles Department of Water and Power (LADWP) provides water service in the City. The LADWP uses several sources of local groundwater, including the Coastal Plain of Los Angeles Groundwater Basin - Central Sub-basin (Central Basin), San Fernando Basin, and Sylmar Basin. The Upper Los Angeles River Area (ULARA) watershed is the principal groundwater resource where the City produces local groundwater from the San Fernando and Sylmar Basins. The City also owns water rights in the Eagle Rock and West Coast Basins, but does not pump its entitlement from these basins due to the lack of production facilities and contamination (LADWP 2015). More information on water supply can be found in Section 4.14, Utilities and Service Systems.

Central Basin

The Central Basin encompasses approximately 277 square miles of surface area, bounded on the north by a surface divide called the La Brea high, and on the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek, which is a regional drainage boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Historically, groundwater flow in the Central Basin has been from recharge areas in the northeast part of the sub-basin, toward the Pacific Ocean on the southwest. However, pumping has lowered the water level in the Central Basin and water levels in some aquifers are about equal on both sides of the Newport-Inglewood uplift, decreasing subsurface outflow to the West Coast Sub-basin. The total storage capacity of the Central Basin is 13.8 million acre-feet (Los Angeles Department of Water Resources [LA DWR] 2004).

Groundwater enters the Central Basin through surface and subsurface flow and by direct percolation of precipitation, stream flow, and applied water; and replenishes the aquifers dominantly in the fore-bay areas where permeable sediments are exposed at ground surface. Natural replenishment of the sub-basin's groundwater supply is largely from surface inflow through Whittier Narrows (and some underflow) from the San Gabriel Valley. Percolation into the Los Angeles Fore-bay Area is restricted due to paving and development of the surface of the fore-bay. Imported water purchased from Metropolitan Water District and recycled water from Whittier and San Jose Treatment Plants are used for artificial recharge in the Montebello Fore-bay at the Rio Hondo and San Gabriel River spreading grounds. Saltwater intrusion is a problem in areas where recent or active river systems have eroded through the Newport Inglewood uplift. A mound of water to form a barrier is formed by injection of water in wells along the Alamitos Gap (Department of Water Resources 2004).

San Fernando Basin

The San Fernando Basin is approximately 226 square miles of surface area, bounded on the north and northwest by the Santa Susana Mountains, on the north and northeast by the San Gabriel Mountains, on the east by the San Rafael Hills, on the south by the Santa Monica Mountains and Chalk Hills, and on the west by the Simi Hills. The valley is drained by the Los Angeles River and its tributaries. Water levels in this basin have been fairly stable over about the past 20 years, since adjudication of the basin. Hydrographs show variations in water levels of 5 feet to 40 feet in the western part of the basin, a variation of about 40 feet in the southern and northern parts of the basin, and a variation of about 80 feet in the eastern part of the basin. Groundwater flows generally from the edges of the basin toward the middle of the basin, then beneath the Los Angeles River Narrows into the Central Basin. In the northeastern part of the basin, groundwater moves from the La Crescenta area southward beneath the surface of Verdugo Canyon toward

the Los Angeles River near Glendale, whereas the groundwater in the Tujunga area flows west following the Tujunga Wash around the Verdugo Mountains to join groundwater flowing from the west following the course of the Los Angeles River near Glendale. Flow velocity ranges from about 5 feet per year in the western part of the basin to 1,300 feet per year beneath the Los Angeles River Narrows. The total storage capacity of the San Fernando Basin in 1998 was calculated at approximately 3 million acre-feet. (LA DWR 2004).

Sylmar Basin

The Sylmar Basin is approximately 8.75 square miles of surface area, bounded on the north and east by the San Gabriel Mountains; on the west by a topographic divide in the valley fill between the Mission Hills and the San Gabriel Mountains; on the southwest by the Mission Hills; on the east by sedimentary rocks along the east bank of the Pacoima Wash; and on the south by the eroded south limb of the Little Tujunga Syncline (Upper Los Angeles River Area Watermaster 2017).

### Downtown Plan Area Groundwater

Central Basin

The majority of the Downtown Plan Area is underlain by the Central Basin. The northwestern portion of the Downtown Plan Area is not underlain by a groundwater basin. No additional existing conditions information for the Central Basin is required beyond that described in the Citywide Groundwater subsection above.

San Fernando Basin

No additional existing conditions information for the San Fernando Basin is required beyond that described in the Citywide Groundwater subsection above.

Sylmar Basin

No additional existing conditions information for the Sylmar Basin is required beyond that described in the Citywide Groundwater subsection above.

## WATER QUALITY

### Citywide Water Quality

The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Improperly placed septic tank leach fields and properly placed septic tanks that do not have proper residence time or are not properly maintained or have improperly disposed of household cleaners and other materials can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides and other harmful chemicals.

Industrial contamination issues are the principle reason for restricted use of local groundwater pumping by the LADWP. Much of LADWP's pumping capacity has been impaired by contaminants, primarily volatile organic compounds (VOCs). In the San Fernando Basin, more than 80 of LADWP's 115 water supply wells have been removed from service or restricted in use. In the neighboring Sylmar Basin, contamination has caused two of three LADWP water supply wells to be removed from service. Two of ten LADWP water supply wells in the Central Basin have been impaired, taken off line, and demolished as a result of groundwater contamination issues. Water quality problems associated with hydrocarbon pollutants caused LADWP to discontinue utilizing its West Coast Basin facilities in 1980. Furthermore, declining

groundwater levels and overdraft conditions have become concerns for Los Angeles basins where decades of expanding urbanization, increasing impervious hardscape, and channelization of stormwater runoff have diverted natural replenishment away from local aquifers. Aging wellfields and distribution system infrastructure have also presented challenges to the development and use of the City's local groundwater resources. Combined, these challenges have caused the City to renew its focus on sustainable management of its local groundwater basins. Responding to groundwater contamination issues has been a high priority for the City, particularly in the San Fernando Basin. Recently completed studies have provided analysis of groundwater quality and characterization of the extent of contaminants affecting the City's largest well fields in the basin. Expanded basin remediation systems are under development to remove contamination from the local groundwater basin for the betterment of the environment and to restore the beneficial uses of this important basin. The expanded remediation facilities are anticipated to be operational by 2021. Efforts in the Sylmar and Central Basins have been focused on rehabilitation of LADWP's well fields. Water supply wells impaired by contamination are being replaced using modern construction standards to restore lost pumping capacity and improve water quality (LADWP 2016a).

LADWP's water system supplied four million customers with nearly 160 billion gallons of treated water in 2016. The City's water met and surpassed most federal and state drinking water standards set by the U.S. Environmental Protection Agency and the State of California, Water Resources Control board – Division of Drinking Water, with the exception of two Tier Violations (LADWP 2017). The first violation occurred in January 2016. A six-hour lapse in treatment at the 99th Street Wells Water Treatment Facility resulted in a violation of the Groundwater Rule. However, the 99th Street facility treats water served to customers in the Green Meadows and Watts neighborhoods, outside of the Downtown Plan Area. The second violation occurred on June 16, 2016 when the State Water Resources Control Board, Division of Drinking Water issued a citation to LADWP for failing to adequately monitor its drinking water supply for turbidity. The Surface Water Treatment Rule and Safe Drinking Water Act requires the LADWP to monitor continuously for turbidity at each of the 24 filters at the Los Angeles Aqueduct Filtration Plant. However, turbidity has no health effects at low levels. High levels of turbidity can interfere with disinfection and provide a medium for microbial growth. Turbidity may indicate the presence of disease-causing organisms. These organisms include bacteria, viruses, and parasites that can cause symptoms such as nausea, cramps, diarrhea, and associated headaches (LADWP 2016b).

### Downtown Plan Area Water Quality

No additional existing conditions information for water quality is required beyond that described in the Citywide Water Quality subsection above.

## FLOOD HAZARDS

Citywide Flood Hazards

The major flooding causes in the City of Los Angeles are short-duration, high-intensity storms. Water courses in the City can flood in response to a succession of intense winter rainstorms, usually between early November and late March. A series of such weather events can cause severe flooding in the City due to the large percentage of impervious area and the age and capacity of the drainage system. Other types of floods that may occur include flash floods, flooding from dam and levee failure, and power-failure-induced flooding. In the City, large floods occur approximately every 5 to 6 years (City of Los Angeles 2017).

Flooding can cause widespread damage to affected areas. Buildings and vehicles can be damaged or destroyed, while smaller objects can be buried in flood-deposited sediments. Floods can also cause drowning or isolation of people or animals. In addition, floodwaters can break utility lines, interrupting services and potentially affecting health and safety, particularly in the case of broken sewer or gas lines.

The secondary effects of flooding are due to standing water, which can result in crop damage, septic tank failure, and water well contamination. Standing water can also damage roads, foundations, and electrical circuits. Inadequately-sized culverts and bridges can create impediments to the passage of high water flow in streams and gullies. Undersized infrastructure typically results in short-term back-ups behind the culvert or bridge, with pooling water in such areas, in effect, an unintended detention basin.

The Federal Emergency Management Agency (FEMA) designated 100-year flood zones and 500-year flood zones are located throughout the City. According to the Safety Element of the General Plan, flood hazard areas subject to 100-year floods comprise 30 square miles within the City. Areas near Chatsworth Reservoir in the northwest portion of the City and Hansen Dam and Tujunga Wash in the northeast portion of the City, the Port of Los Angeles in the southern portion of the City, and central Los Angeles fall within the 100-year floodplain as well as washes throughout the City that flow north and south (City of Los Angeles 1996). A total of 5,628 structures, 88 percent of them residential and 10 percent commercial or industrial, are located in the 100-year flood zone (City of Los Angeles 2017).

Portions of central Los Angeles, the area east of Kenneth Hahn State Recreation Area, Venice, and most of southeast Los Angeles fall within 500-year flood zones (City of Los Angeles 1996). A total of 38,927 structures, 89 percent residential and 9 percent commercial or industrial, are located in the 500-year flood zone (City of Los Angeles 2017).

Downtown Plan Area Flood Hazards

Potential flooding could occur in the Downtown Plan Area from intense localized rainstorms and spillover from nearby flood control channels of the Los Angeles River. The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year (one percent annual chance flood) and 500-year (0.2-percent annual chance flood) flood zones, depicted in the Flood Insurance Rate Maps (FIRMs). As shown on **Figure 4.9-3**, the Downtown Plan Area is located adjacent to a 100-year floodplain and much of the Los Angeles River, which bounds the eastern border of the Downtown Plan Area, falls within the 100-year floodplain.

## Dam Inundation

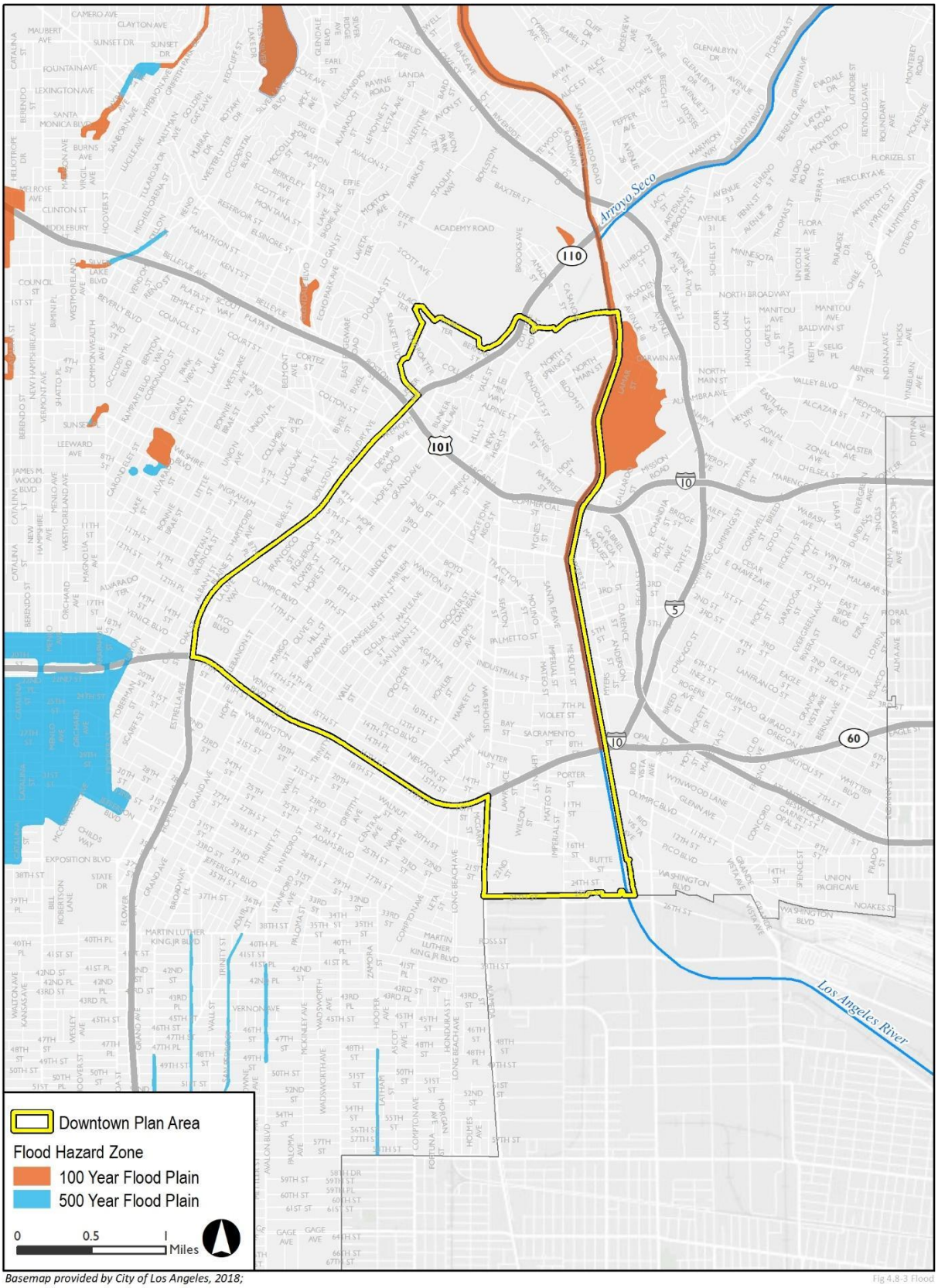
Citywide Dam Inundation

Dam failure events are infrequent and usually coincide with events that cause them, such as earthquakes, landslides and excessive rainfall and snowmelt, but may also occur from water storage facility failure. The City of Los Angeles has 12 dams located within City boundaries, including Eagle Rock, Elysian, Ensino, Hansen Recreation Lake, Lopez, Los Angeles Reservoir, Lower Franklin #2, Mulholland, Riviera Reservoir, Santa Ynez Canyon, Silver Lake, and Stone Canyon. However, dams outside of the City boundaries may have potential to cause inundation within the City. These dams include: 10$^{th}$ and Western, Big Tujunga, Devils Gate, Diederich Reservoir, Glen Oaks 968, Green Verdugo, Greystone, Laguna Basin, Pacoima, Palos Verdes Reservoir, Sepulveda, and Upper Franklin. Over one third of the land area and population in the City is potentially threatened by dam failure (City of Los Angeles 2017).

Downtown Plan Area Dam Inundation

As shown in **Figure 4.9-4**, portions of the Downtown Plan Area lie in the inundation areas for two regional dams: the Sepulveda Dam on the Los Angeles River, approximately 14.5 miles northwest of the Downtown Plan Area, and the Hansen Dam on the Tujunga Wash, approximately 15 miles northwest of the Downtown Plan Area. The Downtown Plan Area also lies approximately 0.5 mile south of the Elysian Reservoir, which could potentially inundate a portion of the Downtown Plan Area in the immediate vicinity of the reservoir in the event of structural failure (Los Angeles County Enterprise Geographic Information Systems 2017).

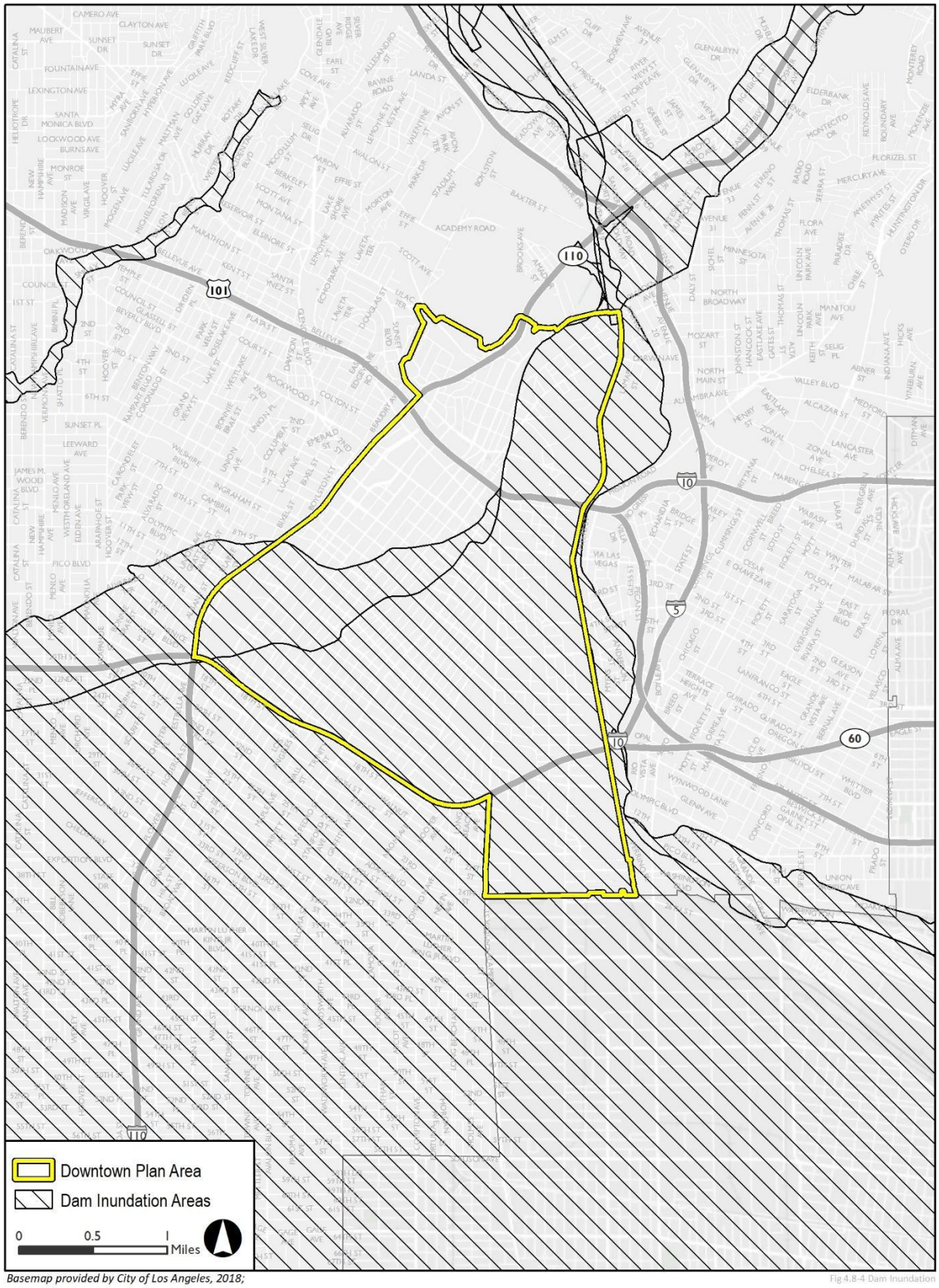
**Figure 4.9-3 FEMA Flood Zones**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by Los Angeles County, 2017; USGS, 2017; FEMA, 2015.*

Fig 4.8-3 Flood

**Figure 4.9-4 Dam Inundation Areas**




*Basemap provided by City of Los Angeles, 2018;*
*Additional data provided by Los Angeles County, 2017.*

### Tsunamis and Seiches

Citywide Tsunamis and Seiches

Hazardous tsunamis are rare along the Los Angeles Coast. However, depending upon the magnitude of the tsunami, coastal areas of the City could be inundated, most notably in the San Pedro and Los Angeles Harbor areas, and in neighboring Santa Monica (City of Los Angeles 2017).

A seiche is a surface wave created when a body of water is shaken. Seiches may cause inundation if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Mitigation of potential seiche action has been implemented by the Department of Water and Power through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflow. Dams and reservoirs are monitored during storms and measures are implemented in the event of potential overflow (City of Los Angeles 1996).

Downtown Plan Area Tsunamis and Seiches

The Downtown Plan Area is approximately 12.5 miles northeast of the Pacific Ocean and is outside of a Tsunami Hazard Area (City of Los Angeles 1996). No portion of the Downtown Area is subject to seiches.

# REGULATORY FRAMEWORK

Development in Los Angeles is subject to various local, state, and federal regulations and permits regarding the use of water resources.

## FEDERAL

### Clean Water Act (CWA)

Section 303 of the federal Clean Water Act (CWA) requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. All of Los Angeles is within the jurisdiction of the Los Angeles RWQCB, District 4.

### Clean Water Act Section 303(d)

Under the Clean Water Act Section 303(d), states are required to submit a list to the U.S. EPA identifying waters within its boundaries not meeting water quality standards (impaired waters) and the water quality parameter (i.e., pollutant) not being met, which is commonly referred to as the 303(d) list. The Los Angeles River Reach 2 (located within the Downtown Plan Area) is listed by the State Water Resources Control Board as Impaired Waters under Clean Water Act Section 303(d) for oil, coliform bacteria, nutrients (algae), lead, copper, ammonia, and trash pollutants. However, all pollutants, except oil and coliform bacteria, are being considered for removal on the Section 303(d) list since it is being addressed with total maximum daily loads (TMDLs; maximum amount of a pollutant a body of water can receive) within allowable standards (SWRCB 2015).

### National Pollutant Discharge Elimination System (NPDES)

The federal government also administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into Waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers. As discussed under *Flood Hazards*, the Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones.

The primary regulatory control relevant to the protection of water quality is the Federal National Pollution Discharge Elimination System (NPDES) permit administered by the State Water Resources Control Board. This board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water body or groundwater basin. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the Federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board.

### National Flood Insurance Act

The National Flood Insurance Act of 1968 established the National Flood Insurance Program. The National Flood Insurance Program is a federal program administered by the Flood Insurance Administration of the Federal Emergency Management Agency (FEMA). It enables individuals who have property (a building or its contents) within the 100-year floodplain to purchase insurance against flood losses. Community participation and eligibility, flood hazard identification, mapping, and floodplain management aspects are administered by state and local programs and support programs within FEMA itself. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map of those areas.

## STATE

### Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal State agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes SWRCB to adopt, review, and revise policies for all waters of the State (including both surface water and groundwater) and directs RWQCBs to develop regional Basin Plans. Section 13170 of the California Water Code (CWC) also authorizes SWRCB to adopt water quality control plans on its own initiative. The Porter-Cologne Act is administered in the Downtown Plan Area by the LARWQCB and is implemented at the city-level through various programs.

### California State Water Resource Control Board (SWRCB)

The SWRCB was established through the California Porter Cologne Water Quality Act of 1969. At the State level, SWRCB has responsibility for the protection of water quality and sets Statewide policies and regulations for the implementation of water quality control programs mandated by federal and State water quality statutes and regulations. The SWRCB delegates to the nine RWQCBs the responsibility for the protection of water quality in each major drainage basin throughout the state. The LARWQCB has

jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. A more detailed discussion of the LARWQCB is presented below.

## NPDES General Construction Activity Stormwater Permit (GCASP)

Pursuant to CWA Section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a Statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009.[1] The Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent (NOI) along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

BMPs are intended to diminish impacts to the MEP, which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed

Within the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

## Regional Dewatering General Waste Discharge Requirements (WDR)

CWC Section 13263(i) authorizes RWQCBs to issue WDRs for a category of discharges if it finds or determines that the discharges in that category: 1) are produced by the same or similar operations, 2) involve the same or similar types of waste, 3) require the same or similar treatment standards, and 4) are more appropriately regulated under general discharge requirements than individual discharge requirements. LARWQCB has issued a general permit for construction dewatering (Waste Discharge Requirements for Discharges of Groundwater from Construction Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties Order No. R4-2008-0032, and NPDES No. CAG994004). Discharges covered by this permit include, but are not limited to, treated or untreated groundwater generated from permanent or temporary dewatering operations (removing or draining water from ground or surface water),

[1]California Water Code Section 13263(i).

treated or untreated wastewater from permanent or temporary construction dewatering operations; subterranean seepage dewatering; and incidental collected stormwater from basements.

### Cobey-Alquist Flood Plain Management Act

CWC Sections 8400 et seq. documents the state's intent to support local governments in their use of land use regulations to accomplish floodplain management and to provide assistance and guidance, as appropriate.

### Sustainable Groundwater Management Act (SGMA)

Effective in 2015, SGMA creates a framework for sustainable, local groundwater management in California. SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental needs. This act requires local regions to create a groundwater sustainability agency (GSA) and to adopt groundwater management plans for groundwater basins or sub-basins that are designated as medium or high priority. High-priority and medium-priority basins or sub-basins must adopt groundwater management plans by 2020 or 2022, depending upon whether the basin is in critical overdraft. GSAs will have until 2040 or 2042 to achieve groundwater sustainability. The Proposed Project is located within the Hollywood Sub-basin of the Coastal Plain of Los Angeles Basin (south of the Santa Monica Mountains) and San Fernando Valley Basin (the northern and eastern foothills of the Santa Monica Mountains). The Hollywood Sub-basin is classified as very low priority and the San Fernando Valley Basin is classified as medium priority.

The act defines "sustainable groundwater management" as the "management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results. "Undesirable result" means any of the following effects caused by groundwater conditions occurring throughout the basin: chronic lowering of groundwater levels, but excluding reductions in groundwater levels during a drought if they are offset by increases in groundwater levels during other periods; significant and unreasonable reductions in groundwater storage; significant and unreasonable seawater intrusion; significant and unreasonable degradation of water quality; significant and unreasonable land subsidence; and/or surface water depletions that have significant and unreasonable adverse impacts on beneficial uses.

## REGIONAL

### Los Angeles County Municipally-Owned Separate Storm Sewer Systems (MS4) Permit

Discharges of urban runoff into Municipally-Owned Separate Storm Sewer Systems (MS4s) are regulated under the general NPDES stormwater permit that has been issued by LARWQCB for Los Angeles County (MS4 Permit). The MS4 Permit is intended to ensure the protection of water quality through requirements for site planning, source control, and treatment practices. The MS4 permit is implemented through the City's Standard Urban Stormwater Mitigation Plan (SUSMP).

### Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP)

On March 8, 2000, Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements were approved by the LARWQCB as part of the MS4 permit to address stormwater pollution from new construction and redevelopment projects. SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge,

and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units (BMP)
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

### Water Quality Control Plan for the Los Angeles Region (Basin Plan)

All of Los Angeles is within the jurisdiction of the LARWQCB, which is one of the nine regional WQCBs in California. The LARWQCB provides permits for projects that may affect surface waters and groundwater locally and is responsible for preparing the Basin Plan, which is updated as necessary every three years. The Basin Plan establishes narrative and numerical water quality objectives for surface waters and groundwater within the Los Angeles region and designates the beneficial uses of inland surface waters, including the Hollywood Reservoir and Los Angeles River. Water quality objectives, as defined by the CWA Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." The State has developed TMDLs, which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established in the Basin Plan.

## LOCAL

### Los Angeles Municipal Code (LAMC)

The City of Los Angeles relies on Municipal Code Chapter VI, *Public Works and Property* to require permits and oversee the implementation of any land use or development involving grading activities, or the construction of new structures or paving. Article 4 *Sewers, Water Courses and Drains* and Article 4.4 *Stormwater and Urban Runoff Pollution Control* of the Municipal Code establishes minimum standards, guidelines, and/or criteria for specific discharges, connections, and/or Best Management Practices (BMPs). Additional measures are required by the City, when applicable, to prevent or reduce the discharge of pollutants to achieve water quality standards and receiving water limitations. Article 4.4 includes prohibitions for illicit discharges to enter the MS4 and requires implementation of BMPs and Low Impact Development (LID) practices per LAMC 64.70 (City of Los Angeles 2017). In addition, the City requires all construction activities and facility operations to be consistent with the landscape ordinance (Ordinance No. 170,978) as well as other related requirements, outlined in Chapter XII, *The Water Conservation Plan of the City of Los Angeles*, and the *Planning and Land Development Handbook for Low Impact Development (LID)*. The *Handbook* is a tool for developers to comply with the requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP). The handbook summarizes the City's project

review and permitting process, identifies stormwater mitigation measures, and references source and treatment control BMP information. The latest edition was adopted on May 9, 2016 (Los Angeles 2016).

### Water Quality Compliance Master Plan for Urban Runoff (WQCMP) 2009

In 2009, the City adopted the WQCMP, a 20-year strategy for clean stormwater and urban runoff to reduce pollution entering City waterways. The Master Plan provides an overview of the existing status of urban runoff management in the City, including a description of watersheds in the City, urban runoff pollutant sources, regulatory requirements for water quality, existing watershed management, and plans for compliance with regulatory requirements. In addition, the Master Plan discusses three City initiatives: the Water Quality Management Initiative, the Citywide Collaboration Initiative, and the Outreach Initiative. The WQCMP also contains a financial plan for implementing recommended strategies and initiatives.

### County of Los Angeles Hydrology Manual

Drainage and flood control within the Downtown Plan Area is regulated by the City of Los Angeles Department of Public Works (LADPW) and the Los Angeles County Department of Public Works (LACDPW). The County has jurisdiction over regional drainage facilities. The County's Hydrology Manual requires a storm drain system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event (LA County DPW 2006). The County also limits the allowable discharge into existing storm drain facilities based on the MS4 Permit and is enforced on all new developments that discharge directly into the County's storm drain system.

### Enhanced Watershed Management Plans (EWMPs)

On November 8, 2012, RWQCB adopted the current municipal stormwater permit (NPDES Permit No. CAS004001, Order No. R4-2012-0175), which contains the most extensive provisions to date with 32 incorporated TMDLs, of which 22 affect the City, expanded programs for Minimum Control Measures, development and implementation of watershed management plans, and expanded monitoring provisions. The NPDES permit provides for the development of EWMPs by the MS4 permittees to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. EWMPs also address compliance requirements of the 22 TMDLs that currently are effective, as well as other elements of the City's Stormwater Program.

### Proposition O

Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include but are not limited to: the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with opening screen covers (Los Angeles 2016a).

### Low Impact Development (LID) Ordinance

The LID Ordinance was adopted in 2011. The intent of the LID Ordinance is to expand the applicability of the existing SUSMP requirements. It provides stormwater and rainwater LID strategies for all projects that require building permits in order to maintain or restore the natural hydrologic character of a development

site, reduce off-site runoff, improve water quality, and provide groundwater recharge. The LID Ordinance requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. It incorporates environmental practices including infiltration, capture and use, and biofiltration.

### Flood Control Authority in the City of Los Angeles

In general, flood control authority can be summarized as follows: (1) the U.S. Army Corps of Engineers (USACE) oversees construction of projects associated with navigable bodies of water, including the Los Angeles River-related flood control systems and ocean harbors; (2) LACDPW oversees construction of ancillary Los Angeles County Flood Control District (LACFCD) facilities and designs and/or maintains the flood control drainage facilities, including the Los Angeles River system (under the guidance of USACE) to mitigate 100- and 500-year storms; and (3) LADPW BOE oversees construction and maintenance of the City's storm drainage system which is designed to mitigate 50-year magnitude storms. Various City agencies implement development permit, slope stability, and watershed protection regulations.

### City of Los Angeles 2017 Local Hazard Mitigation Plan

The Hazard Mitigation Plan serves as a guide for decision makers as they commit City resources to minimize the effects of natural hazards. The Hazard Mitigation Plan integrates planning disciplines to identify hazard vulnerabilities, create community disaster mitigation priorities, and develop subsequent mitigation strategies and projects. The Hazard Mitigation Plan provides hazard mitigation to reduce risks from disasters to the people, property, economy and environment within the City as a result of natural disasters, including flooding, dam failures, landslides, and tsunamis.

### Los Angeles Specific Plan for the Management of Flood Hazards (Flood Hazards Specific Plan)

The Flood Hazards Specific Plan was originally established by Ordinance No. 154,405 and amended most recently in July 1998 by Ordinance No. 172,081. This ordinance governs permit review and mitigation procedures for issuance of development permits in areas prone to flooding, mudflow, or coastal inundation. Mitigation measures include relocation of structures within a property, increased base elevation, additional structural reinforcement, anchoring, and installation of protective barriers. A permit can be denied if mitigation is deemed insufficient to protect human life. Ordinance No. 172,081 designates the City Engineer as the Flood Hazard Mitigation Coordinator for the City. The Flood Hazard Specific Plan specifies the responsibilities of City agencies that process the permits to ensure consistency with applicable FEMA requirements for NFIP coverage. This plan qualifies property owners for greater coverage limits and generally lower flood insurance premium rates (Los Angeles).

### Floodplain Management Plan

The Floodplain Management Plan was prepared in October 2015 and presents measures to mitigate potential flood problems in the City of Los Angeles. The purpose of the measures is to reduce or alleviate the loss of life, personal injury, and property damage that can result from flooding. Measures identified in the Floodplain Management Plan involve long- and short-term strategies such as planning, policy changes, programs, projects, and other activities to mitigate the impacts of floods. The plan also identifies resources to help guide and coordinate mitigation activities (Los Angeles 2015).

### Water Quality Compliance Master Plan for Urban Runoff (WQCMP)

In 2009, the City adopted the WQCMP, a 20-year strategy for clean stormwater and urban runoff in the City and to meet all water quality regulations for the City's rivers, lakes, and coastal waters. The Master Plan provides an overview of the existing status of urban runoff management in the City, including a

description of watersheds in the City, urban runoff pollutant sources, regulatory requirements for water quality, existing watershed management, and plans for compliance with regulatory requirements. In addition, the Master Plan plans for the future of urban runoff management in the City and discusses three initiatives: Water Quality Management Initiative, Citywide Collaboration Initiative, and Outreach Initiative. The WQCMP also contains a financial outlook that evaluates current and future revenues, provides an estimate of the costs needed for implementing the strategies proposed, and presents opportunities for funding.

### Los Angeles River Revitalization Master Plan (LARRMP)

Adopted in April 2007, the LARRMP contains goals in the creation of parks, paths, and open spaces along the Los Angeles River. The LARRMP includes recommendations for physical improvements along the Los Angeles River corridor; policies for managing public access and management structure; and short- and long-term priority projects and potential funding strategies.

### River Improvement Overlay (RIO) District

Following the adoption of the LARRMP, the RIO District (Ordinance Nos. 18314 and 183145), effective August 2014 and revised in January 2015, was established to help implement the vision and goals of the LARRMP by focusing on sustainable environments in the surrounding neighborhoods, including guidelines for both private property and public rights-of-way. The RIO provides guidelines for new "complete" streets and includes mobility strategies to meet the needs of pedestrians, bicyclists, transit riders, and vehicle drivers. The RIO District includes all of the neighborhoods within the City of Los Angeles that are adjacent to the Los Angeles River, and generally extends 0.5-mile on either side of the River, creating an area that is potentially 32 miles long and one mile wide. As described in *Chapter 3, Project Description*, applicable development regulations and measures to protect sensitive biological resources in the existing RIO will be incorporated into Frontage Districts and development standard rules of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Downtown Plan Area to avoid redundancy with the New Zoning Code.

### City of Los Angeles General Plan Safety, Conservation, and Framework Elements

The intent of the Conservation Element is the conservation and preservation of natural resources. Policies of the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds, and watercourses. The General Plan Framework Element is a more general, long-term, programmatic element. The policies in the Framework Element address infrastructure and public service systems, many of which are interrelated, and all of which support the City's population and economy. Objectives and policies related to hydrology and water quality contained in these elements are listed in **Table 4.9-1**.

**TABLE 4.9-1 RELEVANT GENERAL PLAN HYDROLOGY & WATER QUALITY OBJECTIVES AND POLICIES**

| Objective/Policy | Objective/Policy Description |
|---|---|
| **Safety Element – Hazard Mitigation** | |
| Policy 1.1.6 | State and federal regulations assure compliance with applicable State and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act. |
| **Safety Element – Emergency Response (Multi-Hazard)** | |
| Policy 2.1.2 | Health and environmental protection. Develop and implement procedures to protect the environment and public, including animal control and care, to the greatest extent feasible within the resources available, from potential health and safety hazards associated with hazard mitigation and disaster recovery efforts. |

| TABLE 4.9-1 RELEVANT GENERAL PLAN HYDROLOGY & WATER QUALITY OBJECTIVES AND POLICIES | |
|---|---|
| **Objective/Policy** | **Objective/Policy Description** |
| **Conservation Element – Erosion** | |
| Policy 2 | Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas. |
| **Conservation Element – Ocean** | |
| Policy 1 | Continue to reduce pollutant discharge into the bays from both natural and human sources. |
| **Framework Element – Chapter 9 Infrastructure and Public Services** | |
| Policy 9.3.2 | Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes. |
| Objective 9.5 | Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained. |
| Policy 9.5.1 | Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding which results from a 10-year storm (or a 50-year storm in sump areas, a pit or hollow in which liquid collects). |
| Policy 9.5.2 | Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits. |
| Policy 9.5.3 | Implement programs to correct any existing deficiencies in the stormwater collection system. |
| Policy 9.5.4 | Ensure that the City's drainage system is adequately maintained. |
| Objective 9.6 | Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality. |
| Policy 9.6.1 | Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries. |
| Policy 9.6.2 | Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution. |
| Policy 9.6.3 | The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:<br>a. Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge;<br>b. Protect and enhance the environmental quality of natural drainage features;<br>c. Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat;<br>d. On-site detention/retention and reuse of runoff;<br>e. Mitigate existing flood hazards through structural modifications (flood proofing) or property by-out;<br>f. Incorporate site design features which enhance the quality of off-site runoff; and<br>g. Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. |
| Policy 9.6.4 | Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study. |
| Objective 9.7 | Continue to develop and implement management practices based stormwater program which maintains and improves water quality. |
| Policy 9.7.1 | Continue the City's active involvement in the regional NPDES municipal stormwater permit. |
| Policy 9.7.2 | Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally-aware citizenry. |
| Policy 9.7.3 | Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective-approaches, through:<br>a. Investigation of sources of pollution using monitoring, modeling and special studies;<br>b. Prioritization of pollutants and sources; |

| TABLE 4.9-1 RELEVANT GENERAL PLAN HYDROLOGY & WATER QUALITY OBJECTIVES AND POLICIES | |
|---|---|
| **Objective/Policy** | **Objective/Policy Description** |
| | c. Conducting research and pilot projects to study specific management practices for the development of standards; and<br>d. Developing requirements which establish implementation standards for effective management practices. |
| Objective 9.9 | Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses. |
| Policy 9.9.3 | Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized. |
| Policy 9.9.4 | Work to improve water quality and reliability of supply from the State Water Project and other sources. |
| Policy 9.9.5 | Maintain existing rights to groundwater and ensure continued groundwater pumping availability. |
| Objective 9.11 | Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency. |
| Policy 9.11.1 | Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency. |
| **SOURCE**: Los Angeles 2001 | |

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, the Proposed Project would have a significant impact to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (Threshold 4.9-1)
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (Threshold 4.9-2)
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    - Impede or redirect flood flows (Threshold 4.9-3)
- Be in flood hazard, tsunami, or seiche zones, thus risking release of pollutants due to project inundation (Threshold 4.9-4)
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Threshold 4.9-5)

# METHODOLOGY

Baseline information for the analysis was compiled from a review of data and reports published by state agencies, environmental documents for projects in the vicinity, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its stormwater management and hazard mitigation programs. The result of the effort is a general and qualitative analysis of the types of hydrologic and water quality changes that could be expected relative to the implementation of the Proposed Project.

The analysis of water quality impacts identifies the types of pollutants potentially associated with future development as a result of implementation of the Downtown Plan and considers their effects on water quality. Consideration is given to relevant regulations and requirements that would serve to minimize pollutants in stormwater runoff and restrict discharges into surface water. There is a comprehensive regulatory framework implemented at the State, County, and City level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. Compliance must be demonstrated to have been incorporated in the project's design before permits for project construction would be issued. Based upon the comprehensiveness of the regulations and the requirement that compliance must be demonstrated to have been incorporated in the project's design before permits are issued, the assumption that compliance with all applicable laws, regulations, and standards is reasonable. Therefore, the analysis presented herein assumes compliance with all applicable laws, regulations, and standards. The impact analysis is based on several factors, including the policies and land uses of the Downtown Plan, the degree to which existing land uses and pervious surfaces in the Downtown Plan Area would change, and the thresholds of significance for hydrology and water quality.

The analysis of inundation by seiche, tsunami, mudflow, and dam failure is based on the proximity of the potential development locations to sizeable bodies of water, ocean, hillside areas, dams and other large water structures respectively and a consideration of potential risk of inundation associated with these features in relation to indirect impacts resulting from the Proposed Project.

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District (CBIA v. BAAQMD)*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment, which may include future residents and users within the Downtown Plan Area. The decision from *CBIA v. BAAQMD* will inform the analysis of Appendix G thresholds provided above.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.9-1** | Would implementation of the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? |

**Impact 4.9-1** **Downtown Plan:** Downtown Plan Area development would be subject to federal, State, and local requirements for protecting water quality, as well as policies contained in the Downtown Plan supporting stormwater management. Construction activities associated with the Downtown Plan would potentially involve de-watering, which may require discharge of groundwater into surface waters and degrade water quality. However, groundwater discharges would be required to comply with NPDES permit requirements. Compliance with applicable regulations and policies would prevent violation of water quality standards or

waste discharge requirements and substantial degradation of surface or ground water quality. This impact would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not violate any water quality standards or waste discharge requirements. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these effects. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant.***

## Downtown Plan Impact

Future Downtown Plan Area development would be subject to federal, state, and local standards and regulations protecting water quality and hydrological resources. In addition, the Downtown Plan includes a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements. Regulations and policies that would apply to project construction and operational activities are discussed below.

Construction

Grading, excavation, and other construction activities associated with the Project could impact water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids. Section D of LAMC Article 4.4, *Stormwater and Urban Runoff Pollution Control*, requires owners or developers to implement stormwater pollution control requirements for construction activities depicted in the project plans, which are subject to approval by the Department of Building and Safety; the Director of the Department may require additional and/or alternative site-specific BMPs or conditions, if needed. In addition, construction activities on a site of more than one acre, or on a site which is part of a larger development plan that would total more than one acre, would be subject to the NPDES Statewide General Construction Activity Stormwater Permit. Operators of a construction site would be responsible for preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) that outlines project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants in stormwater. Typical BMPs include:

- Utilizing temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream
- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater
- Restricting the use of chemicals that may be transferred to surface waters by storm water flows or leach to groundwater basins through water percolation into the soil
- Requiring that permanent slopes and embankments be vegetated following final grading
- Installation of silt fences, erosion control blankets
- Proper handling and disposal of wastes
- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material

Construction activities, such as excavation for subterranean parking structures and foundation-laying for high-rises, may extend down into the water table necessitating de-watering of the soils to lower the water

table. Depending on the method used for de-watering, displaced groundwater may need to be captured and discharged elsewhere, possibly into surface waters, such as the Los Angeles River. NPDES Order No. R42013-0095 establishes requirements for discharges of groundwater from construction dewatering to surface waters in coastal watersheds of Los Angeles and Ventura County. The permit sets criteria for the quality of discharges, such as a maximum daily concentration of 75 mg per liter of suspended solids per day and an acceptable water pH and temperature range, and criteria for the quality of the receiving water after it has received the discharge. The permit also requires that the discharger store potential pollutants in areas where they would not contribute to runoff and to contain, remove, and clean any spills of such materials immediately.

Operation

All future developments in the Downtown Plan Area would be required to comply with the LID Ordinance and Stormwater and Urban Runoff Pollution Control Ordinance, which require the inclusion of BMPs in a project's design to prevent, control and reduce stormwater pollutants. Typical BMPs include source prevention and treatment control, such as catch basin filters and infiltration/detention basins, as well as minimizing impervious paving. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements, if applicable (see *Regulatory Setting* above for applicability), integrate LID practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements.

Required elements of the SUSMP include provisions for:

- Peak stormwater runoff discharge rates
- Conservation of natural areas
- Minimization of stormwater pollutants of concern
- Protection of slopes and channels
- Storm drain system stenciling and signage
- Properly designed outdoor material storage areas
- Properly designed trash storage areas
- Proof of ongoing BMP maintenance
- Design standards for structural or treatment control BMPs
- Provisions for individual priority project categories
- Limitations on use of infiltration BMPs

BMP requirements are enforced through the City's plan approval and permit process, and plans for all new development projects are subject to City inspection. Compliance with the LAMC would ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

All project-related activities would also be subject to Sections A and B of the LAMC Article 4.4, which generally prohibits discharge of specific materials into the storm drain system or receiving waters, such as the L.A. River located along the eastern boundary of the Downtown Plan Area, and specifically prohibits the discharge of certain materials associated with industrial or commercial activities, respectively.

Additionally, new development within the Plan Area would be subject to the open space and landscaping requirements of the Downtown plan. The Downtown Plan also contains policies to minimize water quality impacts from development, including the following:

- **Land Use (LU)**
- **LU 15.3.** Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.
- **LU 16.6.** Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.
- **LU 17.5.** Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.
- **SO 6.1.** Require sustainable best practices relating to pollution reduction, stormwater management, heat reduction, and material recycling.

Conclusion

Compliance with federal, state, and local regulations would reduce impacts resulting from future development in the Downtown Plan Area due to implementation of the Downtown Plan to a less than significant level. Furthermore, the Downtown Plan does not introduce any features that would preclude implementation of, or alter, these policies and procedures in any way. It also includes policies to support compliance. Therefore, implementation of the Downtown Plan would not violate any water quality standards, waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be ***less than significant***.

## New Zoning Code Impact

The New Zoning Code would not violate water quality standards or waste discharge requirements. In fact, the New Zoning Code references LID standards that improve site permeability and reduce stormwater runoff in order to incorporate required stormwater management features into overall site and landscape design. Additionally, the New Zoning Code's landscaping requirements include minimum standards for planted areas, which would support LID objectives on permeability and stormwater capture. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development standards and policies, such as those required by the RWQCB, intended to avoid water quality and waste discharge impacts.

Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would violate water quality standards or waste discharge requirements or create any other potential impacts relate to water quality. Additionally, individual development projects would be required to comply with all applicable federal, state and local regulations, standards, and policies pertaining to water quality, such as those under the NPDES permitting program. A ***less than significant*** impact would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.9-2** | Would the Proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? |

**Impact 4.9-2**

**Downtown Plan:** Due to Court adjudications restricting withdrawal of groundwater resources serving the Downtown Plan Area, reasonably anticipated development from the Downtown Plan would not deplete groundwater supplies. In addition, further development of the Downtown Plan Area would not interfere with groundwater recharge because the area is already mostly paved and developed and future development would be subject to policies and regulations that support the preservation and expansion of pervious surfaces. Construction activities could potentially impact groundwater resources, but required implementation of construction BMPs would reduce the risk of groundwater contamination. Therefore, impacts to groundwater supply and recharge in the Downtown Plan Area would be ***less than significant.***

**New Zoning Code**: The New Zoning Code would not negatively impact groundwater resources. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid impacts to groundwater. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant.***

## Downtown Plan Impact

The Downtown Plan Area lies above the Central Basin, which provides a portion of the water supply needed by overlying residents and industries, and has provided as much as 15 percent of the City's local groundwater supply between 2010 and 2015 (LADWP 2015). Due to issues with groundwater overdraft beginning over 50 years ago, withdrawals from much of the Central Basin is controlled by court adjudications (LADWP 2015); LADWP currently has the right to withdraw 17,236 acre-feet per year (AFY) from the Central Basin, which accounts for approximately 16 percent of the City of Los Angeles' allowed groundwater withdrawal. This prevents depletion of groundwater supplies from the Central Basin and limits the amount of groundwater resources that could be used to serve Downtown Plan Area development. While future Downtown Plan Area development would increase demand for LADWP water by increasing the intensity of use and residential density, this demand would need to be met in a number of ways other than increasing groundwater withdrawal, such as increasing the amount of water purchased from the Metropolitan Water District, implementing water conservation measures, increasing use of recycled water, and/or implementing groundwater recharge projects. See Section 4.14, *Utilities*, for a discussion of the adequacy of LADWP water supplies for meeting future demand, including that associated with future development in the Downtown Plan Area.

Future Downtown Plan Area development would not substantially increase the amount of impervious surface in the Downtown Plan Area because the Downtown Plan Area is already urbanized and largely covered with impervious surfaces; therefore, the Downtown Plan would not interfere substantially with groundwater recharge. Implementation of the Downtown Plan may provide some benefits to groundwater recharge by replacing older development with new development subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces associated with development. In addition, as discussed in Section 4.14, *Recreation*, the Downtown Plan includes a number of policies to support the construction of new parks and green spaces that would also increase the amount of pervious surface and facilitate groundwater recharge.

Construction activities associated with future Downtown Plan Area development, such as excavation for subterranean parking lots and foundation-laying for tall buildings, would potentially extend into the groundwater table. The Los Angeles County Department of Public Works provides historical and current groundwater depth measurements throughout Los Angeles County (LA County DPW 2017). Well 2778 lies in the southeast corner of the Downtown Plan Area. Another two wells lie almost immediately adjacent to the Downtown Plan Area boundary: Well 2279AD lies at the intersection of E 37th Street and S Santa Fe Avenue, while Well 2772E lies directly north of the Downtown Plan Area's northern tip, near the intersection of Figueroa Street and North San Fernando Road. The groundwater depth measured in these wells ranges from about 32.7 feet north of the Downtown Plan Area boundary to 244.6 feet near the southeast corner of the site. Construction activities overlying areas with shallower groundwater depth could expose groundwater resources in the Downtown Plan Area to contamination.

The risk of groundwater contamination during construction is minimal and would most likely occur due to spills or leaks from equipment or materials used in construction. As previously discussed, LAMC Article 4.4 requires that a project include construction BMPs to prevent contamination of stormwater and runoff in its project plans. These BMPs are subject to City review and are required to be implemented during construction. Developers of individual project sites one acre or more in size are also required to prepare a SWPPP, which similarly includes BMPs to prevent contamination of stormwater and runoff during construction. Typical construction BMPs to prevent stormwater contamination would also prevent contamination of groundwater resources, as exemplified by the following BMPs:

- Construction equipment and vehicles shall be properly maintained.
- All materials shall be properly stored and transported.
- Fuels will be stored in secure areas.

With required identification and implementation of appropriate construction BMPs, project impacts to groundwater resources would be ***less than significant***.

## New Zoning Code Impact

As discussed in the Existing Conditions section, the City currently produces local groundwater from the San Fernando and Sylmar Groundwater Basins. The New Zoning Code references LID requirements to ensure application of groundwater standards at the project level. Additionally, the New Zoning Code's landscaping requirements include regulations related to minimum standards for planted areas (which would support LID objectives on permeability and stormwater capture), which through future community plan updates or amendments would be applied outside of the Downtown Plan Area. These regulations would likely result in increased groundwater recharge. The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations or uniformly applied development standards and policies pertaining to groundwater supply and recharge.

The New Zoning Code would provide options for a range of zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and project-specific impacts related to groundwater supply and recharge. A ***less than significant impact*** would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.9-3** | Would the Proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would:<br><br>(i) Result in substantial erosion or siltation on- or off-site;<br><br>(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site<br><br>(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or<br><br>(iv) Impede or redirect flood flows? |

**Impact 4.9-3**

**Downtown Plan:** The eastern boundary within the Downtown Plan area is located in a 100-year flood hazard area. However, no development is proposed in this area. The Downtown Plan would accommodate redevelopment of infill sites in an already urbanized area and, therefore, would not substantially alter Downtown Plan Area drainage patterns. In addition, future development projects in the Downtown Plan Area would be required to incorporate BMPs to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Impacts would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not substantially alter drainage patterns, drainage capacity, or stormwater runoff. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid alterations to drainage patterns and runoff. The New Zoning Code would not impede or redirect flows within a 100-year flood hazard area. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant*.**

## Downtown Plan Impact

As discussed in Section 4.9.2 *Environmental Setting*, the FEMA FIRMs identify a 100-year flood zone that is limited to the Los Angeles River channel and embankments along the eastern boundary of the Downtown Plan Area. Because future development would occur outside this flood zone area, Downtown Plan implementation would not place structures in the 100-year flood hazard area that would impede or redirect flood flows.

The Downtown Plan Area is urbanized and almost entirely paved and developed, with the exception of parks and other green spaces. Therefore, new Downtown Plan Area development would not substantially alter Downtown Plan Area drainage patterns. Consequently, reasonably expected growth from the Downtown Plan would not alter the drainage pattern of the Downtown Plan Area to an extent that would result in substantial erosion, siltation, or flooding on- or off-site.

Although Downtown Plan implementation would increase the intensity of uses and residential density in the Downtown Plan Area, it is not expected to result in substantial additional sources of polluted runoff. The Downtown Plan would primarily expand capacity for residential, commercial, retail, and light industrial uses. These uses are not associated with high levels of stormwater pollution; examples of contaminants associated with these uses include garbage, leaked vehicle fuels, and household products. In addition, any new development or re-development projects would be required to incorporate design BMPs to capture and treat runoff, in accordance with regulations deriving from the Los Angeles County NPDES MS4 permit (i.e., SUSMP, LID Ordinance, LID Handbook).

The Downtown Plan allows for some industrial development under the Hybrid Industrial and Markets General Plan designations. These designations are intended to support primarily light industrial uses and research and development (R&D) facilities that are not expected to generate high levels of new pollutants in comparison to traditional heavy industrial sources (e.g., refinery, heavy manufacturing). Light and heavy Industrial uses permitted in the Production General Plan designation would be subject to additional policies and regulations to protect water quality. Specific industrial uses are subject to additional regulatory requirements under NPDES and the LAMC. For example, transportation facility stormwater management practices are regulated under the Category 8 NPDES Industrial Permit, while light manufacturing falls under the Category 11 Industrial Permit (US EPA 2017). The LAMC also has commercial and industry-specific requirements, such as waste discharge requirements for commercial and industrial uses. As discussed under Impact 4.9.1, construction activities would be required to include BMPs to prevent stormwater contamination and reduce runoff under LAMC Article 4.4 and potentially the NPDES General Construction Permit. Therefore, future Plan Area development would not introduce substantial additional sources of polluted runoff.

The Downtown Plan contains a number of policies that would potentially reduce runoff from the Downtown Plan Area. The following policies strive to expand the amount of pervious surface in the Downtown Plan Area, which would increase natural infiltration:

- LU 41.3. Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.
- LU 41.5. Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction
- SO 1.1. Find opportunities to create new parks and other open space through tools such as the transfer of development rights, public outdoor amenity space incentives, non-traditional interventions in the public right-of-way, and as a part of major public projects.
- SO 1.8. Support the development of catalytic new parks and reinvestment in existing parks. Namely:
    - Pershing Square
    - Park 101
    - 6th Street Park
    - A new large park in the Fashion District

The following policies also support stormwater management:

- LU 15.3. Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.
- LU 16.5. Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase local water supply.

Because implementation of the Downtown Plan would not significantly alter the existing drainage pattern, development and construction of projects would be required to implement stormwater BMPs, and because the Downtown Plan includes open space and landscaping requirements, and policies to support stormwater infiltration and management, future development in the Downtown Plan Area would not generate a substantial increase in runoff that would exceed the capacity of existing storm drains. Impacts related to drainage and runoff would be ***less than significant.***

## New Zoning Code Impact

As discussed in the Existing Conditions section, 100-year flood hazard areas comprise 30 square miles within the City. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and project-specific impacts related to 100-year flood hazard areas, including the placement of structures which would impede or redirect flows.

The New Zoning Code would not substantially alter drainage patterns, drainage capacity, or stormwater runoff. In fact, the New Zoning Code references LID standards intended to improve site permeability and reduce stormwater runoff in order to incorporate required stormwater management features into overall site and landscape design. Additionally, the New Zoning Code's landscaping requirements include regulations related to minimum standards for planted areas, which would support LID objectives on permeability and stormwater capture. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development standards and policies pertaining to stormwater runoff and drainage.

The New Zoning Code would provide options for a range of zone districts that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and project-specific impacts related to drainage patterns and capacity, and stormwater runoff. A ***less than significant*** impact would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.9-4** | Would the Proposed Project be in flood hazard, tsunami, or seiche zones, thus risking release of pollutants due to project inundation? |
|---|---|

**Impact 4.9-4** **Downtown Plan**: The Downtown Plan Area is not at risk for inundation by seiche, tsunami or mudflow. Impacts would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not increase hazards associated with seiche, tsunami, and mudflows. This impact would be ***less than significant.***

## Downtown Plan Impact

As discussed above, the Downtown Plan Area is located in the inundation areas of two regional dams, Sepulveda Dam and Hansen Dam, and a local reservoir, the Elysian Reservoir.

The Sepulveda Dam and Hansen Dam are owned and operated by the U.S. Army Corps of Engineers (the Corps) and is subject to the Corps' Dam Safety Program (Corps 2017a and b). As part of this program, the Corps performs a risk-informed screening process to classify dams based upon confirmed or unconfirmed dam safety issues, the probability of failure, and the magnitude of life or economic consequences should failure occur. Both the Sepulveda Dam and Hansen Dam received a Dam Safety Action Class (DSAC) III rating in March 2009, which indicates that the dams are significantly inadequate or that the magnitude of consequences combined with the probability of failure is moderate to high. Both dams received a DSAC III rating because of three identified scenarios of potential structural failure:

- Deformation between embankment/outlet interface, resulting from the Maximum Credible Earthquake.
- Deformation of the embankment could cause loss of embankment height.
- Failure from overtopping resulting from a Maximum Probable Flood.

As a result of this determination, the Corps has implemented risk reduction measures for each dam that consist of physical inspections under site-specific thresholds and annual updates to the Emergency Action Plan and Notification Sub-plan. Because the Corps is mitigating identified risks related to the Sepulveda and Hansen Dams, and regularly inspects and evaluates dams for compliance with the Federal Guidelines for Dam Safety, the potential risk for significant flooding from dam failure is low.

The type of reasonably expected development from the Downtown Plan is typical of urban environments. Under the Downtown Plan, the open space areas within the Downtown Plan Area would be preserved and no development would occur within the potential inundation areas associated with the Los Angeles River. While the Downtown Plan would increase overall development capacity in the Downtown Plan Area, it would not cause or accelerate the potential for floodings, including from sudden release of water from the Hollywood Reservoir or the Mulholland Dam. In fact, the redevelopment of Downtown Plan Area properties with new development that meets current standards related to detention/retention of site runoff would be expected to incrementally reduce overall flood hazards.

The Elysian Reservoir is a 55-million gallon reservoir that has traditionally supplied water to people in Downtown Los Angeles and surrounding communities. In 2008, the reservoir was drained due to water quality issues (J Williams 2008). In 2012, the LADWP voted to cover up the reservoir's water with a giant rubber cap to meet federal water quality guidelines. In contrast to the dams described above, the reservoir has a much smaller capacity (55 million gallons versus 5.6 billion for the Sepulveda Dam) and functions as auxiliary water storage, rather than as flood control. It is also located in a natural canyon and surrounded by parkland and, if flooded, would drain along an undeveloped path into the Los Angeles River, located 0.2 mile to the southeast. These features, along with future covering of the reservoir water supplies, reduce

the risk of loss, injury, or death from flooding associated with the reservoir. Reasonably anticipated development from the Downtown Plan would increase the number of people and structures who would be exposed to potential flooding from the Sepulveda Dam, Hansen Dam, and Elysian Reservoir. However, the risk of dam failure and flooding from the reservoir is low. In addition, no component of the Downtown Plan would increase the potential for flooding associated with any of these dams.

The Downtown Plan Area is located approximately 12 miles from the coastline and is not at risk of inundation from a tsunami (Los Angeles County Enterprise Geographic Information Systems 2017). The Downtown Plan Area is also not at risk from mudflow; it is located in a major urban center with minor hillside areas in its northern portion that have been identified as having small, shallow, surfacal landslides (Los Angeles 1996). Seiches, or standing waves in an enclosed or partially enclosed body of water, can quickly alter the height of the water body and typically have localized impacts limited to the water body and waterfront areas. The water body nearest to the Downtown Plan Area is the Elysian Reservoir, mentioned above, located half a mile to the north. However, there is no existing or planned development adjacent to the reservoir, and the water surface will also be covered by a rubber lid in the near future, which would help prevent the occurrence of a seiche. Because the Downtown Plan Area would not be exposed to inundation by seiche, tsunami, or mudflow, impacts would be ***less than significant***.

## New Zoning Code Impact

As discussed in the Existing Conditions section, there are 12 dams within the City boundaries, as well as several dams outside of the City boundaries that have the potential to cause inundation within the City. Tsunami inundation areas occur within the coastal areas of the City, including San Pedro and Los Angeles Harbor. Additionally, seiches may cause inundation in areas near enclosed water bodies. Mudflows also have the potential to occur in hillside areas. Citywide growth in Los Angeles would increase the potential exposure of people and property to hazards associated with flooding, mudflows, seiches, and tsunamis, however, the risk would be low, and due to the modularity of the New Zoning Code, it is not known where or to what extent future growth may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

Furthermore, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan updates and associated zone changes would analyze potential community- and project-specific impacts related to flooding, seiche, tsunami, and mudflow. The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations or uniformly applied development standards and policies pertaining to hazards associated with flooding, seiche, tsunami, or mudflow. A less than significant impact would occur.

## Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.9-5** | Would the Proposed Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? |

**Impact 4.9-5** **Downtown Plan**: The Downtown Plan would not conflict with the implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would not conflict with the

implementation of a water quality control plan or sustainable groundwater management plan. ***No impact*** would occur.

### Downtown Plan Impact

As discussed in Thresholds 4.9-1 and 4.9-2, Future Downtown Plan Area development would be subject to federal, state, and local standards and regulations protecting water quality and hydrological resources. In addition, the Downtown Plan includes a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements. Impacts related to obstruction of a water quality control plan would be ***less than significant***.

### New Zoning Code Impact

As discussed in Thresholds 4.9-1 and 4.9-2, implementation of the New Zoning Code would not repeal, amend, or conflict with existing regulations. ***No impacts*** related to obstruction of a water quality control plan would occur.

### Mitigation Measures

None required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable recreation impacts includes the entire City of Los Angeles and surrounding areas.

### Water Quality Standards/Water Quality Degradation

Construction and operation of new developments Citywide would potentially increase pollutants in surface waters. However, Section D of LAMC Article 4.4, *Stormwater and Urban Runoff Pollution Control*, requires owners or developers to implement stormwater pollution control requirements for construction activities and construction activities on a site of more than one acre would be subject to the NPDES Statewide General Construction Activity Stormwater Permit. In addition, all future developments would be required to comply with the LID Ordinance and Stormwater and Urban Runoff Pollution Control Ordinance, which require the inclusion of BMPs in a project's design to prevent, control and reduce stormwater pollutants. Continued enforcement of these requirements would reduce cumulative impacts to a less than significant level.

As discussed under Impact 4.9-1, Downtown Plan Area development would be subject to the above requirements, which would reduce impacts related to the Downtown Plan to a less than significant level. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other portions of the City would be speculative. Nevertheless, it is not anticipated that any provision of the New Zoning Code would adversely affect water quality. Based on this information, neither the Downtown Plan nor the New Zoning Code would cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to water quality standards.

### Groundwater

As discussed under Impact 4.9-2, groundwater withdrawals from much of the Central Basin are controlled by court adjudications that prevent depletion of groundwater supplies. While future Citywide development

would increase demand for LADWP water by adding population, this demand would be met in a number of ways other than increasing groundwater withdrawal, such as increasing the amount of water purchased from MWD, implementing water conservation measures, increasing use of recycled water, and/or implementing groundwater recharge projects. This, significant cumulative impacts to groundwater are not anticipated.

As discussed under Impact 4.9-2, future Downtown Plan Area development would not interfere substantially with groundwater recharge and may provide some benefits to groundwater recharge by replacing older development with new development subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces associated with development. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other portions of the City would be speculative. It is not, however, anticipated that any provision of the New Zoning Code would adversely affect groundwater. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to groundwater.

## Drainage/Runoff

Growth throughout Los Angeles would generally increase the intensity of uses and residential density Citywide, which would generally increase impervious surface area and surface runoff. However, new development would be subject to current regulations derived from the Los Angeles County NPDES MS4 permit (i.e., SUSMP, LID Ordinance, LID Handbook), which require detention/retention of surface water such that peak runoff levels do not increase. Compliance with these requirements would minimize impacts to regional surface hydrology and, in instances involving redevelopment of developed sites, peak runoff levels may actually decline. Thus, significant cumulative impacts related to drainage and runoff are not anticipated.

As discussed under Impacts 4.9-3 through 4.9-5, the Downtown Plan would primarily expand capacity for residential, commercial, retail, and light industrial uses. Downtown Plan Area development would generally involve redevelopment of already developed sites so would not substantially increase impervious surface area or runoff. New development would also be subject to the regulations cited above, which in many cases would actually reduce peak runoff rates. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other portions of the City would be speculative. It is not, however, anticipated that any provision of the New Zoning Code would alter stormwater runoff rates or otherwise adversely affect hydrological conditions. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to drainage or surface runoff.

## Flood Hazards

As discussed under Impact 4.9-3, 100-year flood hazard areas comprise 30 square miles Los Angeles and include areas near Chatsworth Reservoir, Hansen Dam, Tujunga Wash, the Port of Los Angeles, and portions of central Los Angeles, as well as various washes throughout the City that flow north and south. New development in these areas would be subject to local flood control requirements, which require that the design of developments avoids 100-year flood hazards and does not substantially increase flood risk on other properties. Continued implementation of these requirements would reduce cumulative flood impacts to a less than significant level.

As discussed under Impacts 4.9-3 and 4.9-4, no portion of the Downtown Plan Area that is proposed for new development is within a 100-year flood hazard zone. Thus, the Downtown Plan would not expose new development to significant flood hazards or impede flows within a 100-year flood hazard area. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other

portions of the City would be speculative. Nevertheless, no provision of the New Zoning Code is anticipated to expose new development to significant flood hazards or increase flooding at other properties. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to flood hazards.

### Levee/Dam Inundation

As discussed under Impact 4.9-4, there are 12 dams within the City boundaries, as well as several dams outside of the City boundaries that have the potential to cause inundation in portions of the City. Citywide growth would increase the exposure of people and property to flooding from any of these dams. However, the risk would be low and new development would not increase the potential for a flood event at any of these dams. Therefore, cumulative impacts would not be significant.

Reasonably anticipated development from the Downtown Plan would also increase the number of people and structures who would be exposed to potential flooding from the Sepulveda Dam, Hansen Dam, and Elysian Reservoir. However, as noted above, the risk of dam failure and flooding from the reservoir is low and the Downtown Plan would not increase the potential for flooding associated with any of these dams. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other portions of the City would be speculative. Nevertheless, no provision of the New Zoning Code would increase the potential for a flood event at any dam that could potentially affect the City. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to levee or dam inundation.

### Seiche/Tsunami/Mudflow

As discussed under Impact 4.9-4, tsunami inundation areas occur in the coastal areas of the City, including San Pedro and Los Angeles Harbor. Additionally, seiches may cause inundation in areas near enclosed water bodies, while mudflows have the potential to occur in hillside areas. Citywide growth in Los Angeles would increase the potential exposure of people and property to hazards associated with seiches, tsunamis, and mudflow. However, the risk would be low and new development would not increase the potential for seiches, tsunamis, or mudflow. Therefore, cumulative impacts would be less than significant.

The Downtown Plan Area is not at risk of inundation from a tsunami or mudflow. The water body nearest to the Downtown Plan Area is the Elysian Reservoir, located half a mile to the north. However, there is no existing or planned development adjacent to the reservoir, and the water surface will also be covered by a rubber lid in the near future, which would help prevent the occurrence of a seiche. Therefore, the Downtown Plan Area would not be exposed to inundation by seiche, tsunami, or mudflow. The New Zoning Code would only apply to the Downtown Plan Area at this time so analysis of impacts to other portions of the City would be speculative. Nevertheless, no provision of the New Zoning Code would increase the potential for seiches, tsunamis, or mudflow. Based on this information, neither the Downtown Plan nor the New Zoning Code would have cumulatively considerable contributions to a significant cumulative impact. Cumulative impacts would be ***less than significant*** related to these hazards.

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# 4.10 LAND USE AND PLANNING

This section addresses impacts related to the City's land uses and planning efforts. Topics include the potential to physically divide an established community, inconsistencies with applicable land use plans and policies, and inconsistencies with adopted habitat conservation plans. Key sources used to gather information on the City's zoning and land use policies included the City's Zone Information Map Access System (ZIMAS, http://zimas.lacity.org/; Los Angeles Department of City Planning [LADCP] 2017a), the City's General Plan (https://planning.lacity.org/GP_elements.html; LADCP various dates), and the Southern California Association of Governments (SCAG's) 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) (http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx; SCAG 2016-2040 RTP/SCS).

# ENVIRONMENTAL SETTING

## EXISTING CONDITIONS

### Citywide Existing Conditions

The City of Los Angeles encompasses roughly 478 square miles, including 5 square miles of water area and just under 472 square miles of land area consisting of 35 separate community planning areas. Land uses in the City are diverse and vary widely by community planning area. Residential land uses make up the largest use in terms of acreage and are located throughout the City. Commercial and office uses also occur throughout the City and are located primarily along arterial corridors, at nodes at principal intersections, and in larger scale nodes and centers. Increasingly, centers such as Downtown include a mix of residential, commercial, and office uses. Industrial uses also occur throughout the City, but have major clusters along rail lines and near air and water ports. Institutional uses are dispersed throughout the City, with concentrations in Downtown (the Civic Center) and near major educational facilities, such as UCLA, USC, CSUN, and CSULA. Open space and recreational uses include parks, golf courses, and beaches, as well as areas such as the Santa Monica and Verdugo mountains, Ballona wetlands, and facilities such as Dodger Stadium, Staples Center, and the Los Angeles Memorial Coliseum.

### Downtown Plan Area Existing Conditions

The Downtown Plan Area is currently developed with a mix of commercial, residential, public facilities, open space, and light industrial uses, which reflects its role as the governmental, cultural, entertainment, financial, employment, and industrial hub of Los Angeles (LADCP 2003). The area is replete with spaces of citywide and regional importance, including public spaces, such as the Los Angeles Public Library Building, Union Station, Los Angeles City Hall, and Grand Park; arts and cultural institutions, such as the Museum of Contemporary Art (MOCA), the Walt Disney Concert Hall, Mark Taper Forum, Ahmanson Theatre, Dorothy Chandler Pavilion, Broad Museum, and Redcat Theater; large sports and entertainment venues, such as Staples Center and the Los Angeles Convention Center; and office centers, such as the Citigroup Center, Ernst & Young Plaza, Southern California Gas Company Complex, and Wilshire Grand Center. Surrounding communities include Silver Lake-Echo Park Elysian Valley to the north, Westlake to the west, South Los Angeles and Southeast Los Angeles to the south, Boyle Heights to the east, and Northeast Los Angeles to the northeast.

The Downtown Plan Area is accessed by a number of freeways and major arterials. Freeways serving Downtown include U.S. 101, and I-5, I-10, and I-110. Major east-west arterials include First Street, and Wilshire, Olympic, Pico, and Venice boulevards. Major north-south arterials include Figueroa Street and Grand, Main, Central, and Alameda avenues. Downtown is also the center of the region's growing rail transit system, with six commuter lines operated by Metrolink and five rapid-transit rail lines and local and regional bus service operated by Metro. Major Metro stations in the district include Los Angeles Union Station, Civic Center/Grand Park station, Pershing Square station, 7th Street/Metro Center station, Pico station, and Little Tokyo/Arts District station. The area circulation system is described in greater detail in Section 4.15, *Transportation/Traffic*.

The Downtown Plan Area encompasses the City's Historic Core and other iconic Los Angeles neighborhoods, including the Financial District, Bunker Hill, South Park, Chinatown, Skid Row, Fashion District, and Little Tokyo. Major Downtown neighborhoods are described below.

- **Financial District and Commercial Core.** The commercial core of Downtown is generally located in the central-west side of the Downtown Plan area, and contains both modern and historic office buildings, hotels, restaurant and retail destinations, and entertainment and nighttime attractions. These areas have the highest intensity of land uses, with the tallest buildings in the City. This portion of the Downtown Plan Area is well-served by transit, including regional and local bus lines, as well as Metro Rail stations connecting Downtown to the rest of the City of Los Angeles through the Red, Purple, Blue, Gold, and Expo lines.[1] Additional infrastructural improvements are planned for this area, such as streetscape and mobility improvements for 7th Street, the primary pedestrian corridor for this area, and the Downtown Streetcar route. Buildings are primarily mid- and high-rises and include many of the skyscrapers that define the Downtown Los Angeles skyline.
- **Bunker Hill and Cultural Corridor.** Bunker Hill and the cultural corridor along Grand are north of the Financial District. They serve as both a center for office activity and a cultural corridor, featuring institutional and cultural landmarks including the Broad Museum, Walt Disney Concert Hall, and Dorothy Chandler Pavilion, and the Colburn School. Integrated with these uses are mixed-use commercial and residential buildings, and a planned Metro station currently under construction at 2nd Street and Hope Street that is part of the Metro Regional Connector Project which is currently under construction.
- **Historic Core and Entertainment Center.** The Historic Core and entertainment center along Broadway are located in the heart of the Downtown Plan Area. This area has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country. As a result, the built environment is generally consistent, with 12-story Beaux Arts and Art Deco buildings built out to the property lines and continuing active uses on the ground floor. While many of these structures were originally built to serve financial and commercial offices, much of the building stock has been adapted into residential apartments and condominiums.
- **South Park.** South Park is in the southwest portion of the Downtown Plan Area. It is a walkable, residential mixed-use neighborhood, supported by commercial, office, and medical uses, and served by a Metro transit station. A majority of the development in South Park occurred in the past decade, with structures commonly between six and twelve stories with active uses on the ground floor.
- **Convention Center Area and Los Angeles Sports and Entertainment District.** The Convention Center area sits in the southwestern portion of Plan area. It is the site of several of Los Angeles' foremost sports and entertainment venues, and is regulated by the Los Angeles Sports and Entertainment District Specific Plan (LASED). The district includes the Los Angeles Convention

[1] Starting as of late 2019, the Red Line is known as B Line, the Purple Line is known as the D Line, the Gold Line is known as the L Line, the Blue Line is known as the A Line, and the Expo line is known as the E Line.

Center, Staples Center, L.A. Live, Grammy Museum, and Microsoft Theater. It also includes hotel, commercial, office, entertainment, and residential uses.

- **Skid Row.** Skid Row is in the central portion of the Plan area, and is a residential neighborhood that has long served people in need. The community is home to family and social service organizations, permanent supportive housing, single room occupancy hotels, as well as homeless and unhoused community members. Structures in Skid Row range between one story and twelve stories in height.
- **Civic Center, El Pueblo, and Union Station.** The Civic Center is home to Federal, State, County, and local agencies and is the second largest concentration of governmental offices in the country. It contains civic and architectural landmarks, as well as one of Downtown's primary open spaces, Grand Park. El Pueblo de Los Angeles Historical Monument is a historical district that includes areas that once formed the original pueblo, or "town," from which Los Angeles later developed. El Pueblo encompasses approximately 44 acres surrounding the Los Angeles Plaza. It contains a number of historical buildings and features, including the Nuestra Seňora La Reina de Los Angeles Church (1822), Avila Adobe (1818), the Olvera Street market, and Pico House (1870) (City of Los Angeles 2018). Los Angeles Union Station is in the northeastern portion of the Plan area, and east of Union Station is the Los Angeles River and to the west is the City's historic Olvera Street and El Pueblo de Los Angeles State Historic Park, as well as the Civic Center. Union Station is the City's principal transportation hub, home to local, regional, and national transit providers, and the planned site for the California High Speed Rail (HSR) Los Angeles station.
- **Arts District.** The Arts District is located in the eastern portion of the Downtown Plan Area. It is a mixed use environment consisting of production, manufacturing, and creative office uses, and is home to a growing residential population. Many of the existing low-scale warehouses and industrial buildings have been converted into live/work, commercial, and institutional uses. New mixed-use buildings with housing, commercial, light production, restaurants, retail establishments, and business incubation uses have been constructed and other similar projects have been proposed.
- **Chinatown and Victor Heights/Figueroa Terrace.** Chinatown is home to a long-standing variety of small and family-owned businesses, family associations, and institutional services that serve the Chinese-American population throughout the region, as well as other communities. The neighborhood also includes a number of historic cultural resources that are generally Asian eclectic in style. The historic center is characterized by walkable commercial corridors and internally oriented courtyard and mid-scale development. Building heights range from one-story single family homes and retail establishments to multi-family and mixed-use mid-rise buildings. Victor Heights, also known as Figueroa Terrace, is a multi-generational residential community with primarily multi-family housing such as townhomes, garden courts, and apartments that range from one to five stories and are interspersed with single family homes.
- **Little Tokyo.** Little Tokyo is a historic-cultural neighborhood and the symbolic center for the Los Angeles Japanese-American community. The neighborhood contains a variety of religious and cultural institutions as well as a mix of residential, commercial, and other institutional uses. Small-scale shops, restaurants, and storefronts with unique architectural features occupy buildings that range between one and twenty stories in height. Little Tokyo contains the Little Tokyo First Street National Historic Landmark, which is a historic Japanese commercial district originally settled in the late 19$^{th}$ century (National Park Service [NPS] 2018). The historic district is roughly bounded by 301-349 East First St., 110-120 Judge John Aiso Street, and 119 S Central Avenue.
- **Industrial, Manufacturing, and Wholesale Districts.** These districts are located in the southeast and south-central portion of the Downtown Plan Area and are characterized by large-format and medium to low-scale buildings with wholesale, warehousing and distribution uses. These districts also include a mix of additional uses, including social services, supportive housing, nonprofit, and

institutional organizations that serve as an anchor for employment in the City. Some sub-districts, such as the Flower Market and Fashion District, have high levels of pedestrian activity with fine-grained alleys and market halls that attract patrons from across the City and region.

- ***Production.*** The Production area is located in the southern most portion of the Downtown Plan Area with low-scale one to three story buildings that predominantly house industrial and manufacturing uses. The Production area serves as a jobs base for the region and offers employment in industries such as clean technology, heavy industrial, industrial manufacturing, and fabrication with very limited retail uses.

# CURRENT GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

Adopted in 1996, the City's General Plan Framework Element is a strategy for long-term growth and development, setting a citywide context for the update of the 35 Community Plans and other citywide general plan elements. While the General Plan Framework Element incorporates a diagram that depicts the generalized distribution of centers, districts, and mixed-use boulevards throughout the City, the specific General Plan Land Use Designations are established and applied by the community plans.

The existing General Plan designations for the Downtown Plan Area are established in the Central City Community Plan (adopted in 2003) and the Central City North Community Plan (adopted in 2000). (**Figure 4.10-1** provides the existing General Plan Land Use Maps for the two Community Plan Areas.)

The following section summarizes the General Plan Framework Element designations throughout the City, categorized by broader land use categories of residential, commercial, industrial, open space, and public facilities land uses. This is followed by a description of current land uses for the Downtown Plan Area, as established in Central City and Central City North Community Plans.

## Residential

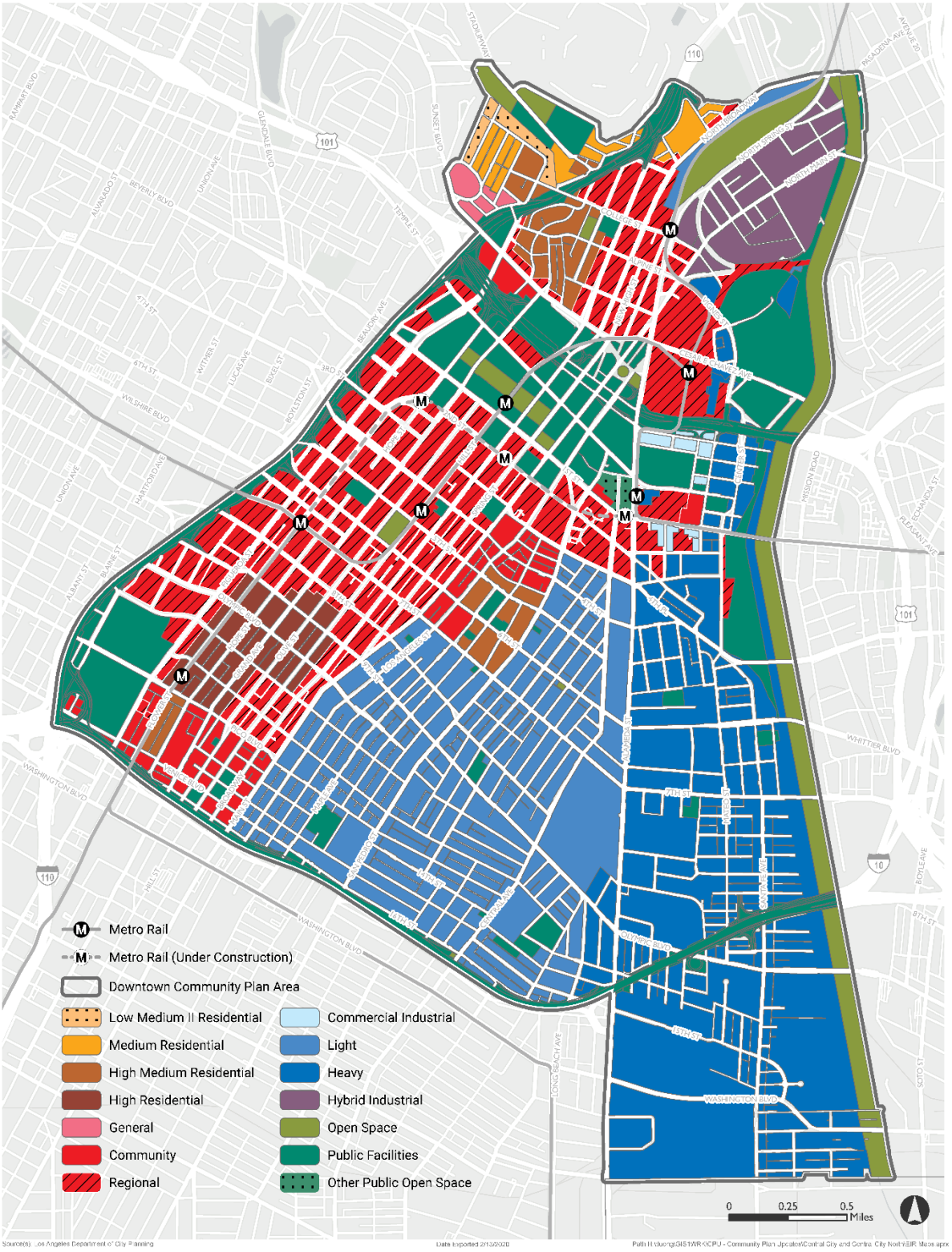
Citywide

Residential General Plan land use designations in the City consist of low-density and multi-family residential. Low-density residential ranges from one to nine dwelling units per acre (du/ac) using the categories Minimum, Very Low, Very Low I, Very Low II, and Low. Multi-family residential ranges from Low Medium I (10-17 du/ac), Low Medium II (18-29 du/ac), Medium (30-55 du/ac), High Medium (56-109 du/ac), and High (110-218 du/ac), although some community plans encourage greater densities. In addition, residential uses are permitted within Commercial land use designations.

Downtown Plan Area

All existing residential land use designations applied within the Downtown Plan area are multi-family, and include Low Medium II, Medium, High Medium, and High. These are applied primarily in South Park and in the northwest portion of Central City North. South Park is predominantly designated High Residential with R5 zoning, and Height District 3-D and 4-D, allowing for up to 6.0:1, and 13.0:1 FAR with no height limitations through a transfer of development rights process. Residential designations are also applied in Bunker Hill and Little Tokyo, where development can reach up to 6.0:1 FAR. The western portion of the Skid Row neighborhood is designated High Medium Residential with R5 zoning and Height District 2D and development can reach 3.0:1 FAR. Victor Heights and Figueroa Terrace are designated Low Medium II, Medium and High Medium Residential with a mix of RD1.5, R3 and R4 Residential zoning, and Height District 1, allowing for up to 45 feet in RD1.5 and R3 zones and no height limitations in the R4 zones.

**Figure 4.10-1 Current Downtown Plan Area General Plan Designations**



## Commercial

Citywide

Commercial General Plan land use designations in the City consist of Regional, Community, Neighborhood, Highway Oriented, Limited, and General Commercial. Regional Commercial areas allow for the highest development potential and widest variety of uses, including corporate and professional offices, retail commercial, offices, and personal services, eating and drinking establishments, entertainment, major cultural facilities, commercial overnight accommodations, and mixed-use structures that integrate housing with commercial uses. Community, Neighborhood, Highway-Oriented, and General Commercial designations may restrict various uses and development potential is typically lower than the Regional designation. Limited Commercial is the most restrictive designation. All commercial areas allow multi-family residential development.

Downtown Plan Area

Within the Central City Community Plan Area, the Regional Commercial designation is applied to the western portion of the Plan Area, primarily south of 1st Street, north of Pico Boulevard and west of North Main Street. The area is predominantly zoned with C2 Commercial zoning, allowing for a mix of uses including commercial, office, retail, housing, hotel, schools, auto sales, and limited manufacturing uses. There is also C4 Commercial zoning, which allows for a variety of C2 uses such as commercial, office, retail, multi-unit residential, hotel, schools, and auto sales, with limitations. This area does not have density limitations, due to the Greater Downtown Housing Incentive Ordinance, which applies to the entirety of the Central City Community Plan area. The area is predominantly assigned Height District 3-D and 4-D and can reach up to 6.0:1 with no height limitations, and 13.0:1 FAR with no height limitations through a transfer of development rights process.

The Community Commercial designation is applied to the portion of the Plan Area south of Pico Boulevard and west of Main Street, and along the eastern side of the Historic Core and in the Toy District. Buildings are primarily low- and mid-rises and support smaller businesses, such as restaurants, used auto stores, medical or dental clinics, and nurseries.

Little Tokyo is predominantly designated Regional Center Commercial with C2 Commercial zoning and Height District 4D, allowing for up to 6.0:1 FAR with no height limitations. The area has Qualifying [Q] Conditions, which limit ground floor activity to neighborhood-serving uses. Little Tokyo is also regulated by the Little Tokyo Community Design Overlay District (CDO).

In the Central City North Community Plan Area, land designated for commercial is primarily concentrated in Chinatown, north and east of the intersection of Alameda Street and Cesar E. Chavez Avenue. The commercial core of Chinatown is designated Regional Center Commercial with C2 Commercial zoning, and Height District 2, allowing for up to 6.0:1 FAR with no height limitations.

## Industrial

Citywide

Industrial General Plan land use designations in the City consist of Commercial Manufacturing, Hybrid, Limited, Light, and Heavy Industrial. Hybrid industrial areas allow for a mix of residential and clean, light industrial uses. Limited and Light Industrial designations are more restrictive to allow for greater compatibility with residential uses. Heavy industrial areas allow the widest range of industrial, machinery, and manufacturing uses, and do not permit any by-right residential uses.

Downtown Plan Area

Industrial land use designations are generally applied east of Main Street below Seventh Street, east of San Pedro Street from Seventh to Third Street, and east of Alameda Street from Third Street to the Hollywood Freeway. This consists of Light Manufacturing and Heavy Manufacturing in the Central City Plan Area. These areas are zoned for CM, MR2, M2, and M3, with Height Districts allowing for up to a 3.0:1 FAR, and up to a 6:1 through a transfer of floor area process west of San Pedro Street.

The northeast portion of the Central City North Community Plan area is designated Hybrid Industrial and regulated by the Cornfield Arroyo Seco Specific Plan (CASP). South of the 101 Hollywood Freeway, land is predominantly designated Heavy Manufacturing, with M3 Heavy Industrial zoning, which allows for the widest range of industrial uses including commercial, manufacturing uses, and storage. The area assigned Height District 1 allows for up to 1.5:1 FAR with no height limitations. The area is regulated by the River Improvement Overlay (RIO).

## Open Space

Citywide

Open space land use designations in the City include park and recreation facilities (bicycle trails, equestrian trails, walking trails, park land/lawn areas, child care facilities, and athletic fields), natural resource preserves (forest land, waterways, watersheds, agricultural lands, areas containing mineral deposits), ecological preserves and habitat protection sites, closed sanitary landfills sites, public water supply reservoir (uncovered), and water conservation areas such as percolation basins and floodplain areas.

Downtown Plan Area

The Open Space land use designation is applied in various locations throughout the Downtown Plan Area and includes approximately 226 acres of land. Areas designated for Open Space include 6$^{th}$ & Gladys Park, Pershing Square, Grand Park, and the Los Angeles State Historic Park.

## Public Facilities/Institutional

Citywide

Public Facilities/Institutional General Plan land use designations in the City include fire and police stations, public libraries, post offices and related facilities, public health facilities such as clinics and hospitals, public elementary and secondary schools, among others.

Downtown Plan Area

The Public facilities land use designation is applied primarily north and south of Temple Street to the Civic Center and El Pueblo areas. These areas are predominantly zoned PF, and permit uses including public libraries, schools, police and fire stations, freeways, and institutional uses. Much of the area is assigned a Height District 2-D, and development in the Civic Center can reach up to 6.0:1 through a transfer of floor area process and development in El Pueblo can reach up to 3.0:1 FAR with unlimited height. The Union Station area is regulated by the Alameda District Specific Plan, which encourages a pedestrian-oriented and mixed-use business district with hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high-density development.

# REGULATORY FRAMEWORK

Federal, State, and Local land use and planning laws, Regulations, and adopted plans applicable to the Downtown Plan are summarized below.

## FEDERAL

There are no federal land use regulations applicable to the Proposed Project.

## STATE

### State Planning Law

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

### State Density Bonus Law (Government Code Section 65915)

The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent housing for lower income households, 5 percent of the housing for very low income households, senior citizen housing, and 10 percent of the total dwelling units provided as affordable housing in condominium projects. The City has implemented the State Density Bonus Law in various municipal code sections of the LAMC.

On September 27, 2014, Governor Brown signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally-regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included, but they were not judged to represent a change to current City policy.

### Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375 (SB 375))

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of creating more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board (ARB) sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, ARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). ARB periodically reviews and updates the targets.

SB 375 requires metropolitan planning organizations (MPO) to prepare a "sustainable communities strategy" (SCS) in conjunction with their Regional Transportation Plan (RTP). The City of Los Angeles is a member of the SCAG MPO, which adopted the 2016-2040 RTP/SCS in 2016. The document provides integrated land use and transportation strategies and policies intended to reduce the region's GHG emissions from passenger vehicle use to meet the GHG reduction targets set by the California Air Resources Board. The RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept SCAG's determination that the SCS, if implemented, would meet the regional GHG targets. Downtown Plan consistency with the 2016-2040 RTP/SCS is analyzed under Impact 4.10-2.

### Complete Streets Act (AB 1358)

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. At the same time, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

## REGIONAL

### 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The 2016-2040 RTP/SCS, the most recent SCAG RTP/SCS, was adopted by SCAG in April 2016 and approved by CARB. The RTP/SCS provides an integrated transportation and land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties (SCAG 2016-2040 RTP/SCS). The RTP portion of the 2016-2040 RTP/SCS identifies priorities, goals and policies, and performance measures for transportation planning and improvements to ensure that future projects are consistent with other planning goals for the area. Transportation projects being constructed within the SCAG region must be listed in the 2016-2040 RTP/SCS. The SCS portion of the 2016-2040 RTP/SCS presents an overall land use concept for the region with increasing focus on long-term emission reduction strategies for rail and trucks; expanding the region's high-speed and commuter rail systems; expanding active transportation; leveraging technological advances for transportation; and making the region more resilient to climate change. The RTP/SCS is intended to aid local jurisdictions in developing local plans and addressing local issues of regional significance.

### Regional Housing Needs Assessment (RHNA)

The RHNA is a key tool used by SCAG and its member governments to plan for growth. The 5$^{th}$ cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on October 4, 2012 and quantifies the need for housing within each jurisdiction between 2013 and 2021. Communities then plan and determine how they will address this need through the process of completing the housing elements of their general plans. The RHNA allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule for preparing housing elements. It consists of two measurements: 1) existing need for housing and 2) future need for housing (SCAG 2012).

The existing need assessment is based on data from the most recent U.S. Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding. The future need for housing is determined primarily using the forecasted growth in households in a community, historical growth patterns, job creation, household formation rates, and other factors. The need for new dwelling units is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors – household growth, vacancy need, and replacement need – form the "construction need" assigned to each community. In addition, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among different income groups so that each community moves closer to the regional average income distribution.

### Airport Land Use Compatibility Plan

An Airport Land Use Compatibility Plan is a planning document that contains policies for promoting safety and compatibility between public use airports and the communities that surround them. The Los Angeles County Airport Land Use Commission has adopted the comprehensive Los Angeles County Airport Land Use Compatibility Plan that covers all 15 airports within its jurisdiction, including those within the City of Los Angeles (Los Angeles County 2018). The Los Angeles International Airport, the Whiteman Airport, and the Van Nuys Airport are located in the City of Los Angeles. The Hollywood Burbank Airport is located adjacent to the City of Los Angeles boundary and a portion of the Hollywood-Burbank Airport's Airport Influence Area is located in the City of Los Angeles.

## LOCAL

### City of Los Angeles General Plan

California law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental policy document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by and must be consistent with the General Plan. State law requires general plans to contain seven elements: land use, circulation, housing, conservation, open space, noise, and safety. Cities can also adopt additional General Plan elements.[2] The Land Use Element of the City of Los Angeles General Plan is composed of 35 community plans, which are the official guides to the future development of the City. The 35 Community Plans guide the location and intensity of private and public uses of land; direct the arrangement of land uses, streets, and services; and encourage the economic, social, and physical health, safety, welfare, and convenience of people who live and work in the community. In addition to incremental updates to the City's Land Use Element through the Community Plan update program, the City of Los Angeles launched a program to update the City's General Plan in 2018. This effort will result in a new 20-year citywide plan for the sustainable development of the City.

[2] Effective in January 1, 2018, SB 1000, requires that when an agency updated more than two elements the agency is required to adopt an environmental justice element or include environmental justice related goals, policies, and objectives integrated in other elements, "that identifies disadvantaged communities within the area covered by the general plan of the city, county, or city and county, if the city, county, or city and county has a disadvantaged community."

The City's elements, other than land use, include:

- Framework Element
- Air Quality Element
- Conservation Element
- Housing Element
- Noise Element
- Open Space Element
- Service Systems Element/Public Recreation Plan
- Safety Element
- Mobility Element (Mobility Plan 2035)
- Plan for a Healthy Los Angeles

Some of the key elements are discussed below.

Framework Element

*Vision for Growth and Guide for Community Plan Updates*

The City's General Plan Framework Element (GPF) establishes the overarching guide for how Los Angeles will grow in the future. Adopted in 1996 and again in 2001, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to state and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The General Plan Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans:

- *Grow strategically.* Should the City's population continue to grow, as is forecasted by SCAG, growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease reliance on the automobile, and minimize the need for new, costly infrastructure.
- *Conserve existing residential neighborhoods.* By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The General Plan Framework Element encourages the preservation of the unique character of different residential neighborhoods whenever possible.
- *Balance the distribution of land uses.* Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities to be located in close proximity to each other to improve transit access and reduce auto dependence.
- *Enhance neighborhood character through better development standards*. Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

- *Create more small parks, pedestrian districts, and public plazas.* While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.
- *Improve mobility and access.* The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis is placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.
- *Identify a hierarchy of commercial districts and centers.* The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

The Framework Element of the General Plan will be amended to include new General Plan land use designations that are introduced as part of the Downtown Plan. The proposed designations are designed to convey the Downtown Plan's land use strategy and to facilitate their limited applicability in the Downtown Plan Area. The proposed land use designations and their objectives are described under Proposed General Plan Land Use section further below.

Mobility Plan 2035

Mobility Plan 2035, adopted in September 2016, as an update to the Transportation Element, serves as the circulation element of the General Plan (not including public utilities and facilities). Mobility Plan 2035 establishes new street designations, classifies each of the City's arterial streets and incorporates a "complete street" policy framework (i.e., the idea that transportation facilities should be designed for all types of users, including pedestrians, cyclists, and trucks, as well as passenger vehicles), thus providing a foundation for future policies and principles promoting residents' interaction with their streets.

Housing Element 2013 to 2021

The primary goal of the City's Housing Element is to provide policies, objectives, and programs that encourage a range of housing opportunities for all income groups. It proactively directs long-range citywide policy goals and objectives by quantifying growth in terms of housing needs. Pursuant to state law, the Housing Element must identify sites that can accommodate existing and future housing needs identified in the RHNA prepared by SCAG. Sites identified in the Housing Element can be developed with housing without the need for any discretionary zoning action by the City. The City's Housing Element identifies 443 sites in the Central City Community Plan Area and 453 sites in the Central City North Community Plan Area that could provide 17,893 and 11,490 net new units, respectively.

## Los Angeles Municipal Code (LAMC)

Development in the City is also governed by the City of Los Angeles Zoning Code (Chapter 1 of the LAMC), which regulates development through zoning designations and development standards. The Comprehensive Zoning Plan of the City of Los Angeles (Zoning Ordinance) set forth in LAMC Section

12.00 et seq. includes development standards for zoning districts in the City. LAMC Section 13.00 et seq. includes development standards for various supplemental use districts in the City that apply to specific parcels. The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Chapter 3.0, *Project Description*.

### Affordable Housing Linkage Fee Ordinance

On December 13, 2017, Mayor Eric Garcetti passed the Affordable Housing Linkage Fee Ordinance. The ordinance requires developers to pay a fee for new development projects in order to mitigate the need for affordable housing associated with the new project. The ordinance exempts new development projects with at least 40 percent moderate-income dwelling units, 20 percent low-income households, 11 percent very low, or 8 percent extremely low-income dwelling units, public institution projects, hospitals, grocery stores, and other categories of development.

### Residential Hotel Unit Conversion and Demolition Ordinance

The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential hotel without approval from the Housing + Community Investment Department (HCIDLA). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09 (City of Los Angeles 2008). The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled (HCIDLA 2018).

### Rent Stabilization Ordinance

LAMC Chapter XV encodes the City's Rent Stabilization Ordinance (RSO). Generally, the Rent Stabilization Ordinance (RSO) applies to rental properties that were built on or before October 1, 1978, as well as replacement units. The RSO applies to most dwelling units with the exception of single-family homes that solely occupy a parcel and caps annual rent increases for continuing tenants based on the Consumer Price Index averaged for a 12-month period.

### Transit Oriented Communities Affordable Housing Incentive Program

The Transit Oriented Communities Affordable Housing Incentive Program (TOC Program) was developed pursuant to Section 6 of Measure JJJ, which was passed by City voters in 2016 (LADCP 2018a). The program provides incentives for developers to build properties that include affordable units within a one-half mile radius of a major transit stop. TOC Program Guidelines were released by the City Planning department on September 22, 2017 and last revised on February 26, 2018.

Development projects can qualify for incentives under one of four tiers (Tier 1 through 4). Each tier has different eligibility requirements related to the type of transit options located in proximity to the property and the composition of affordable units offered. The higher the tier number, the more transit options and affordable housing units a development needs to qualify. All TOC-eligible developments receive baseline incentives, which include an increase in the number of allowable dwelling units, an increase in the allowable floor-area ratio (FAR), and reduced parking requirements. Developments with a higher tier number are also eligible for additional incentives with higher tiers being permitted a greater number of additional incentives.

### Value Capture Ordinance

On December 13, 2017, the City Council approved the Value Capture Ordinance (City of Los Angeles 2017). The ordinance requires residential and mixed-use development projects seeking a development density or FAR higher than permitted, through entitlements not subject to Measure JJJ such as Conditional Use Permits (CUPs) to provide a certain percent of restricted affordable dwelling units. The ordinance also provides an additional density bonus for projects that provide restricted affordable units beyond the minimum percentage required (LADCP 2017b).

### Citywide Specific Plans, Overlays, Districts, and Master Plans

Specific plans, planning overlays, supplemental use districts, and master plans are used to ensure development throughout the City is compatible with the surrounding environment. These tools customize the regulations of the LAMC to plan the land use and zoning of specific geographic areas and include various types of regulatory limitations. The City includes several types of overlays, districts, and master plans which further implement the General Plan, as summarized below (LADCP 2018b): These overlays, districts, and master plans are applied throughout the City and can be found in various Community Plan areas. However, not all of these overlays are applied within the Downtown Plan Area. See the next section for a summary of overlays that are applied within the Downtown Plan Area.

### Overlays, Districts, and Master Plans

- **Specific Plans.** Specific Plans provide supplemental development regulations, including allowed and prohibited uses, tailored development standards, and other regulatory controls tailored to ensure that development enhances the unique qualities of an area. There are currently 52 adopted and active specific plans in the City (LADCP 2020).
- **Community Plan Implementation Overlays.** Community Plan Implementation Overlays (CPIO) serve the same purpose as specific plans but are prepared at Community Plan level and implement supplemental standards through the creation of subareas within the Community Plan. The City has five Community Plan Implementation Overlays (Sylmar, West Adams, South Los Angeles, Southeast Los Angeles and San Pedro).
- **Community Design Overlay Districts.** Community Design Overlay Districts are intended to improve the appearance and enhance the identity of certain areas in the City through the application of design guidelines and standards. The City has 20 Community Design Overlay Districts (LADCP 2020).
- **Pedestrian/Neighborhood Oriented Districts.** Areas within a Pedestrian/Neighborhood Oriented District are subject to specific frontage, setback, access, and use requirements to enhance the pedestrian network. The City has three Pedestrian/Neighborhood Oriented Districts.
- **Streetscape Plans.** Streetscape Plans set forth visions for public corridor improvements. Streetscape Plans direct the implementation of streetscape improvements along designated corridors in several Community Plan areas. The City has 18 Streetscape Plans (LADCP 2020).
- **Local Coastal Programs.** Local Coastal Programs (LCPs) guide development in the coastal zone to protect coastal resources and comply with the California Coastal Act of 1976. Each LCP includes a land use plan and measures to implement the plan (such as a zoning ordinance). The Venice Land Use Plan has been certified by the Coastal Commission; however, the implementation plan has not been certified, therefore, the Venice LCP as a whole has not been certified (LADCP 2018c). The San Pedro LCP is also currently being drafted.

- **Master Plans.** The Port of Los Angeles Master Plan and the Los Angeles International Airport Master Plan regulate land use and establish policies and guidelines to direct future development within their boundaries.
- **Commercial Artcraft Districts.** Commercial Artcraft Districts regulate uses and conditions (i.e., production techniques, area of production, employees, etc.) to create enclaves for artisan segments of the population to live, create, and market their artifacts. The City has one Commercial Artcraft District located in North Hollywood.
- **Community Redevelopment Plan Areas.** Community Redevelopment Areas are areas identified for revitalization through the building of new housing and commercial projects. The City contains 19 Redevelopment Plans that are in effect until they expire or Community Plan updates supersede their provisions as permitted by each adopted redevelopment Plan (LADCP 2020).
- **Sign Districts.** Sign Districts prescribe more permissive sign regulations than the Zoning Code to support unique local characteristics. The City has 14 Sign Districts.
- **Supplemental Use Districts.** The LAMC includes several other supplemental use districts that apply additional regulations beyond those required by base zoning. Supplemental use districts include those for Oil Drilling, Animal Slaughtering, Surface Mining Operations, Residential Planned Development, Equine keeping, Mixed Use, Fence Heights, Neighborhood Stabilization, Residential Floor Area, Modified Parking Requirement, Hillside Standards Overlay, Rear Detached Garage, and Hillside Construction Regulation.

## Downtown Plan Area Specific Plans and Overlays

The Downtown Plan Area includes the following specific plans and overlays.

Specific Plans

*Los Angeles Sports and Entertainment District Specific Plan*

The Los Angeles Sports and Entertainment District (LASED) Specific Plan provides regulations and incentives to support the development of the Specific Plan Area as a major entertainment/ mixed-use area with primarily hotel, retail, entertainment, and residential uses and has the goal of enhancing the existing Convention Center and Staples Center environs (LADCP 2010). The Specific Plan specifies development standards, permitted uses, design guidelines, traffic improvements, parking requirements, and permitted signage. The LASED Specific Plan Area consists of five blocks surrounding the Staples Center along its north and east sides. The Specific Plan went into effect October 2001 and was last amended in 2010.

*Bunker Hill Specific Plan*

The Bunker Hill Specific Plan, adopted in June 2013, provides a regulatory framework to support development of the Bunker Hill neighborhood into a 24-hour downtown environment with a mix of commercial, retail, residential, and cultural spaces (LADCP 2013b). The Specific Plan Area is bounded generally by the 110 Freeway to the west, Fifth Street to the south, Hill Street to the east, and First Street to the north. The Specific Plan includes development standards, urban design guidelines, and transportation and parking regulations, and also establishes a pedestrian linkage network for the area.

*Alameda District Specific Plan*

The Alameda District Specific Plan, effective in June 1996, provides a regulatory framework to support the development of the area as a major transit hub for the region with adjacent mixed-uses. The Specific Plan Area includes Union Station and the associated Terminal Annex area and is generally bounded to the south by U.S. 101, to the west by Alameda Street, and to the north and east by Vignes Street. The Specific Plan outlines specific projects to be developed over three phases and provides regulations pertaining to urban design, open space, pedestrian connections, landscaping, transportation, traffic improvements, and parking; it also includes incentives for child care provision.

*Cornfield Arroyo Seco Specific Plan*

The Cornfield Arroyo Specific Plan, adopted in December 2012, establishes four new zoning districts, zoning standards, and additional requirements for an industrialized area adjacent to the Los Angeles River near the intersection of the Harbor Freeway and I-5 (LADCP 2012b). The Specific Plan Area encompasses the northeast corner of the Downtown Plan Area south and east of the train tracks that run parallel to Broadway, west of the Los Angeles River, and north of College Street, Alhambra Avenue, and Bolero Lane. The four zones introduced by the Specific Plan—Urban Center, Urban Innovation, Urban Village Zone, and Greenway—support a wide variety of uses including light industrial and manufacturing uses, urban agriculture, multi-family residences, public facilities, social and environmental organizations, religious institutions, and schools . Notably, the Specific Plan does not include parking requirements due to the proximity of Metro rail and other public transit, and incentivizes affordable housing (Nettler 2012).

*Downtown Design Guide*

Adopted in 2009, the Downtown Design Guide (DDG) provides urban design standards and guidelines for new construction (including additions) in the following Downtown neighborhoods: Convention Center, South Park, City Markets, Historic Downtown, Financial Core, Little Tokyo, Civic Center South, Bunker Hill, and Civic Center. These neighborhoods collectively comprise the majority of the Central City Community Plan Area. Topics addressed in the Guide include sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing, on-site open space, architectural detail, streetscapes, and signage.

*Greater Downtown Housing Incentive Area*

Ordinance 179,076 established the Greater Downtown Housing Incentive Area in 2007, providing a range of incentives to develop affordable housing in those portions of the Central City and Southeast Community Plan Areas generally bounded by U.S. 101 to the north, the 110 Freeway and Figueroa Street (south of Adams Boulevard) on the west, Alameda and Grand Avenue (south of 21st Street) to the east, and Washington Boulevard and Martin Luther King, Jr. Boulevard (west of Broadway) to the south. Specific bonuses include increased allowable floor area, reductions in required open space, and reductions in required parking for projects that include minimum affordable housing set-asides.

*River Improvement Overlay (RIO) District*

The RIO District (Ordinance Nos. 18314 and 183145) went into effect in August 2014 and is intended to help implement the vision and goals of the Los Angeles River Restoration Master Plan (LARRMP) by establishing additional requirements for properties along the riverfront or near the riverfront. These primarily include requirements pertaining to landscaping, fencing, exterior lighting, and ADA accessibility that serve to build a riverfront community and make the riverfront area a more welcoming environment to pedestrians and cyclists. Within the Downtown Plan Area, the RIO District includes all of the Central City North Community Plan Area south of Cesar E. Chavez and the area east of N. Spring Street north of Cesar E. Chavez.

*Broadway Theater and Entertainment Design Guide and Community Design Overlay (CDO)*

The Broadway CDO applies to Broadway between 1st Street and 12th Street in the Central City Community Plan Area. The Broadway CDO encourages the rehabilitation of existing building and guides the design and development of new buildings. Regulations include guidance for building setbacks, form, roof lines, building articulations, storefront and window transparency, facade materials, and lighting.

*Broadway Streetscape Master Plan*

The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.

*Historic Broadway Sign Supplemental Use District (SUD)*

The Historic Broadway SUD applies to Broadway from First Street to Twelfth Street, encompassing the Broadway Theater and Entertainment District and parcels front along intersecting streets. It includes standards for the design, placement, and orientation of signs along Broadway. It allows and provides guidance for sign types that are currently on Broadway, but are not allowed by the existing Code regulation. The Sign District includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements.

*Downtown Street Standards*

The Downtown Street Standards apply in the Central City Community Plan Area. It establishes a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, *complete streets* in Downtown. The document consists of a series of cross sections establishing future curb and property lines, and in some cases additional sidewalk easements.

*Little Tokyo Community Design Overlay (CDO)*

The Little Tokyo CDO applies to a portion of the Little Tokyo community in the Central City Community Plan Area. It establishes design and development guidelines to promote a pedestrian-friendly environment and enhance the physical appearance of the area, with a focus on reinforcing the cultural and historic aspects of the neighborhood through a set of Design Guidelines.

## Community Redevelopment Project Areas

Community Redevelopment Areas (CRA) are areas identified for revitalization through the building of new housing and commercial projects. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City (Urban Land Institute, Los Angeles 2012). The passage of AB1x-26 and the California Supreme Court's decision in *California Redevelopment Association v. Matosantos* in 2012 effectively abolished redevelopment agencies in the State. Since the dissolution of the CRA/LA, activities in the redevelopment project areas have been administered through the Designated Local Authority (DLA). The Downtown Plan Area includes three CRAs: Chinatown (expires January 2022), City Center (expires May 2033), and Central Industrial (expires November 2033) (LADCP 2018d).

- The **Chinatown Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Plan implementation (CRA/LA 2002a). The Redevelopment Plan Area is generally bounded by Cesar E. Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.

- The **City Center Redevelopment Plan** designates land uses, specifies the Agency's powers and requirements in Redevelopment Plan implementation, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.
- The **Central Industrial Redevelopment Plan** designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, a project would have a significant impact related to land use and planning if it would:

- Physically divide an established community (Threshold 4.10-1)
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Threshold 4.10-2)

## METHODOLOGY

A community can be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community, or when major land use and zoning changes results in radically different land use patterns that can physically divide a neighborhood by creating a new street pattern that impedes access from one area to another. Therefore, the potential of the Project to physically divide an established community (Threshold 4.10-1) is evaluated by determining whether implementation of the Downtown Plan or New Zoning Code would result in the construction of major new roads, freeways, railways, or other barriers through an existing neighborhood.

The discussion of a significant impact with regard to conflicts with any applicable land use plan, policy, or regulation serves two purposes: identifying significant impacts related to land use and compliance with CEQA Guidelines Section 15125(d), which requires that an EIR include a discussion of any inconsistencies with applicable plans. A conflict between a project and an applicable plan is not necessarily a significant environmental impact under CEQA unless the inconsistency would result in an adverse physical change to the environment (per CEQA Guidelines Section 15382). An excerpt from the legal practice guide CEB, Practice under the California Environmental Quality Act, Section 12.34 illustrates this point:

> …if a project affects a river corridor, one standard for determining whether the impact is *significant* might be whether the project violates plan policies protecting the corridor; the environmental *impact,* however, is the physical impact on the corridor.

Under State Planning and Zoning law (Government Code Section 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies (Governor's Office of Planning and Research 2017). Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives, but need not be in perfect conformity with every plan policy.

The Downtown Plan would comprise a portion of the Land Use Element for the City of Los Angeles and would need to be consistent with other elements in the General Plan. The New Zoning Code would also need to be consistent with the General Plan. In addition, Los Angeles is a member of SCAG and is subject to policies established for the region in the 2016-2040 RTP/SCS. Therefore, the potential of the Downtown Plan or New Zoning Code to conflict with an applicable land use plan, policy, or regulation (Threshold 4.10-2) is evaluated by comparing the Proposed Project to applicable policies and objectives contained in the City's General Plan and the 2016-2040 RTP/SCS. For purposes of identifying significant impacts related to conflict with any applicable land use plan, policy, or regulation, they can be either direct or indirect. Direct impacts interfere with land use plans, including habitat or wildlife conservation plans that result in significant environmental effects. Land use compatibility is typically addressed based on direct physical environmental impacts – primarily noise and air quality but also aesthetics, traffic, hazards, water quality and other physical environmental issues, i.e. where one use generates physical impacts that could significantly adversely affect another use. These issues are generally addressed through existing regulations and policies and are comprehensively addressed in each environmental issue area in this document and summarized as applicable and appropriate in the discussion of Impact 4.10-2, below. As related to impact analysis, this section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this Draft EIR. For example, air impacts resulting from increased car trips as a result of reasonably anticipated development under the Proposed Plan would be discussed in the air impact section of this Draft EIR; public service impacts resulting from increased demand from increased development under the Proposed Plan is discussed in public services section of this Draft EIR.

## DOWNTOWN PLAN

The proposed Downtown Plan is a comprehensive update of the Central City Community Plan and the Central City North Community Plan, the two community plans covering Downtown Los Angeles. These plans are two of the City's 35 Community Plans that make up the City's Land Use Element. The Central City Community Plan was last updated in 2003 and the Central City North Community Plan was last updated in 2000. The Proposed Downtown Plan is intended to guide development through the year 2040. The Downtown Plan creates new employment and housing opportunities throughout Downtown, and particularly in areas near transit, consistent with the Citywide comprehensive growth strategy identified in the City's Framework and Housing Elements. The Plan would guide the physical development in Downtown Plan Area in a sustainable manner while protecting existing neighborhoods, open space areas, and public facilities parcels. The Downtown Plan components are described in more detail below, and can also be found in Chapter 3.0 Project Description.

The Proposed Downtown Plan is comprised of several components including:

(i) General Plan Amendments to the Community Plan (Land Use Element) Text and Land Use Maps

(ii) Zoning Ordinances, including adopting zone changes to amend the Zoning Maps

(iii) Other General Plan Amendments, including to the Framework Element, Mobility Plan, Specific Plans, and other necessary amendments

The Community Plan Text document contains the vision for the Downtown Plan Area and lays out goals, policies, and programs to achieve that vision. The Community Plan Text policies call for providing new housing opportunities at a range of housing affordability levels and unit types, improving the function, design, and economic vitality of Downtown, promoting a range of industries, and preserving and enhancing unique characteristics of existing uses and structures.

The Downtown Plan includes a General Plan Land Use Map that shows the distribution of land uses in the Plan Area, noted in component (i) above. The Proposed Downtown Plan would result in the reallocation of land uses and would adopt land use changes (officially called General Plan Amendments), and zoning ordinances in order to achieve the vision for the Plan area. These zoning ordinances will apply New Zoning Code regulations, developed through re:code LA, the comprehensive revision of the City's zoning code. See Chapter 3.0, *Project Description*, Section 3.7.4 for more details.

**Tables 4.10-1** and **4.10-2** summarize the existing and proposed land uses associated with the Downtown Plan. As described above, the Downtown Plan is applying a new set of General Plan Designations and zoning tools to the entire Downtown Plan Area. **Tables 4.10-1** and **4.10-2** include the existing and proposed General Plan Land Use designations, categorized by broader land use categories. See Chapter 3.0, *Project Description*, for a detailed description of the proposed General Plan Designations and corresponding zoning tools.

The Downtown Plan would primarily increase the residential, commercial, and hybrid industrial development potential throughout the Downtown Plan Area, while having the added benefit of creating more compact, walkable neighborhoods that can also accommodate future growth.

The commercial designations allow for a range of land uses, including residential and at intensities that generally complement existing patterns of development and supports a walkable community, where daily services and shopping needs can be met within walking distance of existing and future residential and mixed-use buildings.

The proposed commercial land use designations include Villages, Community Center, Traditional Core, and Transit Core, which recognize the existing mixed use nature of Downtown. These designations permit residential, office, commercial, heavy commercial, and institutional activities, both in neighboring structures, and within individual mixed use developments. This recognizes the mix of uses that exist within areas such as South Park, which is designated High Residential in the existing Central City Community Plan, and contains residential uses, as well as office, commercial, and neighborhood serving activities within mixed use development. Under the Downtown Plan, South Park would be designated Transit Core, which continues to allow for a variety of residential and community-serving activities with greater levels of development capacity to occur in the future.

| TABLE 4.10-1 SUMMARY OF EXISTING LAND USE IN THE DOWNTOWN PLAN AREA | |
|---|---|
| **Land Use Categories with Existing General Plan Designations** | **Existing Plan (Acres)** |
| **Residential** | **212** |
| *Multi-Family* | |
| Low-Medium II | 14 |
| Medium Residential | 36 |
| High Medium Residential | 77 |
| High Residential | 85 |
| **Commercial** | **690** |
| Community Commercial | 103 |
| Regional Commercial | 12 |
| Regional Center Commercial | 114 |
| General Commercial | 461 |
| **Industrial** | **1,520** |
| Commercial Industrial | 15 |
| Light Industrial | 8 |
| Light Manufacturing | 559 |
| Heavy Manufacturing | 829 |
| Hybrid Industrial | 109 |
| **Public Facilities** | **592** |
| Public Facilities | 487 |
| Public Facilities - Freeway | 99 |
| Other Public Open Space | 6 |
| **Open Space** | **224** |
| Open Space | 224 |
| **TOTAL** | **3,238** |

**SOURCE:** City of Los Angeles Department of City Planning, 2018

Consistent with the General Plan Framework Element, land for industrial uses would be retained under the Downtown Plan. The proposed Production designation would protect and sustain industrial activity and serve as a center of employment for heavy industrial, manufacturing and storage, heavy commercial and light industrial activity, including production, wholesale and distribution uses.

The Downtown Plan proposes to re-designate some of the industrial land as Hybrid Industrial and Markets, which are designed to account for the evolution of land uses and employment activities over time. The proposed designations will continue to allow for light industrial and manufacturing uses, in addition to non-industrial uses, namely limited residential as long a minimum area is set aside for productive uses. Hybrid Industrial and Markets designations would allow for a greater variety of industrial, and employment uses such as office, heavy commercial, and light industrial, and limited residential uses would be permitted only when a minimum area is reserved for productive uses. The higher development potential permitted under the Downtown Plan will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

These designations are being applied in areas with an existing mix of light industrial, wholesale, and limited residential activities. One example is the Arts District, which is designated Heavy Manufacturing in the existing Central City North Community Plan, and contains a variety of housing types, including adaptive reuse and live/work, as well as office, commercial, light industrial and assembly, and light manufacturing uses. The Hybrid Industrial and Markets designations would allow for a limited amount of residential and live-work use not previously allowed by-right in the industrial designated areas.

This would help transition the existing employment emphasis areas to the surrounding mixed-use neighborhoods. The changes in designations, zoning, and associated increase in allowable floor area would allow a greater range of uses and higher development potential within the Hybrid Industrial and Markets area, and promote reuse of existing structures, creating more vibrant neighborhoods that link surrounding areas to transit resources. These changes would allow the intensification of land uses in an urbanized area

of the city, promote a greater mix of uses that would foster more walkable and compact development patterns, and allow the City to meet growth demands for jobs and housing in the area.

**TABLE 4.10-2 SUMMARY OF PROPOSED LAND USE IN THE DOWNTOWN PLAN AREA**

| Land Use Categories with Proposed General Plan Designations | Downtown Plan (Acres) |
|---|---|
| **Residential** | **100** |
| **Neighborhood Medium Residential** | 100 |
| **Commercial** | **923** |
| Villages | 85 |
| Community Center | 195 |
| Traditional Core | 127 |
| Transit Core | 516 |
| **Industrial** | **1,372** |
| Production | 557 |
| Hybrid Industrial | 426 |
| Markets | 389 |
| **Public Facilities** | **625** |
| Public Facilities | 428 |
| Public Facilities Freeways | 197 |
| **Open Space** | **214** |
| Open Space | 214 |
| | **3,234**/a/ |

/a/ Total acreage for each land use designation and proposed designation reflects rounding to the nearest whole number, which results in a slight difference from 3,238 acres under existing land uses.
**SOURCE:** City of Los Angeles Department of City Planning, 2018

# PROPOSED PLAN GENERAL PLAN LAND USE DESIGNATIONS

The following General Plan Designations have been created in order to implement this land use strategy and achieve the Downtown Plan underlying purpose and objectives stated in Chapter 3.0, *Projection Description*. The following designations replace the existing designations for the Downtown Plan Area. For more details about the proposed designations and zoning regulations, see Chapter 3.0, *Project Description*.

These designations recognize the mixed use nature and varying scales of development that exist within the Downtown Plan Area, and they have been designed to reinforce and better accommodate a mixed-use environment.

## Transit Core

Transit Core areas are dense centers of activity built around regional transit hubs that connect pedestrians, cyclists, and transit users to a variety of attractions. The building form ranges from Moderate Scale to High Rise, with ground floor treatments that contribute to an enhanced and walkable streetscape. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

## Community Center

Community Centers are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low Scale to Mid Rise, and may extend to Moderate Rise in the Downtown Community Plan. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

### Traditional Core

Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate Scale to High Rise. Traditional Core areas often include residential and office use, neighborhood-serving uses, as well as dining and entertainment that draw visitors and tourists, supporting activity around the clock. New development contributes to a pedestrian-oriented environment with active alleys and inviting shopfronts.

### Markets

Markets are bustling centers of commercial activity, each with its own mini-economy of specialized commercial uses, including wholesale. The building form generally ranges from Very Low Rise to Low Rise, and Mid Rise to Moderate Rise. Adaptive-reuse and rehabilitation of structures and warehouses maintain the built environment and support sustainable development. Uses also include retail, limited housing, and goods movement activities.

### Hybrid Industrial

Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Very Low Scale to Mid Rise. Uses include light industrial, commercial, and office, with selective live/work uses.

### Medium Neighborhood Residential

Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is Low Scale, and buildings are typically oriented toward the street.

### Villages

Villages are characterized by walkable and fine-grained block patterns that serve as historic and cultural regional niche market destinations. The building form is Very Low Scale, Low Scale, or Mid Scale. Commercial uses, such as restaurants, retail, services, and small offices may be interspersed with a range of housing types; commercial uses on the ground floor help promote a pedestrian atmosphere. Adaptive reuse of historic buildings and infill development is responsive to the historic and cultural legacy of these areas.

### Production

Production areas preserve and sustain industrial activity while serving as a regional jobs base. The building form ranges from Very Low Scale to Low Rise. Site layout and development in these areas are flexible to accommodate goods movement, loading, and distribution needs. Uses include heavy industrial and evolving and innovative industries, such as light assembly and manufacturing, clean technology, incubators, and research and development facilities, are accommodated. Housing is generally not permitted in Production areas but limited residential uses may be allowed, for example, through adaptive reuse of existing buildings.

Open Space. Open Space areas primarily serve as public recreational sites or parks but can include reservoirs and nature reserves. These largely open areas are intended for passive and active outdoor recreation, public gathering, and education. The building form, if there are accessory structures or buildings on site, typically facilitates recreational and/or communal activities, such as playground equipment, restrooms, and community centers. The Open Space designation does not allow residential uses.

Public Facilities. Public Facilities areas serve as centers of civic life, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. The building form varies in size and structure, from Residential Agriculture to High Rise, with a variety of site layouts and flexible building designs that support civic activity and an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.10-1** | Physically divide an established community |

**Impact 4.10-1**

**Downtown Plan:** The Downtown Plan does not include any features that would physically divide an established community. Therefore, ***no impact*** would occur.

**New Zoning Code:** The New Zoning Code does not include any standards that would divide an established community. Furthermore, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. For these reasons, any indirect impacts from the use of the New Zoning Code would be speculative. Impacts would be ***less than significant*** citywide.

## Downtown Plan Impact

Downtown is an established regional center. With the exception of its open space areas, including Grand Park, the State Historic Park, and Pershing Square, the Downtown Plan area is urbanized with a mix of commercial, residential, light industrial, and institutional uses at varying densities and intensities. The open space areas are preserved by the Downtown Plan as undeveloped open space and recreation space. As described previously, the Downtown Plan Area is also the hub of the regional transportation system that terminates at Los Angeles Union Station.

The Proposed Downtown Plan would include amendments to the community plan land use map designations, zoning, and the community plan goals, policies, and programs, which are intended to support connectivity between districts, and improve transitions in land use, building scale, and urban design within the Downtown Plan Area.

Proposed Land Use and Zoning Strategies

The Downtown Plan would update the General Plan land use designations in the existing Central City and Central City North Community Plans with an entirely new set of General Plan Designations and associated zoning; these are detailed in Chapter 3.0 *Project Description*, which also includes definitions for the different forms and use districts, and **Figure 3-6** provides a General Plan map for the Downtown Plan Area.

The land use and zoning changes proposed in the Downtown Plan are intended to guide development through 2040 and largely continue the land use patterns envisioned in the existing Central City and Central City North Community Plans. The Downtown Plan does not introduce land uses that would include barriers that would divide existing neighborhoods. Rather, it would encourage land uses that complement and enhance the existing neighborhoods and district, thus maintaining and improving community cohesiveness. For example, land in the Fashion District, Flower District, and Toy District would be designated as Market or Hybrid Industrial, which would continue to accommodate the types of uses currently present in these areas and envisioned in existing plans; the commercial areas of Chinatown, which are more moderately sized, would remain zoned for moderate and mid-scale buildings, while Chinatown's residential areas

would be designated for low-scale and residential uses; and some areas with a concentration of existing industrial uses would be designated for Hybrid Industrial uses. Rather than fundamentally altering land use patterns in the Downtown Plan Area, the Downtown Plan designations generally allow for greater flexibility in land uses and higher development density and intensity, and also explicitly promote mixed-use and transit-oriented development. The Downtown Plan applies Form District and Frontage regulations, as well as building design guidelines that would create a more pedestrian-friendly environment and ensure compatibility between new and existing development. These zoning tools address how the building meets the street by regulating building orientation, scale, entrance spacing, and the amount of transparency (such as windows) and would not allow for the introduction of barriers that would divide or otherwise hinder access to individual neighborhoods or portions thereof. Requirements such as maximum building widths and required pedestrian connections through large blocks contribute to a more porous built environment that prioritizes walkability. Together, these tools encourage connectivity by linking new uses with the surrounding neighborhood and transit stations.

Proposed Policies and Programs

*Downtown-Wide Policies; Chapter 1. Land Use & Urban Form*

The Downtown Plan policies and programs acknowledge and preserve the character of neighborhoods, and promote connectivity and transitions between districts, including the following, taken from Chapter 2. Land Use and Urban Form:

Urban Form

- LU 9.1: Strategically concentrate the highest densities and intensities within the Plan area to respond to historic development patterns and match infrastructure investment.
- LU 9.2: Reinforce the distinct qualities of each neighborhood and ensure that growth complements and is compatible with existing character and historic resources; and supports community needs.

Arts District

As a formerly industrial and wholesale district, the Arts District first began to evolve into a neighborhood as artists began using industrial buildings as working and living spaces. The community has since evolved into a hub of galleries, educational institutions, creative production and light industry uses, commercial and retail uses, and business incubation spaces.

- LU 33.7: Introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users.
- LU 33.8: Promote productive, creative, manufacturing, fabrication, and light industrial activities as a principal characteristic of the Arts District neighborhood.

Fashion District/South Markets

A highly diverse major fashion, retail, wholesale distribution, and creative center. This area is the hub for garment sales, retailing, manufacturing, the flower wholesale industry, and regional distribution.

- LU 37.10: Support specialty industry clusters, such as fashion and flowers, while allowing for evolution and innovation.

Little Tokyo

Little Tokyo is a historic-cultural neighborhood and symbolic center for the Japanese-American community. The neighborhood contains a variety of religious and cultural institutions and a mix of residential, commercial, and institutional uses. Small-scale shops, restaurants, and storefronts contribute to the pedestrian-oriented nature of the area, as well as a unique architectural and building design.

- LU 41.7: Retain, support, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural institutions within the community.

Chinatown

Chinatown is home to a long-standing multi-generational residential community, a variety of small and family owned businesses, family associations, and institutional services that serve the Chinese American as well as other communities. The historic neighborhood is characterized by walkable commercial corridors and internally oriented courtyard developments. A Metro Gold Line station sits at the northeastern corner of the neighborhood, and there has been a growing cluster of restaurant and nighttime activity.

- LU 41.10: Support and reinforce the historic and cultural components of Chinatown, including architectural design, and the long-standing local businesses and legacy institutions that serve the local community.
- LU 41.11: Promote courtyard-style commercial developments that are characteristic of the area and reinforce the neighborhood's historic pedestrian orientation and reflect the community's cultural heritage.

Toy District

The Toy District is a predominantly wholesale and retail district, distinct among other neighborhoods for its unique scale and uniform development pattern. The collection of narrow blocks consist of one and two story brick buildings with many shop front entrances, creating a system of narrow and curving pedestrian alleys.

- LU 41.13: Facilitate new development that will reinforce patterns of bay entrances and fine-grained narrow retail spaces within the Toy District.
- LU 41.14: Prohibit alley and street vacations to protect small blocks and lots.

*Downtown-Wide Policies; Chapter 5. Mobility & Connectivity*

The Downtown Plan Area is a fully developed, major urban center already served by extensive vehicle and transit services and infrastructure, including the I-10, U.S. 101, and I-110 freeways, national (Amtrak) and regional (Metrolink) rail service, many local and rapid bus lines, and the Metro Red, Purple, Gold, Blue, and Expo rail lines. Downtown Plan policies and programs do not propose any new freeways or major roadways that could physically divide or isolate existing neighborhoods in the Downtown Plan Area, although it does support the development of new transit infrastructure, such as:

- Advance efforts to plan for the future integration of high speed rail[3] and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit. (Downtown Places & Neighborhoods, LU 21.16)

[3] Based on recent changes in direction at the State level, the High Speed Rail Station appears unlikely to be built in the foreseeable future.

- Support the development of the Downtown Streetcar System to better connect districts. (Mobility & Connectivity, MC 5.4)
- Find opportunities to install bus platforms along key corridors to facilitate transit boarding and reduce conflicts with other modes. (Mobility & Connectivity, MC 5.6)
- Support the expansion of light and heavy rail transit service to Eastern Downtown to serve the expanding resident, worker, and visitor populations. (Mobility & Connectivity, MC 5.7)

The Downtown Streetcar System is intended to better integrate the Downtown area and would likely be built along major arterials with adequate space to support streetcar infrastructure and improve local circulation, rather than within the Downtown Plan Area's few truly residential communities, which lie north of the main Downtown area. Future expansion of light rail would likely occur along major arterials and integrated into the existing transportation system, rather than dividing a neighborhood, while heavy rail would be primarily below street level. Installation of bus platforms would occur along key corridors for existing transit and thus would not act as a dividing barrier in communities. In addition, an extensive transit system of bus and rail is a defining feature of metropolis centers all over the world and contributes to the creation of an integrated urban community, rather than its division.

The Downtown Plan would also support the development of two major rail enhancement projects, the High Speed Rail (HSR) and Link Union Station (LinkUS) Projects, through policies LU21.16 and LU21.17. The HSR Project would bring HSR service to Union Station. The HSR alignment would parallel existing and proposed Metrolink and Amtrak alignments in the Downtown Plan Area, which primarily run along the Los Angeles River, veering briefly west near the Men's Central Jail, and then briefly south to reach Union Station.

Currently, Union Station is a dead-end station where all commuter and inter-city trains enter and exit through a five-track "throat," or station entry, at the north end of the station, which results in idling times of 20 minutes or longer (Metro 2017). To address this issue and increase station capacity, the LinkUS Project would extend the tracks that currently dead-end at Union Station south over the US-101 freeway and then east above E. Commercial Street to merge back south with existing alignments along the Los Angeles River, as well as merge back north along existing alignments to loop back into Union Station. The tracks along E. Commercial Street would be above grade. The LinkUS project would also include an expanded passenger concourse that would connect with the Patsaouras Transit Plaza to the east and the historic Union Station to the west (Metro 2017).

Due to the proposed siting of these projects, they are not anticipated to contribute to the physical division of an existing community. The proposed LinkUS tracks would run along the northern boundary of an existing community (Little Tokyo) that is bounded by the US-101 to the north, before merging with existing tracks along the Los Angeles River. In addition, the LinkUS tracks would be located above-grade in the portion of the alignment along E. Commercial Street. The HSR would run along existing alignments and the proposed LinkUS alignment, and the passenger concourse is proposed to be built in an area currently used for transit infrastructure. In addition, these projects fall outside of the City's authority and will undergo environmental review by their respective lead agencies, the California High-Speed Rail Authority (HSR Project) and Metro (LinkUS).

While the Downtown Plan would accommodate an increase in residential density and development intensity, future development would occur in a manner that is consistent with existing neighborhood characteristics and would not physically divide an established community.

The Downtown Plan does not propose major transportation infrastructure that would physically divide the Downtown Plan Area and generally maintains and supports current land use development patterns, such as the continued transition of the Downtown Plan Area to a more mixed-use environment, which began with

the previous Community Plan updates. Proposed land uses would not involve physical barriers that would divide the community. Therefore, the Downtown Plan would have ***no impact*** related to the division of an established community.

### New Zoning Code Impact

Land uses in the City are diverse and vary widely by community planning area and consist of residential, commercial, industrial, open space, and public facilities. The New Zoning Code does not propose any standards that could divide an established community.

The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. In the more urbanized areas of the City, the New Zoning Code is unlikely to be applied through a community plan update or amendment in a way that would divide an established community as urbanized areas are already largely developed with a mix of uses and infrastructure. For less developed areas of the City, the New Zoning Code would include a range of Form Districts that could be applied in the planning process to transition from more intense to less intense areas, where there is a policy intent to do so.

The New Zoning Code includes Use Districts that can be applied in the planning process to allow for selected, new uses in some areas of the City. For example, a new Use District (Neighborhood Medium Residential Amenity) would allow for small restaurants, personal service, or other nonresidential uses in addition to residential uses. These nonresidential uses currently exist in neighborhoods throughout the City although they are considered legally non-conforming in many cases. By creating this new Use District, the City, through future community plan updates or amendments, could apply the New Zoning Code to describe and encode the existing character of the neighborhood, thereby avoiding dividing these established communities. The New Zoning Code could also allow new types of uses to be introduced to an area if such uses would meet the scale and policy intent of the Downtown Plan or amendment vision. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Since the New Zoning Code only applies to properties where a community plan is being updated or amended to utilize the new zoning, impacts related to the division of established communities would be analyzed pursuant to CEQA as part of the community plan update process. As a result, a ***less than significant impact*** would occur.

### Mitigation Measures

Significant impacts related to the division of an established community have not been identified; therefore, mitigation is not required.

| | |
|---|---|
| **Threshold 4.10-2** | Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? |

**Impact 4.10-2** **Downtown Plan:** The Downtown Plan would generally be consistent with the overall intent of applicable land use policies, goals, strategies, and/or objectives, including those contained in the City of Los Angeles General Plan and SCAG's 2016-2040 RTP/SCS. Impacts related to the Downtown Plan would be ***less than significant.***

**New Zoning Code:** The New Zoning Code would generally be consistent with the overall intent of applicable land use policies, goals, strategies, and/or objectives, including those contained in the City of Los Angeles General Plan and SCAG's 2016-2040 RTP/SCS. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the use of the New Zoning Code would be ***less than significant.***

## Downtown Plan Impact

In addition to analyzing the threshold questions above, which is intended to focus on whether environmental impacts will result from the Downtown Plan conflicting with applicable plans, policies or regulations, the following evaluation is also intended to satisfy the requirements of Guidelines Section 15125(d) to identify any inconsistencies between the Proposed Project and the applicable general, specific or regional plans.

The Central City and Central City North Community Plans are two of the 35 Community Plans that collectively comprise the Land Use Element of the Los Angeles General Plan. Pursuant to State Planning Law, the policies and programs included in the Downtown Plan would need to be consistent with policies and programs included in other elements of the General Plan. **Table 4.10-3** provides a consistency analysis of the Downtown Plan with applicable policies contained in the General Plan that were adopted for the purpose of minimizing any environmental effect. General Plan Policies related to topics not considered under CEQA, such as economic policies, are not included.

As demonstrated in **Table 4.10-3**, the Downtown Plan would generally be consistent with policies contained in the City's General Plan. As identified in **Table 4.10-3** for Framework Element Policy, 3.14, the Downtown Plan may be in partial conflict with policies related to protection of industrial land, including 3.14.4. However, those policies were not adopted for the purpose of avoiding or mitigating an environmental effect, but instead for protecting jobs, which is a social economic impact. To the extent that the conflict resulted in a loss of industrial uses that were displaced, it would be highly speculative. There is little demand for new heavy industrial uses in this area of the City. Additionally, if existing uses moved, it is unclear where they would go as there are many areas in the Southern California region that can accommodate industrial uses, in and outside the City, such as the San Gabriel Valley andthe Harbor Gateway Corridor. Displacement of uses can result in impacts to air, GHG or transportation if employee or work trips are longer or if it results in new construction and the new construction has impacts. However, without knowing a particular project, it would not be possible to determine whether such a displacement would result in impacts. Based on the above, any impact from a conflict of the Proposed Plan to Framework Element Policy 3.14 is less than significant.

Additionally, growth under the Downtown Plan is expected to generate air pollutant emissions exceeding SCAQMD significance thresholds, as discussed in Section 4.2, *Air Quality*, the Downtown Plan would facilitate infill, transit-oriented and mixed-use development, and improve public transit and infrastructure supporting active transport. As such, the project is designed to reduce vehicle trips to, from, and within the Downtown Plan Area, which would have a beneficial effect on air quality. Therefore, the Downtown Plan would be consistent overall with applicable policies and objectives contained in the City's General Plan.

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **Framework Element (1995, 1996, 2001)** | |
| Chapter 3. Land Use | |
| **3.7**<br>Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved. | **Consistent**<br>The Downtown Plan includes the Villages and Neighborhood Medium Residential designations that specifically provide for the stability and enhancement of existing multifamily residential neighborhoods. As discussed in Section 4.17, *Utilities and Service Systems*, and Section 4.13, *Public Services*, the Downtown Plan Area would be served by sufficient public infrastructure and services. The Downtown Plan is intended to accommodate a substantial share of the City's growth because Downtown has the infrastructure and services that can support growth. |
| **3.8**<br>Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit. | **Consistent**<br>See response to Policy 3.7. Downtown is already characterized by a significant mix of uses that will be reinforced by the Downtown Plan. In addition, the Downtown Plan includes the Community Center and Traditional Core designations that would support the development of new neighborhood and community mixed uses in the Downtown Plan Area. These designations allow for the development of multi-unit residences and community-serving uses, as well as offices and entertainment uses. |
| **3.11**<br>Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center. | **Consistent**<br>The Downtown Plan supports the continuation and expansion of a variety of uses through its proposed General Plan designations. The Civic Public Facilities designation accommodates government uses, and these uses are permitted in additional proposed General Plan designations ; Transit Core and Traditional Core allow for a mix of uses, including entertainment and visitor-serving uses, as well as housing and business uses, at a higher density and scale reflective of a downtown area. The Village and Neighborhood Medium Residential designations accommodate residential and community-serving mixed use also at a higher density and scale; the Markets, Production, and Hybrid-Industrial designations accommodate industrial uses and a wide range of jobs. |
| **3.12**<br>Generally, maintain the uses, density, and character of existing low-intensity commercial districts whose functions serve surrounding neighborhoods and/or are precluded from intensification due to their physical characteristics. | **Consistent**<br>The Villages designation maintains existing low-intensity commercial districts in the Downtown Plan Area, such as the Chinatown commercial district, Little Tokyo, and the Toy District. |
| **3.14**<br>Provide land and supporting services for the retention of existing and attraction of new industries. | **Partially Consistent and Partially Inconsistent**<br>Land for industrial uses would be retained under the Downtown Plan, while allowing new residential uses in those areas planned for Hybrid Industrial and Markets designation. The Markets, Production and Hybrid Industrial designations are intended to provide space for, and support retention of, existing industries while encouraging attraction of new industries, as well as limited residential and commercial spaces.<br><br>As described above under Methodology, the Production designation in the proposed Plan would reserve land for industrial and employment uses. The proposed Hybrid |

**TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN**

| Objective | Downtown Plan Consistency |
|---|---|
| | Industrial and Markets designations would continue to allow for industrial and manufacturing uses. The re-designation of industrial to Hybrid Industrial and Markets would allow for a greater variety of industrial, and employment uses such as office, heavy commercial, and light industrial, and limited residential uses would be permitted only when a minimum area is reserved for productive uses. In addition, the higher development potential permitted under the Downtown Plan will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.<br><br>Allowing new residential uses would potentially be in conflict with Framework Element Policy 3.14.4 which encourages the City to "limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zone to uses which support the primary industrial function of the location in which they are located." Additionally, it may be in conflict with the language in the Framework Element that calls to "preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents." Accordingly, the Downtown Plan has recommended unique land use and zoning strategies that are aimed to ensure that new uses introduced into existing industrial areas bolster employment opportunities. Such strategies include requirements that new development set aside floor area within the project for uses that are currently allowed under present-day zoning and allow for job opportunities. Such uses include manufacturing, heavy commercial, and office uses, among others. In addition, the Downtown Plan proposes requirements for live/work residential uses, in lieu of traditional housing uses in certain portions of the CPA. Such live/work uses, as proposed, would be required to meet specific size, configuration, and employment occupational standards that do not apply to standard residential uses. Lastly, the Downtown Plan proposes substantial floor area incentives for development that provides an additional proportion of employment-related floor area, in addition to the base requirements described above. |
| **3.15**<br>Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses. | **Consistent**<br>The Downtown Plan Area is well served by public transit including regional rail service, many local and rapid bus lines, and the Metro Red, Purple, Gold, Blue, and Expo rail lines. Also, see responses to Policy 3.7, 3.12 and 4.2. |
| **3.16**<br>Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity. | **Consistent**<br>See response to Policy 2.11 under the Health and Wellness Element. In addition, form district and frontage regulations would require development projects contribute to inviting streetscapes and pedestrian activity with requirements relating to building setbacks, ground floor transparency, and entrance spacing requirements. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **3.17**<br>Maintain significant historic and architectural districts while allowing for the development of economically viable uses. | **Consistent**<br>As discussed in Section 4.4, *Cultural Resources*, the Downtown Plan may result in significant and unavoidable impacts to individual historic resources. However, the Downtown Plan includes policies to protect historic resources, which would provide for the protection of such resources to the degree feasible such as:<br><br>LU 12.1<br>Protect and support the rehabilitation of historic resources designated at the local, state, or national level.<br><br>LU 12.2<br>Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and most distinguished stock of historic buildings in the United States for a variety of uses.<br><br>LU 12.3<br>Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.<br><br>LU 14.1<br>Ensure that where new development occurs, it responds to and augments the physical qualities and distinct features of existing historic resources.<br><br>LU 14.2<br>Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in Downtown.<br><br>LU 14.3<br>Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.<br><br>LU 14.5<br>Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown.<br><br>LU 14.6<br>Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas. |
| **3.18**<br>Provide for the stability and enhancement of multi-family residential, mixed-use, and/or commercial areas of the City and direct growth to areas where sufficient public infrastructure and services exist. | **Consistent**<br>See responses to Policies 3.7 and 3.8. |
| Chapter 4. Housing | |
| **4.1**<br>Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs | **Consistent**<br>The Downtown Plan would allow for the development of additional residences in the Downtown Area. The Plan also includes the Downtown Plan Community Benefits Program, which offers development incentives for residential buildings in exchange for providing affordable housing. In addition, the |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| by income level of the future population to the year 2010. | Plan includes policies to ensure that a variety of housing types are provided, such as:<br><br>LU 3.1<br>Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.<br><br>LU 4.2<br>Find opportunities to create affordable housing options for middle income and workforce populations.<br><br>LU 4.6<br>Incentivize the creation of housing options that are affordable to and occupied by low income households, especially housing at the deepest levels of affordability, near transit.<br><br>As discussed in Section 4.12, *Population and Housing*, Downtown Plan development would meet and exceed projected housing needs of the future population. |
| **4.2**<br>Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods. | **Consistent**<br>The entire Downtown Plan Area is well-served by existing and planned transit and many of the mixed-use development permitted would occur in high activity areas, such as in proximity to transit corridors and along major arterials. Unlike other areas of the City, where residences are typically buffered from higher-density development. Downtown Los Angeles is intended to accommodate the highest development densities in the City, as recognized in the GPF's "Downtown Center" designation. The Downtown Plan would support high-rise residential development in high-density areas of the Downtown area through General Plan designations such as Transit Core, and form districts that allow for high FAR and Height.<br><br>Consistent with existing conditions, relatively lower-density residential neighborhoods would be supported primarily in the northeast areas of the Downtown Plan Area, which are currently buffered from the high-rises of Downtown by the mid- and low-rises of Downtown's civic core buildings. Existing low-scale areas would be preserved through General Plan designations such as Neighborhood Medium Residential and Villages, and form districts tailored for low to moderate scale buildings. |
| **4.3**<br>Conserve scale and character of residential neighborhoods. | **Consistent**<br>As the urban core of Los Angeles, the Downtown Plan Area currently contains few fully residential neighborhoods. The Downtown Plan would preserve existing residential neighborhoods through the Villages and Neighborhood Medium Residential General Plan designations. In addition, as discussed under Threshold 4.10-1, the Downtown Plan would not divide an existing community and would include specific policies and Form and Frontage zoning regulations to retain the character of some of Downtown's iconic neighborhoods, including Chinatown, which remains a largely residential neighborhood with community-serving uses. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **4.4**<br>Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations. | **Consistent**<br>The Downtown Plan would alter the existing General Plan land use designations and zoning in the Downtown Plan Area to allow for an increase in housing capacity and encourage production of new housing. As discussed in Section 4.12, *Population and Housing*, development facilitated by the Downtown Plan would increase the available stock of housing in the Downtown Plan Area by an estimated 100,000 units approximately. |
| Chapter 5. Urban Form and Neighborhood Design | |
| **5.2**<br>Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region. | **Consistent**<br>The GPF "Downtown Center" designation recognizes the unique nature of Downtown Los Angeles as an area accommodating the highest development densities and serving as the principal transportation hub for the City and the region. The Downtown Plan General Plan designations and corresponding zoning reinforce these development patterns and increase the intensities in much of the Downtown Plan area and concentrates the greatest intensities in the most transit served areas of Downtown.<br>This vision is incorporated into the project's objectives, which include the following: "To concentrate development opportunity in Downtown's most transit-served areas." Transit-oriented development would be supported in the Downtown Plan through the Community Center designation, as well as the Transit Core designation, which allow for high-rise development in proximity to transit. |
| **5.5**<br>Enhance the liveability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm. | **Consistent**<br>The Downtown Plan includes a number of policies to improve the quality of the public realm and urban design, including policies to create public spaces for social connectedness (see the response to Health & Wellness Element Policy 2.2), policies to enhance public safety along streets and public spaces (see the response to Health & Wellness Element Policies 2.11 and 3.5), and creation of new public spaces (see the response to Health & Wellness Element Policy 3.2). |
| **5.6**<br>Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas. | **Consistent**<br>As described in the GFP, the City's Downtown area is intended for high-density growth. Nevertheless, the Downtown Plan would conserve and reinforce the community character of existing neighborhoods and commercial districts through its General Plan designations and application of the proposed zones. The new zoning code classifications, discussed in greater detail in Chapter 3.0 *Project Description* Section 3.7.4, New Zoning Code, would consist of a number of components, including a form district and frontage module. The form district governs the allowable shape, size, height and placement of buildings, while the frontage module governs how a site or building addresses the street or right of way, such as through height, amount of transparency required, pedestrian entry requirements, and allowable building elements. In addition, the zoning code would include development standards that include regulations tailored to specific contexts, such as Downtown and Production. New zoning regulations would be applied with the adoption of the Downtown Plan to ensure that new development would be compatible with the existing context, such as having |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| | consistent street walls, building datum lines, and building frontage transparency.<br>See Impact 4.10-1 for a discussion of policies contained in the Downtown Plan to support preservation of existing neighborhoods. |
| **5.8**<br>Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community. | **Consistent**<br>As discussed above, the proposed zoning tools would govern the building forms and features of future development and would be utilized to establish strong pedestrian orientation throughout Downtown. These regulations include ground and upper story transparency, street-facing building entrances, and articulation methods to encourage safe and active streets.<br>In addition, the Downtown Plan includes a number of policies to support the establishment of a pedestrian-oriented environment, such as those discussed in the responses to Health and Wellness Element Policies 2.2, 2.11, and 3.5. |
| **5.9**<br>Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day. | **Consistent**<br>See the responses to Health and Wellness Element Policies 2.11 and 3.5. |
| Chapter 6. Resource Conservation and Development | |
| **6.1**<br>Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region. | **Consistent**<br>The Downtown Plan Area is entirely urbanized and encompasses a major metropolitan center. The Downtown Plan would allow for greater growth and development in an urban environment, thus avoiding impacts to the City's remaining natural settings. In addition, the Downtown Plan includes policies to support the revitalization of the Los Angeles River as envisioned in the Los Angeles River Revitalization Master Plan (LARRMP), as discussed in the response to Health & Wellness Element Policy 3.3. The LARRMP proposes to enhance and create riparian habitat along the sides of the LA River, which could occur in the Downtown Plan Area. A long-term goal of the LARRMP is to restore the ecological and hydrological functioning of the river, through the creation of a riparian habitat corridor within the channel, and through the removal of concrete walls where feasible. |
| **6.2**<br>Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system. | **Consistent**<br>The Downtown Plan includes policies to expand parks, enhance existing parks, and improve the safety of open spaces within the Plan Area, which would encourage greater use of the open space network. In addition, the Downtown Plan Area includes major transit hubs that currently or will in the future provide access to major community and regional open spaces; for example, the Expo line provides direct access to downtown Santa Monica, a short walk away from Santa Monica Beach. |
| **6.4**<br>Ensure that the City's open spaces contribute positively to the stability and identity of the communities and neighborhoods in which they are located or through which they pass. | **Consistent**<br>The Downtown Plan includes policies to promote safety and the use of parks and open spaces, as well as policies to promote the identity of a riverfront community as discussed in the responses to Health and Wellness Element Policies 3.3 and 3.5. |
| Chapter 9. Infrastructure and Public Services | |
| **9.5** | **Consistent** |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained. | Downtown Plan development would not occur in flood hazard areas, as discussed in Section 4.9, *Hydrology and Water Quality.* |
| **9.6**<br>Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality. | **Consistent**<br>Downtown Plan policies, in combination with federal, state, and local requirements pertaining to stormwater runoff control, would reduce stormwater runoff and protect water quality. See Section 4.9, *Hydrology and Water Quality*, for a more detailed discussion. |
| **9.7**<br>Continue to develop and implement a management practices based stormwater program which maintains and improves water quality. | **Consistent**<br>Downtown Plan Development would be required to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements and the City's stormwater requirements. See Section 4.9, *Hydrology and Water Quality*, for a more detailed discussion. |
| **9.9**<br>Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses. | **Consistent**<br>See Section 4.9, *Hydrology and Water Quality*, Threshold 4.9-2, for a discussion of groundwater use as it relates to the Downtown Plan Area and Section 4.17, *Utilities and Service Systems*, for a discussion of water availability and Downtown Plan Area use. As discussed in these sections, LADWP plans to expand the City's water resources and will be able to meet future demand generated by development levels proposed by the Downtown Plan. |
| **9.10**<br>Ensure that water supply, storage, and delivery systems are adequate to support planned development. | **Consistent**<br>See the response to Policy 9.9. |
| **9.40**<br>Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare. | **Consistent**<br>Future development would be required to comply with energy efficiency lighting and light pollution reduction requirements included in the 2016 California Building Code, including the CALGreen Code, and the Los Angeles Building Code and Los Angeles Green Building Code (LAMC Chapter IX); the Los Angeles Building Code and Green Building Code largely incorporate and amend the 2013 California Building Code and CALGreen Code, respectively, For example, Subsection 99.05.106.8 of the Los Angeles Green Building Code sets restrictions on residential outdoor lighting, and Section 99.04.211.4 requires residences to be constructed with solar-ready features as specified in the California Energy Code. Lighting requirements and potential light pollution and glare impacts would be less than significant, as discussed in Section 4.1, *Aesthetics*. |
| **Plan for a Healthy Los Angeles: Health and Wellness Element (2015)** | |
| **1.5 Plan for Health**<br>Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs. | **Consistent**<br>Future development would be required to comply with use adjacency buffers regulated by zoning under the Development Standard Set. These buffers are required when industrial or heavy commercial Use Districts are adjacent to Use Districts allowing for residential uses.<br>The Downtown Plan also incorporates numerous goals and policies to support healthy communities, such as policies promoting active transport through the development of walkable communities, expansion of bike and pedestrian networks, and improvement of safety, comfort, and aesthetics of the pedestrian environment. In addition, the Downtown |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| | Plan includes policies to support availability of healthier food, such as:<br><br>LU 8.7<br>Support street vending and create vending districts to increase access to economic opportunity and healthy food and reinforce Downtown's active street life.<br><br>LU 15.2<br>Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.<br><br>LU 15.4<br>Facilitate access to affordable, fresh food for all Downtown residents and support community serving small businesses that sell affordable, fresh, and culturally relevant food |
| **2.2 Healthy Building Design and Construction**<br>Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs. | **Consistent**<br>The Downtown Plan includes a number of policies to support the development of a pedestrian-oriented environment with universal accessibility, including:<br><br>LU 17.5<br>Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.<br><br>LU 15.6<br>Encourage sustainable building design and construction standards that can increase building energy and water efficiency.<br><br>LU 10.3<br>Incentivize the inclusion of paseos through large sites to improve pedestrian access.<br><br>LU 10.11<br>Line the ground floor of stand-alone garages with active uses and require that upper levels be screened to increase street life and pedestrian activity, and improve the aesthetic quality of buildings and neighborhoods<br><br>LU 17.1<br>Promote a pedestrian environment that enhances thermal, visual, and audible comfort and provides opportunities for resting and socializing.<br><br>In addition, the Downtown Plan would encourage redevelopment of sites with older structures that may contain hazardous building materials, such as asbestos, lead, and other contaminants. As discussed in Section 4.8, *Hazards & Hazardous Materials*, demolition of existing structures would be required to comply with federal, State and local regulations that would prevent hazardous levels of exposure during demolition. New construction would not have the same levels of hazardous materials, and as subject to existing hazard mitigation requirements, redevelopment would also contribute to a healthier built environment. |
| **2.11 Foundation for Health**<br>Lay the foundation for healthy communities and healthy living by promoting infrastructure | **Consistent**<br>See responses to Policies 1.5 and 2.2. In addition, the Downtown Plan includes policies to enhance safety for active |

**TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN**

| Objective | Downtown Plan Consistency |
|---|---|
| improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users. | transport and identifies areas to target for safety improvements, including:<br><br>LU 10.6<br>Require that pedestrian bridges minimize visual impacts, be architecturally integrated into building design, and include maintenance and safety programs with connection to public entrances, lighting, and directional signage, and include maintenance and safety programs<br><br>LU 29.14<br>Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access for the Skid Row community. |
| **3.2 Expand Parks**<br>Improve Angelenos' mental and physical health by striving to equitably increase their access to parks, increasing both their number and type throughout the city; prioritize implementation in the most park-poor areas of the city. | **Consistent**<br>As discussed in Section 4.14, *Recreation*, Downtown Plan development would generate demand exceeding City standards for park land. However, developers of residential development projects in the Downtown Plan Area would be required to pay park impact fees, Quimby in-lieu fees, or dedicate land for parks, which would support the provision of new park facilities inside and outside the Downtown Plan Area. In addition, the Downtown Plan includes a zoning incentive system that allows developers to build at a higher FAR if their project includes public benefits, such as open space or community facilities. This would incentivize the creation of new open space areas and community amenities. The Downtown Plan includes policies that support the development of new parks, particularly in priority areas, and preservation of existing parks:<br><br>LU 37.3<br>Expand the amount of open space resources with parks, paseos, parklets, and enhanced pedestrian amenities on public streets.<br><br>SO (Streets and Open Space) 1.1<br>Find opportunities to create new parks and other open spaces through tools such as the transfer of development rights, public outdoor amenity space incentives, and non-traditional interventions in the public right-of-way, and as a part of major public projects.<br><br>SO 1.2<br>Prioritize the development of public open space in underserved communities to improve access to open space.<br><br>SO 1.7<br>Support the development of catalytic new parks and reinvestment into existing parks. Namely:<br>● Pershing Square<br>● Park 101<br>● 6th Street Park<br>● A new large park in the Fashion District<br>● Gil Lindsey Plaza |
| **3.3 Los Angeles River**<br>Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected | **Consistent**<br>The eastern boundary of the Downtown Plan Area abuts the channelized Los Angeles River. The area along the river is currently occupied primarily by railroad tracks, Union Station, and a variety of industrial uses. The Downtown Plan both |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| parks and amenities to extend open space and recreational opportunities. | preserves the existing industrial nature of the river-adjacent area and allows for mixed uses in the areas adjacent to the River with the Hybrid Industrial designation. The Downtown Plan also encourages greater connectivity to the River through pedestrian infrastructure improvements, the development of 4th, 6th, and 7th Streets, which provide River access, as primary east-west corridors.<br>The Downtown Plan includes policies to encourage the development of a more public-facing riverfront community in its Streets and Open Space Chapter with SO Goal 9 and 10. Policies under these goals include:<br><br>SO 8.4<br>Identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River.<br><br>SO 9.2<br>Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.<br><br>SO 9.4<br>Support the recommendations of the Los Angeles River Design Guidebook.<br><br>SO 10.1<br>Support the implementation of the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project. |
| **3.5 Park Safety**<br>Encourage greater community use of existing parks and open spaces by improving safety and access in and around parks and open spaces by encouraging land use, design, and infrastructure improvements that promote healthy and safe community environments and park design, programming, and staff-levels that meet local community safety-needs. | **Consistent**<br>The Downtown Plan includes a number of policies to improve safety and access throughout the Downtown Plan Area, such as those included under SO Goal 5, Public open space that is inviting and engaging for community gathering and recreation:<br><br>SO 5.1<br>Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.<br><br>SO 5.2<br>Encourage the use of creative lighting, public art, and seating treatments.<br><br>SO 5.4<br>Provide family-friendly activities and spaces, as well as programming for children, youth, and seniors.<br><br>SO 5.5<br>Support walkability and safety with appropriate lighting, and legible wayfinding.<br><br>As discussed in Section 4.14, *Recreation*, Downtown Plan residential development projects would be required to pay park impact fees, which would help support improvements to existing facilities. In addition, the Downtown Plan includes a zoning incentive system that allows developers to build at a higher FAR if their project includes public benefits, such as open space or community facilities. This would incentivize the creation of new open space areas and community amenities. |
| **4.1** | **Consistent** |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| Land for urban agriculture and healthy food<br>Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food, promote resiliency, green spaces, and healthy food access; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens in low-income and undeserved areas. | The Markets designation allows for a mix of uses, including urban agriculture. In addition, the Downtown Plan includes a zoning incentive system that allows developers to build at a higher FAR if their project includes open space or community facilities such as community gardens to improve access to healthy food options. |
| **5.1**<br>Air pollution and respiratory health<br>Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health. | **Consistent**<br>Reasonably anticipated development under the Downtown Plan would generate emissions exceeding SCAQMD significance thresholds, as discussed in Section 4.2, *Air Quality*. However, growth is consistent with the RTP/SCS. In addition, as discussed in Section 4.15, *Transportation and Traffic*, VMT per service population that accounts for both residents and employee trips for the Downtown Plan would be less than or equal to the projections for the 2040 RTP/SCS, which would limit vehicular emissions and associated regional air quality impacts and contribute toward attainment of state and federal air quality standards. In addition, stationary and mobile sources in the Downtown Plan Area would be subject to local, state, and national regulations to reduce air pollutant emissions, including California's clean car standards (i.e., Pavley regulations), ARB diesel engine requirements, and SCAQMD rules and regulations.<br>The Downtown Plan would also include policies to reduce air pollution from stationary and mobile sources, protect human health and welfare, and promote improved respiratory health, such as the following:<br><br>LU 15.1<br>Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.<br><br>LU 15.5<br>Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.<br><br>LU 16.6<br>Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.<br><br>LU 16.7<br>Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Downtown.<br><br>LU 16.9<br>Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.<br><br>LU 17.5<br>Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.<br><br>In addition, the Downtown Plan supports reduced air pollution from mobile sources and improved respiratory health by |

**TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN**

| Objective | Downtown Plan Consistency |
|---|---|
| | supporting development of public transit, the development of residences and employment centers near transit, expanding and improving the safety of active transport infrastructure, and improving pedestrian and bike access to buildings.<br><br>Relevant policies include those under Mobility and Connectivity (MC) Goal 1, A safe transportation system that accommodates the needs of all people; MC Goal 3, A safe and inviting pedestrian environment; and MC Goal 4, A safe and integrated bicycle network that provides access to transit and key destinations. Also see response to Policy 2.11. |
| **5.2 People**<br>Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions. | **Consistent**<br>Land uses supported by the Downtown Plan include light industrial uses, such as research and development, clean technology, and light manufacturing, and limits heavy industrial uses typically associated with high levels of negative health impacts to the south portion of the Plan Area. In addition, the Downtown Plan does not allow heavy industrial uses where residential and live/work uses are permitted. Industrial uses would be generally concentrated together in the southern portion of the Downtown Plan Area where residential uses will be prohibited. This would reduce exposure of residents and workers not employed by industry to potential health impacts from industrial activities. The Downtown Plan also includes the following policy to reduce negative health impacts from industrial uses:<br><br>The Downtown Plan Area is bounded by, and encompasses, portions of a number of freeways (I-10, U.S. 101, I-110). The Plan permits residential and commercial development in proximity to freeways. As discussed in Section 4.2, *Air Quality*, uses within 500 of freeways could be exposed to elevated levels of diesel particulate matter, but such projects would generally incorporate air filtration systems that achieve interior air quality that does not result in deleterious long-term health effects. |
| **5.7 Land use planning for public health and GHG emission reduction**<br>Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors, and others susceptible to respiratory diseases. | **Consistent**<br>See response to Policy 5.1. |
| **7.2 Safe passages**<br>Continue to promote the development and implementation of comprehensive strategies that foster safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear. | **Consistent**<br>The Downtown Plan includes a number of policies to improve safety and access throughout the Downtown Plan Area, such as those included under SO Goal 5, Public open space that is inviting and engaging for community gathering and recreation:<br><br>SO 5.1<br>Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.<br><br>SO 5.2<br>Encourage the use of creative lighting, public art, and seating treatments.<br><br>SO 5.4 |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| | Provide family-friendly activities and spaces, as well as programming for children, youth, and seniors<br><br>SO 5.5<br>Support walkability and safety with appropriate lighting, and legible wayfinding. |
| **Air Quality Element (1992)** | |
| **1.1**<br>Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide. | **Consistent**<br>As discussed in Section 4.2, *Air Quality*, Downtown Plan development would generate emissions exceeding SCAQMD significance thresholds. However, growth under the Downtown Plan would be consistent with SCAG forecasts upon which the AQMP is based. In addition, the Downtown Plan Area includes a wide range of transportation options and consequently, as discussed in Section 4.15, *Transportation and Traffic*, vehicle miles traveled (VMT) per service population in the Downtown Plan Area are forecast to remain well below city and regional averages. |
| **2.1**<br>Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals | **Consistent**<br>The Downtown Plan would reduce work trips by promoting development near major transit hubs, promoting development of residences near employment, improving and expanding pedestrian, bicycle, and transit facilities, and supporting complete communities with a mix of residences and community-serving uses. Therefore, the Downtown Plan would generally promote land use and development patterns that reduce vehicle trips, and would maximize and improve the link between land use and multi-modal transportation to encourage the use of a range of transit modes. In addition, as discussed in Section 4.15, *Transportation and Traffic*, service population VMT that also accounts for employment-related VMT for the Downtown Plan would be less than or equal to the projections for the 2040 RTP/SCS. |
| **2.2**<br>Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles and incentives for high occupancy vehicles | **Consistent**<br>The Downtown Plan promotes higher vehicle occupancy with the following policy:<br><br>MC 7.4<br>Expand programs that offer access to carpools and vanpools for Downtown workers to reduce the commute mode share of single occupancy vehicles.<br>As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan would also enhance access to transit, through applying new land use and zoning regulations to encourage mixing and implementing transportation improvements within the framework established in MP 2035. |
| **3.1**<br>Increase the portion of work trips made by transit to levels that are consistent with the goals of the AQMP and Congestion Management Plan (CMP). | **Consistent**<br>See the response to Policy 2.1. |
| **3.2**<br>Reduce vehicular traffic during peak periods. | **Consistent**<br>See the response to Policy 2.1. |
| **4.2**<br>Reduce vehicle trips and vehicle miles traveled associated with land use patterns. | **Consistent**<br>See the response to Policy 2.1. |
| **4.3** | **Consistent**<br>Reasonably anticipated development from the Downtown Plan would primarily be residential, commercial, and light |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| Ensure that land use plans separate major sources of air pollution from sensitive receptors, such as schools, hospitals and parks. | industrial development that would not be a major source of air pollution. The Downtown Plan does not propose zoning that would permit development of heavy industrial uses in the Downtown Plan Area and concentrates production, wholesalers, and light industrial uses in the eastern and southern portions of the Downtown Plan Area. See the response to Health and Wellness Element Policy 5.2. |
| **Conservation Element (2001)** | |
| **Archaeological and paleontological**<br>Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes. | **Consistent**<br>As discussed in Section 4.4, *Cultural Resources*, with mitigation, Downtown Plan development would not result in significant impacts to archaeological and paleontological resources. |
| **Cultural and historical**<br>Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes. | **Consistent**<br>Future development under the Downtown Plan could potentially result in modifications to or loss of historic resources due to their ubiquity in the Downtown Plan Area, as discussed in Section 4.4, *Cultural Resources*, under Impact 4.4-1. However, the Downtown Plan includes various policies to protect the area's important cultural and historical sites, as discussed in the response to Framework Element Policy 3.17. In addition, implementation of the Downtown Plan would incorporate Mitigation Measures 4.4-1, 4.4-2, and 4.4-3, which would require future development projects to take steps to identify, protect, and/or document historical, archaeological, and paleontological resources that would be impacted by the project. |
| **Land form and scenic vistas**<br>Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations. | **Consistent**<br>As discussed in Section 4.1, *Aesthetics*, Impact 4.1-1, the Downtown Plan Area is already urbanized and lacks major identified scenic resources. Impacts to land forms and scenic vistas from Downtown Plan development would be less than significant. |
| **Housing Element (2013)** | |
| **2.2**<br>Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit. | **Consistent**<br>See the responses to Framework Element Policies 3.8, 4.1, 4.2, and 5.2. |
| **2.3**<br>Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources. | **Consistent**<br>Downtown Plan development would be required to comply with the Los Angeles Green Building Code, which largely incorporates and amends the 2013 CALGreen Code, and also 2016 CALGreen Code requirements, which include standards to enhance energy efficiency and resource conservation.<br>The Downtown Plan would also include policies to promote sustainable buildings, such as the following:<br><br>LU 15.6<br>Encourage sustainable building design and construction standards that can increase building energy and water efficiency.<br><br>Also see the responses to GPF policies 6.1 and 9.40. |
| **2.4**<br>Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City. | **Consistent**<br>See the responses to Framework Element Policies 3.8, 4.1, 4.2, and 5.2, and the discussion under Impact 4.10-1. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **Noise Element (1999)** | |
| **3**<br>Reduce or eliminate noise impacts associated with proposed development of land and changes in land use. | **Consistent**<br>Future development in the Downtown Plan Area would be required to reduce noise impacts in accordance with the City's Noise Ordinance and incorporate mitigation provided in Section 4.11, *Noise*, as applicable. |
| **Open Space Element (1973)** | |
| The provision of malls, plazas, green areas, etc., in structures or building complexes and the preservation and provision of parks shall be encouraged. | **Consistent**<br>See the response to Health and Wellness Element Policy 3.2 regarding the provision of parks.<br><br>In addition, the Downtown Plan includes a zoning incentive system that allows developers to build at a higher FAR if their project includes public benefits, such as open space or community facilities. This would incentivize the creation of new open space and parks.<br><br>The Downtown Plan includes numerous policies to encourage the provision of plazas, green areas, and other open spaces, such as:<br><br>LU 4.3<br>Promote shared on-site amenities, including usable open space in new development projects.<br><br>LU 21.6<br>Encourage new developments to contribute to the pedestrian and open space network with publicly-accessible plazas and paseos. Design these spaces with appropriate shading and landscaping.<br><br>SO 4.4<br>Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work Downtown. |
| **Service Systems Element/ Public Recreation Plan** | |
| Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance. | **Consistent**<br>See the response to Health and Wellness Element Policy 3.2. |
| **Mobility Element – Mobility Plan 2035 (2016)** | |
| Chapter 3: Access for All Angelenos | |
| **3.1 Access for All**<br>Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system. | **Consistent**<br>The Downtown Plan would support transit-oriented development and includes a number of policies to support all modes of travel, as well as goods movement. |
| | *Pedestrian Mode*<br>See the responses to Health and Wellness Policy 2.11<br><br>*Bicycle*<br><br>MC 4.1<br>Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| | MC 4.2<br>Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, and visitors.<br><br>MC 4.3<br>Support the expansion of bike share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.<br><br>MC 4.4<br>Facilitate the integration of bikes on transit to improve first-last mile connections.<br><br>MC 4.5<br>Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.<br><br>*Public Transit*<br><br>LU 21.2<br>Foster and reinforce a cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.<br><br>LU 21.3<br>Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.<br><br>LU 21.12<br>Facilitate efforts to improve transit operations at the Pico Station through signal priority for transit vehicles and grade separation of transit facilities.<br><br>LU 21.16<br>Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.<br><br>LU 21.17<br>Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts.<br><br>*Goods Movement*<br><br>LU 47.1<br>Prioritize space for jobs by preserving existing industrial functions, allowing production sectors to cluster, and facilitating goods movement with access to freeways and transportation corridors.<br><br>LU 48.2<br>Guide the development of structures that are oriented and conducive to goods movement and new industry, while balancing pedestrian needs, and supporting transit use. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **3.2 People with Disabilities**<br>Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way. | **Consistent**<br>The Downtown Plan includes the following policy to acknowledge the needs of people with disabilities:<br><br>MC 1.1<br>Implement physical improvements and education programs to ensure safe access throughout Downtown's districts for users of all ages and abilities.<br><br>SO 7.3<br>Maintain safety for all users, with appropriate traffic control infrastructure and ADA accessibility. |
| **3.3 Land Use Access and Mix**<br>Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services. | **Consistent**<br>The proposed Downtown Plan designations support mixed uses throughout almost the entirety of the Downtown Plan Area providing greater proximity and access to jobs, destinations, and neighborhood services. As discussed in Section 4.15, *Transportation and Traffic*, VMT per service population in the Downtown Plan Area are forecast to remain below City and regional averages. |
| **3.4 Transit Services**<br>Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services. | **Consistent**<br>The Downtown Plan Area is well-served by existing and planned public transit. The Downtown Plan includes policies that support further transit improvements as discussed under Impact 4.10-1. |
| **3.5 Multi-Modal Features**<br>Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders | **Consistent**<br>The Downtown Plan supports first-mile, last mile solutions through its Community Center and Transit Core designations, which promote mixed-use development near transit areas, as well as policies supporting active transport and transit (see the response to Policy 3.1). |
| **3.6 Regional Transportation & Union Station**<br>Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service. | **Consistent**<br>Policies in the Downtown Plan addressing Union Station include the following:<br><br>LU 21.15<br>Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.<br><br>LU 21.16<br>Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.<br><br>LU 21.17<br>Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts. |
| **3.7 Regional Transit Connections**<br>Improve transit access and service to major regional destinations, job centers, and inter-modal facilities. | **Consistent**<br>See the responses to Policies 3.4 and 3.6. |
| Chapter 5: Clean Environments & Healthy Communities | |
| **5.1 Sustainable Transportation**<br>Encourage the development of a sustainable transportation system that promotes environmental and public health. | **Consistent**<br>The Downtown Plan supports development of active and alternative modes of transport. See the response to Policy 3.1. |

| TABLE 4.10-3 CONSISTENCY ANALYSIS WITH THE CITY OF LOS ANGELES GENERAL PLAN | |
|---|---|
| **Objective** | **Downtown Plan Consistency** |
| **5.2 Vehicle Miles Traveled (VMT)**<br>Support ways to reduce vehicle miles traveled (VMT) per capita. | **Consistent**<br>The Downtown Plan Area includes a variety of transportation options and reasonably anticipated development from the Downtown Plan would include a mix of uses that supports the use of alternative transportation modes, such as transit, walking, and bicycling. As discussed in Section 4.15, *Transportation and Traffic*, vehicle miles traveled (VMT) per service population in the Downtown Plan Area are forecast to remain well below city and regional averages. |
| **5.5 Green Streets**<br>Maximize opportunities to capture and infiltrate stormwater within the City's public right-of-ways. | **Consistent**<br>The Downtown Plan includes policies to support capture and infiltration of stormwater, such as:<br><br>LU 15.3<br>Create a network of public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.<br><br>LU 16.5<br>Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase local water supply.<br><br>LU 16.6<br>Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.<br><br>LU 17.2<br>Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.<br><br>SO 6.1<br>Require sustainable best practices relating to pollution reduction, stormwater management, heat reduction, and material recycling. |

Los Angeles is a SCAG member and subject to SCAG's current regional transportation and land use planning strategies and goals for Southern California, which are established in the 2016-2040 RTP/SCS. **Table 4.10-4** provides a consistency analysis of the Downtown Plan with applicable goals contained in the 2016-2040 RTP/SCS. The Downtown Plan would be consistent with applicable actions and strategies contained in SCAG's 2016-20140 RTP/SCS

| TABLE 4.10-4 CONSISTENCY ANALYSIS WITH THE SCAG 2016-2040 RTP/SCS | |
|---|---|
| **Actions/Strategies** | **Downtown Plan Consistency** |
| **Land Use** | |
| **Focus new growth around transit**<br>The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's High Quality Transit Areas (HQTAs). Concentrating housing and transit in conjunction concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households | **Consistent**<br>The Downtown Plan would concentrate future growth in areas well-served by transit, including bus lines, light rail, heavy rail, and regional rail. See the response to Framework Element Policy 5.2. As discussed in Section 4.15, *Transportation and Traffic*, VMT per service population in the Downtown Plan Area are forecast to remain below City and regional averages. |

| TABLE 4.10-4 CONSISTENCY ANALYSIS WITH THE SCAG 2016-2040 RTP/SCS | |
|---|---|
| **Actions/Strategies** | **Downtown Plan Consistency** |
| with alternative modes of transport that can reduce VMT and GHG emissions. | |
| **Provide more options for short trips**<br>38 percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides two strategies to promote the use of active transport for short trips. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting, while "complete communities" support the creation of mixed-use districts in strategic growth areas and are applicable to an urban setting. | **Consistent**<br>See the response to Mobility Element Policy 3.5. |
| **Transportation** | |
| **Preserve our existing transit system**<br>Ensuring that the existing transportation system is operating efficiently is critical for the success of HQTAs, Livable Corridors, and other land use strategies outlined in the 2016 RTP/SCS. | **Consistent**<br>As discussed in Section 4.15, *Transportation and Traffic*, the Downtown Plan would enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. In addition, the types of transportation improvements envisioned as part of the Downtown Plan are within the framework established in MP 2035. |
| **Transit Initiatives** | |
| **Improve accessibility and connectivity**<br>This strategy includes establishing rail connections to our region's airports, and improving transit, bicycling and walking accessibility and connectivity to rail stations. | **Consistent**<br>As discussed in the responses to Health & Wellness Element Policies 1.5, 2.2, and 2.11, the Downtown Plan includes policies to support improvements to transit, bicycling and pedestrian facilities and enhance safety for active transport. As discussed in the response to Mobility Element Policy 3.5, the Downtown Plan also supports transit-oriented development through its proposed General Plan designations. |
| **Active transport**<br>Strategies for achieving active transport include transit integration strategies-incorporation of first/last mile (to transit) strategies, livable corridors, and bike share services; short trip strategies-enhanced sidewalk quality, local bikeway networks, and neighborhood mobility areas; and education/encouragement strategies, including safe routes to schools. | **Consistent**<br>As discussed in the response to Health & Wellness Element Policy 2.11 and Mobility Element Policy 3.5, the Downtown Plan includes policies to support improvements to transit, bicycling and pedestrian facilities and enhance safety for active transport, and would establish General Plan designations that facilitate transit-oriented development. In addition, the Downtown Plan includes the following policy to support safe routes to schools:<br>MC 1.5<br>Facilitate the development of Safe Routes to School programs to ensure safe, multimodal access to Downtown schools. |
| Support complete streets opportunities where feasible and practical. | **Consistent**<br>The Downtown Plan would support the creation of streets that provide safe mobility for all users. As delineated in the response to Mobility Element Policy 3.1, the Downtown Plan would include policies to enhance safety and access for pedestrians and bicyclists and promote bicycle and transit use. |

Specific Plans and Other Plans/Standards

As discussed in the Regulatory Setting, a number of specific plans and other plans apply to portions of the Downtown Plan Area. These include:

- Los Angeles Sports and Entertainment District (LASED) Specific Plan
- Bunker Hill Specific Plan
- Alameda District Specific Plan
- Cornfield Arroyo Specific Plan
- Downtown Design Guide
- Greater Downtown Housing Incentive Area
- River Improvement Overlay (RIO) District
- Broadway Theater and Entertainment Design Guide Community Design Overlay (CDO)
- Historic Broadway Sign Supplemental Use District (SUD)
- Downtown Street Standards
- Little Tokyo Community Design Overlay (CDO)

The LASED Specific Plan Area consists of five blocks surrounding the Staples Center along its north and east sides. The Specific Plan provides regulations and incentives to support the development of the Specific Plan Area as a major entertainment/ mixed-use area with primarily hotel, retail, entertainment, and residential uses and has the goal of enhancing the existing Convention Center and Staples Center environs. The Downtown Plan includes minor amendments to address consistency with the New Zoning Code as to form, numeration, cross-references and implementation. The Transit Core designation of the Downtown Plan would accommodate the types of uses and intensities envisioned in the Specific Plan, thus furthering the Specific Plan goal of enhancing the area around the Convention Center and Staples Center.

The Bunker Hill Specific Plan Area is bounded generally by the 110 Freeway to the west, Fifth Street to the south, Hill Street to the east, and First Street to the north. The Specific Plan provides a regulatory framework to support development of the Bunker Hill neighborhood into a 24-hour downtown environment with a mix of commercial, retail, residential, and cultural spaces. The Bunker Hill Specific Plan will be repealed as part of the Proposed Downtown Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the New Zoning Code provisions. The Transit Core designation of the Downtown Plan would accommodate the types of uses and intensities envisioned in the Specific Plan, thus furthering Specific Plan goals.

The Alameda District Specific Plan Area includes Union Station and the associated Terminal Annex area and is generally bounded to the south by U.S. 101, to the west by Alameda Street, and to the north and east by Vignes Street. The Specific Plan provides a regulatory framework to support the development of the area as a major transit hub for the region with adjacent mixed-uses. The Transit Core designation of the Downtown Plan would accommodate the transit hub envisioned in the Specific Plan, thus furthering Specific Plan goals.

The Cornfield Arroyo Specific Plan Area encompasses the northeast corner of the Downtown Plan Area south and east of the train tracks that run parallel to Broadway, west of the Los Angeles River, and north of College Street, Alhambra Avenue, and Bolero Lane. The Specific Plan established four new zoning districts, zoning standards, and additional requirements for an industrialized area. The four zones introduced by the Specific Plan—Urban Center, Urban Innovation, Urban Village Zone, and Greenway—support a wide variety of uses, including light industrial and manufacturing uses, urban agriculture, multi-family

residences, public facilities, social and environmental organizations, religious institutions, and schools. The Hybrid Industrial designation of the Downtown Plan would accommodate the mix of uses envisioned in the Specific Plan.

The Downtown Design Guide (DDG) provides urban design standards and guidelines for new construction (including additions) in the following Downtown neighborhoods: Convention Center, South Park, City Markets, Historic Downtown, Financial Core, Little Tokyo, Civic Center South, Bunker Hill, and Civic Center. Topics addressed in the Guide include sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing, on-site open space, architectural detail, streetscapes, and signage. As discussed in the Chapter 3, Project Description, the DDG would be updated to reflect standards and guidelines in these existing documents that would now be regulated through the New Zoning Code. Content within the existing Design Guide that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards, is proposed to be removed. The Design Guide will include additional content that would provide best practices that are responsive to specific neighborhood character. These neighborhood best practices will serve as an informational resource for new infill development to reinforce the unique identity of these neighborhoods and complement existing built patterns. The Downtown Plan incorporates the concepts contained in the current DDG and updates it to better complement proposed zoning regulations with an intent to help create a cohesive, pedestrian and transit friendly community while reinforcing the unique identity of neighborhoods. Thus, it would further the goals of DDG.

Ordinance 179,076 established the Greater Downtown Housing Incentive (GDHI) Area in 2007, providing a range of incentives to develop affordable housing in those portions of the Central City and Southeast Community Plan Areas generally bounded by U.S. 101 to the north, the 110 Freeway and Figueroa Street (south of Adams Boulevard) on the west, Alameda and Grand Avenue (south of 21st Street) to the east, and Washington Boulevard and Martin Luther King, Jr. Boulevard (west of Broadway) to the south. Specific bonuses include increased allowable floor area, reductions in required open space, and reductions in required parking for projects that include minimum affordable housing set-asides. The GDHI applies for only a portion of the Downtown Plan Area.

The Downtown Plan includes the new Downtown Community Benefits Program designed to promote the provision of affordable housing and will apply to the entirety of the Plan Area. The GDHI ordinance will be amended to exclude the Downtown Plan Area. However, the Downtown Community Benefits Program will further the intent of GDHI by expanding affordable housing incentives for all of the Downtown Plan Area.

The RIO District (Ordinance Nos. 18314 and 183145) is intended to help implement the vision and goals of the Los Angeles River Restoration Master Plan (LARRMP) by establishing additional requirements for properties along the riverfront or near the riverfront. These primarily include requirements pertaining to landscaping, fencing, exterior lighting, and ADA accessibility that serve to build a riverfront community and make the riverfront area a more welcoming environment to pedestrians and cyclists. Within the Downtown Plan Area, the RIO District includes all of the Central City North Community Plan Area south of Cesar E. Chavez and the area east of N. Spring Street and north of Cesar E. Chavez. Applicable development regulations and measures to protect sensitive biological resources in the RIO will be incorporated into Frontage Districts and development standard rules of the New Zoning Code. In addition, the RIO will be amended to remove portions that are currently in the Downtown Plan Area to avoid redundancy with the New Zoning Code provisions. The Downtown Plan would accommodate a range of uses in the vicinity of the RIO District and includes zoning regulations that are generally consistent with those of the LARRMP. The Downtown Plan would thus further the goal of building a riverfront community.

The Broadway CDO applies to Broadway between 1st Street and 12th Street in the Central City Community Plan Area. The Broadway CDO encourages the rehabilitation of existing building and guides the design and development of new buildings. Regulations include guidance for building setbacks, form, roof lines,

building articulations, storefront and window transparency, facade materials, and lighting. The Traditional Core designation of the Downtown Plan similarly encourages rehabilitation of existing buildings and includes design standards that maintain the current character of this area. Some of the standards and guidelines in the existing Broadway CDO would now be regulated through the New Zoning Code. The Broadway CDO will be amended to remove content that is redundant to proposed New Zoning Code provisions, such as Form District, Frontage, or Development Standards. The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street. The Traditional Core designation would maintain the character of Broadway while Downtown Plan design standards would implement the ideas contained in the Streetscape guidelines.

The Broadway SUD applies to Broadway from First Street to Twelfth Street, encompassing the Broadway Theater and Entertainment District and parcels front along intersecting streets. It includes standards for the design, placement, and orientation of signs along Broadway, providing guidance for sign types that are currently on Broadway. The Sign District includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements. Again, the Traditional Core designation includes standards that are generally consistent with those of the Broadway SUD.

The Downtown Street Standards apply throughout the Central City Community Plan Area, establishing a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, complete streets in Downtown. The mobility components of the Downtown Plan are consistent with these standards as they are specifically aimed at enhancing walking, bicycling, and transit opportunities through, among other things, the creation of complete streets.

The Little Tokyo CDO applies to a portion of the Little Tokyo community, establishing design and development guidelines to promote a pedestrian-friendly environment and enhance the physical appearance of the area, with a focus on reinforcing the cultural and historic aspects of the neighborhood through a set of Design Guidelines. The Villages designation of the Downtown Plan would accommodate land uses and development standards that would be consistent with the Design Guidelines and are aimed at preserving and reinforcing the cultural and historic character of Little Tokyo. Similar to the Broadway CDO, standards and guidelines in the Little Tokyo CDO would now be regulated through the New Zoning Code. Thus, the Downtown Plan would further the goals of the little Tokyo CDO.

Redevelopment Plans

The Downtown Plan Area contains three active redevelopment plans that were formerly managed by the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). In 2012, with the passage of AB 1x-26 by the California Legislature, the CRA/LA was abolished but the City's redevelopment plans continue to exist until they expire under their own terms. Since the dissolution of the CRA/LA, activities in the redevelopment project areas have been administered through the Designated Local Authority (DLA). The active redevelopment plans within the Downtown Plan Area are:

- Redevelopment Plan for the Chinatown Redevelopment Project Area (Chinatown Redevelopment Plan): The Chinatown Redevelopment Plan includes policies for neighborhood revitalization and to guide new development to meet the needs of the community, promote housing for various age, income and ethnic groups, encourage the diversification of the Chinatown commercial base to promote its economic wellbeing and to increase employment opportunities, develop an industrial environment that is compatible with adjacent land uses, preserve historic monuments and landmarks and enhance the distinctive character and identity of the community. The Redevelopment Plan will sunset in January 2022.

- The proposed Downtown Plan has similar goals and policies for the Chinatown Redevelopment Plan area. The Downtown Plan would generally increase the development potential of commercial uses in exchange for public benefits in the Chinatown Redevelopment Plan, including neighborhood-serving uses that are subject to area limitations as well as commercial uses such as entertainment, institutional and limited light industrial uses. This would encourage a wide variety of commercial uses and thereby strengthen the economic and employment base of the community. The Downtown Plan also includes policies to facilitate housing that is accessible to all income levels and ages and reinforce the historic and cultural identity of Chinatown. Therefore, the Downtown Plan would be generally consistent with the overall goals and policies of the Chinatown Redevelopment Plan.
- Redevelopment Plan for the Central Industrial Redevelopment Project Area (Central Industrial Redevelopment Plan): The Central Industrial Redevelopment Plan aims to eliminate and prevent the spread of blight and deterioration. Other main objectives of the plan is to encourage a healthy industrial environment that generates job opportunities and tax revenues; provision of a sound housing stock appropriate for all income levels, including artists-in–residence and live-work residents; provision of community services to meet the needs of stakeholders of the plan area and maintenance of a thriving commercial environment to serve businesses, employees, residents and visitors. The Redevelopment Plan will sunset in November, 2033.
- The policies, goals and zoning designations in the Downtown Plan for the Central Industrial Redevelopment Plan area are generally consistent with the goals and policies identified in the Central Industrial Redevelopment Plan. The Downtown Plan includes Hybrid Industrial districts, designed to promote productive industries and entrepreneurial activities and allows for a range of light industrial, office and commercial uses in addition to live/work units. The Plan reserves a significant portion of the Plan Area south of the I-10 for industrial and employment activities.
- Redevelopment Plan for the City Center Redevelopment Project Area (City Center Redevelopment Plan): City Center Redevelopment Plan provides policies to eliminate and prevent the spread of blight and deterioration, create an environment that will allow the Central City to accept its share of regional growth and development. The plan also includes policies to promote the development and rehabilitation of economic enterprises that are intended to provide employment and improve the area's tax base, and a full range of round-the clock activities and uses, such as recreation, sports, entertainment and housing. The Redevelopment Plan will sunset in May, 2033.
- The Downtown Plan allows for a wide mix of land uses in this Redevelopment Plan area to promote a range of employment opportunities, which generally align with the types of uses allowed under the City Center Redevelopment Plan. The Plan allows for the development of office, retail, entertainment and residential uses to facilitate growth in proximity to transit and expand the mix of uses and hours of activity and reinforce Downtown as the primary center of urban activity in the Southern California region.

Based on the above, the Downtown Plan would be generally consistent with the overall goals and policies of the three Redevelopment Plans. However, the Downtown Plan differs with the above Redevelopment Plan in terms of 1) land use regulations and 2) project review and approval procedures. Although the broad goals and policies between the Redevelopment Plans and the Downtown Plan are similar, certain regulations and procedures in the Redevelopment Plans are inconsistent or conflict with goals, objectives, and policies of the Downtown Plan:

1) Land Use Regulations

The Redevelopment Plans have regulations and numerical caps on floor area ratio, building height, and types of land uses that are not consistent with the Downtown Plan. These types of limits would deter the implementation of the Downtown Plan and incentives for affordable housing, which would allow

for more housing development, including affordable units in the Redevelopment Plan Areas than envisioned by the Redevelopment Plans. For certain properties, the maximum floor area ratio allowed under the Redevelopment Plans would be less than what the Downtown Plan would permit, impeding the implementation of the Downtown Plan's policies and goals, including ones that promote housing and jobs near transit.

For example, the City Center Redevelopment Plan limits FAR to a maximum of 6:1 in the Historic Downtown Area and the South Park Area, north of Pico, and a maximum of 3:1 in South Park Area, south of Pico, although maximum floor area ratios may be exceeded through Transfer of Floor Area Ratio. The maximum allowable FAR generally ranges from 10:1 to 13:1 for these areas in the Downtown Plan. The primary objective of the Downtown Plan is to accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that the Downtown continues to grow in a sustainable, equitable, healthy, and inclusive manner, and implement policies of the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations. The caps on development in the Redevelopment Plans would not allow for full implementation of the policies and goals of the Downtown Plan for meeting growth consistent with the Framework Element and the 2016-2040 RTP/SCS.

The requirements related to FAR programs and reporting in the three Redevelopment Plans are inconsistent with the project objectives, goals, and policies of the Downtown Plan and updated implementation programs (see Appendix C, Chapter 5.0 *Implementation*). The Downtown Plan includes modernized and improved zoning tools to address scale and design in multiple formats that include regulations on building heights, ground floor ceiling height, transparency, open space, parking, character frontage requirements and vehicular access to address pedestrian orientation, historic preservation, and open space. In addition, there are implementation tools such as the Downtown Design Guidelines to promote best practices in the design of buildings and the public realm.

As such, the Downtown Plan includes requirements and programs that the City finds are better able to meet the goals and policies of the Framework Element and the 2016-2040 RTP/SCS and the underlying purpose of the Proposed Project than those in the Redevelopment Plans. The regulations and caps in the Redevelopment Plans that would conflict with the policies, objectives, goals, and express allowed zoning in the Downtown Plan are in conflict with the Downtown Plan.

2) Project Review and Approval Procedures

Both the Redevelopment Plan and the Los Angeles Municipal Code have procedures for review and approval of proposed developments. However, the Redevelopment Plan generally has additional project review and approval procedures that would not be needed with the implementation of the Downtown Plan and the extra process involved may hinder the creation of additional housing units and jobs needed to meet existing demand and anticipated growth. In several instances, the Redevelopment Plan requires the CRA to approve a development or participation agreement for uses that the Downtown Plan would allow through the proposed zoning or other existing zoning regulations, which could cause unnecessary hardships inconsistent with the purpose and intent of the Downtown Plan.

For example, the Downtown Plan allows for residential units on certain Commercial-Mixed Use zoning designations such as the Commercial-Mixed Community 1 (XC1) (CX1) in the Chinatown Redevelopment Project Area. LAMC also permits housing units on lots with commercial zones. Although the Chinatown Redevelopment Plan allows for residential uses within commercial areas, the project applicant must meet design and location criteria in addition to any other conditions specified by the CRA, which would require such developments to secure a development or participation agreements from the CRA. Another example is that the Downtown Plan allows for restaurants and retail of a certain

size in selected industrial areas such as Industrial Restricted 1 (MR1) and Industrial Heavy 1 (MH1) to generally support industry patrons and employees who work in the area; the Central Industrial Redevelopment Plan could permit commercial uses in these industrial areas but not without meeting the criteria as determined by the CRA.

Such requirements for the Redevelopment Plans would lead to additional review processes that could delay or present obstacles to the implementation of the Downtown Plan, which would otherwise explicitly permit such uses through the zoning. In addition, the dissolution of the CRA/LA has hampered the CRA's authorities to enter into agreements and significantly reduced its administrative resources. As such, the Redevelopment Plan is in conflict with the goals and policies of the Downtown Plan.

The Downtown Plan does not support carrying forward the requirements in the three Redevelopment Plans that are in conflict with the Downtown Plan. For example, the Downtown Plan will be implemented in accordance with the FAR limitations identified in the Plan, instead of the caps in the Redevelopment Plans. This may arguably result in the Downtown Plan conflicting with the Redevelopment Plans, with the Downtown Plan allowing more residential units than contemplated by the Redevelopment Plans. However, under the terms of the Central Industrial and City Center Redevelopment Plans, the City's plans and zoning are intended to control in any conflict between the two, and as such, as a legal matter there cannot be a conflict between these two Redevelopment Plans and the Downtown Plan in relation to land use plans or zoning requirements (See Section 502 of the Central Industrial and City Center Redevelopment Plans).

Section 502 of the Central Industrial and City Center Redevelopment Plans states that the land uses permitted in their respective Project Areas shall be those permitted by the General Plan, applicable Community Plan, and any applicable City zoning ordinance, as they existed when the Redevelopment Plans were adopted or as thereafter amended or supplemented. Therefore, the land use designations and zoning ordinances of the Downtown Plan would supersede the policies and provisions of the Central Industrial and City Center Redevelopment Plans that are inconsistent with the Downtown Plan.

The Chinatown Redevelopment Plan does not explicitly state the language of Section 502, included in the Central Industrial and City Center Redevelopment Plans. Nevertheless, even if the Downtown Plan were found to conflict with any substantive or procedural land use requirements in any of the Redevelopment Plans, that do or do not include the language in Section 502 discussed above, there would be no significant impact from that conflict that is not otherwise identified in this Draft EIR.

Some of the requirements in the Redevelopment Plans, including FAR caps may have been imposed to avoid or mitigate environmental impacts under prior CRA environmental documents, including without limitations, the EIRs for the Redevelopment Plans within the Downtown Plan Area. This EIR analyzes all of the environmental impacts based on the reasonably anticipated development of the Downtown Plan, which includes the three Redevelopment Plan areas, without CRA limitations. The City does not find that the elimination of any of these conflicting Redevelopment Plan's land use policies or requirements would result in a new or different impact from those already analyzed in this EIR. Based on above, there is no basis to find any new or different significant impact under this threshold due to a conflict with the Redevelopment Plans.

*Mitigation Measures in the EIRs for the Chinatown, Central Industrial and City Center Redevelopment Plans.* Some of the policies in the three Redevelopment Plans within the Downtown Plan Area that will be in conflict with the Downtown Plan are those that may have been incorporated into the Redevelopment Plans to reflect the mitigation measures in the environmental documents. Mitigation measures from prior EIRs or MNDs may be deleted or modified provided the lead or responsible agency prepares a new environmental clearance, which demonstrates that the agency considered the continuing need for the mitigation measure, states the reason for the change to the mitigation measure, and supports the decision to

remove or modify the mitigation measure with substantial evidence, and analyzes any significant impacts resulting from deletion or modification of the mitigation measure. To the extent the City is responsible for implementing some or all of the mitigation measures as the successor to the land use plans and functions in November 2019, the City's rationale and evidence for deleting or modifying the mitigation measures in the CEQA Clearances for the three Redevelopment Plans, including those related to the inconsistencies discussed above, as well as all other mitigation measures, and the analysis of impact resulting from modifying or deleting those mitigation measures, are provided in Appendix H.

Conclusion

Based on the above, the Downtown Plan would be consistent with applicable local and regional plans and policies. Thus, impacts related to inconsistency with land use plans and policies would be ***less than significant***.

## New Zoning Code Impact

As described in Chapter 3.0, *Project Description*, Section 3.7.4, the Downtown Plan would utilize new General Plan Designations to better accommodate and correspond with the new zone districts, while still meeting the policy goals of the Framework Element. These changes would require minor updates to the General Plan Framework Element to allow the New Zoning Code to be applied to other areas of the City through a community plan update or amendment. The changes would have no effect on the existing policies and goals of the existing General Plan Framework Element.

The New Zoning Code would provide tools that facilitate future development that complies with the goals and policies of applicable land use plans. For example, new mixed-use zone districts are being developed for use around transit to improve access to jobs and commercial destination and reduce the use of vehicles (Mobility Plan Policy 3.3). The New Zoning Code can also be applied to expand bonus and incentive provisions for affordable units within walking distance of transit, which is consistent with the SCAG 2016-2040 RTP/SCS policy to focus new growth around transit, and consistent with the General Plan Framework Element policy, to encourage the location of new multi-unit residential development to occur in proximity to transit stations (Framework Element Policy 4.2). The New Zoning Code would support the use of transit by incentivizing pedestrian-oriented building design. For example, the New Zoning Code exempts active ground floor uses that wrap around parking areas from Floor Area calculations, while including above-grade parking in Floor Area calculations. These code standards have the potential to result in the creation of additional residential density and non-residential square footage, which may lead to population growth where the New Zoning Code is applied. However, it is expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG projections and the proposed vision for the community as established in the City's adopted General Plan Framework Element.

Furthermore, the outdoor amenity space standard includes an incentive to make privately-owned open space publicly accessible. in line with the General Plan goal of improving Angelenos' access to parks. The New Zoning Code would also allow for the adaptive reuse of existing parking structures or parking areas constructed (at least 15 years) prior in certain commercial and residential areas of the City. The adaptive use of parking structures could increase population capacity and square footage of non-residential uses, where the New Zoning Code is applied. However, if an existing parking structure or Commercial-Mixed Community 1 (XC1) parking area were converted to another use, it would still be required to meet the density limits allowed by the zone. Further, if parking structures are converted, it is expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG projections and the proposed vision for the community as established in the City's adopted General Plan Framework Element.

The City's Specific Plans, Overlays, Districts, and Master Plans would continue to operate as they currently do. However, elements of many of the City's existing overlays would be incorporated into the zones of the New Zoning Code through Frontage standards and Community Plan Implementation Overlays. The incorporation of these elements into the New Zoning Code would facilitate transparency and clarity and would not affect the enforceability of the policies. For example, parts of the City's existing Los Angeles River Implementation Overlay would be incorporated into the New Zoning Code by creating certain Form and Frontage Districts that could be used adjacent to the LA River to help implement the LA RIO overlay and the Los Angeles River Revitalization Plan. As such, the New Zoning Code is consistent with the goals and policies of the City's Specific Plans, Overlays, and Districts.

The New Zoning Code does not prescribe where zone districts would be applied in future community plan updates or amendments. As such, projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The New Zoning Code only applies to properties where a community plan is updated or amended in order to allow use of new zone districts, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone districts would analyze potential community- and site-specific impacts related to consistency with goals and policies of local plans. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. ***A less than significant impact*** would occur.

### Mitigation Measures

Neither the Downtown Plan would nor the New Zoning Code would conflict with applicable City or SCAG policies; therefore, impacts would be ***less than significant*** and mitigation is not required.

## CUMULATIVE IMPACTS

Cumulative impacts related to land use and planning consider Citywide development through 2040, which would add about 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016-2040 RTP/SCS).

### Division of an Established Community

Future development throughout Los Angeles may include the construction of new roadways or transit infrastructure that would physically divide an established community, and changes in land use and zoning that could potentially isolate a portion of an existing community. However, because the exact size, nature, and location of future developments and associated infrastructure improvements are not known at this time, it would be speculative to predict exactly what impacts may occur. Regardless, as discussed under Impact 4.10—1, the Downtown Plan does not include any features that would physically divide the Downtown Plan Area. To the contrary, certain improvements to transit facilities are expected to generally improve connectivity in the Downtown Plan Area as well as between the Downtown Plan Area and the rest of the region. The New Zoning Code does not include any specific provisions that would divide a community and any possible impacts related to division of a community would be addressed as part of individual community plan updates. As such, neither component of the Proposed Project would have impacts that are cumulatively considerable related to division of an established community. Cumulative impacts are ***less than significant***.

### Consistency with Land Use Plans/Policies

Future projects throughout the City may conflict with policies contained in the General Plan and 2016-2040 RTP/SCS that would result in adverse physical impacts to the environment. However, as discussed

under Impact 4.10-2, the Downtown Plan is consistent with applicable land use policies and the New Zoning Code only applies to properties where a community plan is updated or amended in order to allow use of new zones. The New Zoning Code would not be implemented outside of the Downtown Plan Area until applicable community plans are updated; therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Based on these facts, neither the Downtown Plan nor the New Zoning Code would have impacts that are cumulatively considerable as related to consistency with plans and policies. Cumulative impacts are ***less than significant.***

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# 4.11 NOISE

This section evaluates noise and groundborne vibration impacts resulting from the construction and operation of the Proposed Project. Noise monitoring data and calculations are included in Appendix J. Topics addressed include short-term construction and long-term operational noise and vibration.

# FUNDAMENTALS OF NOISE AND VIBRATION

Noise is defined as unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

## NOISE DEFINITIONS

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL), Day-Night Noise Level (Ldn), and Equivalent Noise Level (Leq).

*Community Noise Equivalent Level (CNEL)*. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

*Day-Night Noise Level (Ldn)*. Ldn is similar to CNEL except that a 10 dBA penalty is added from 10:00 p.m. to 7:00 a.m. There is no 5 dBA penalty that exists for the CNEL calculation.

*Equivalent Noise Level (Leq)*. Leq is the average noise level on an energy basis for any specific time period. The Leq for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. Leq can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

## CHARACTERISTICS OF NOISE

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas

adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from different sources attenuate (or drop off) at different rates. Noise from point sources, such as individual pieces of machinery, typically attenuates at a rate of 6 dBA per doubling of distance from the noise source. Noise from linear transportation sources typically attenuates at a lower rate because such sources actually consist of a number of individual noise generators (such as automobiles or train cars). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise attenuation over distance applies to both ground distance and elevation. In other words, noise also attenuates as height increases, such as across a multi-story building. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006). The materials of older buildings constructed before the introduction of modern insulation standards, such as some buildings in the Downtown Plan Area, may have less effective exterior-to-interior noise reduction.

In areas where traffic noise is the predominant noise source, the relationship between peak hourly Leq values and associated Ldn/CNEL values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hour Leq to Ldn or CNEL. However, in urban areas near heavy traffic, the peak hour Leq is typically 2-4 dBA lower than the daily Ldn/CNEL (California State Water Resources Control Board 1999). Because the Downtown Plan Area is an urban area, the Ldn/CNEL in the area would be approximately 2-4 dBA higher than peak hour Leq in areas where traffic is the primary noise source. In more suburban areas, the peak hour Leq is typically roughly equal to the Ldn/CNEL. **Figure 4.11-1** shows typical noise levels generated by various activities.

## HEALTH EFFECTS OF ENVIRONMENTAL NOISE

The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source. The World Health Organization's *Guidelines for Community Noise* details the adverse health effects of noise, including hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g. hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g. feelings of helplessness, aggressive behavior), and annoyance (Berglund et al 1999).

## CHARACTERISTICS OF VIBRATION

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; for example, the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

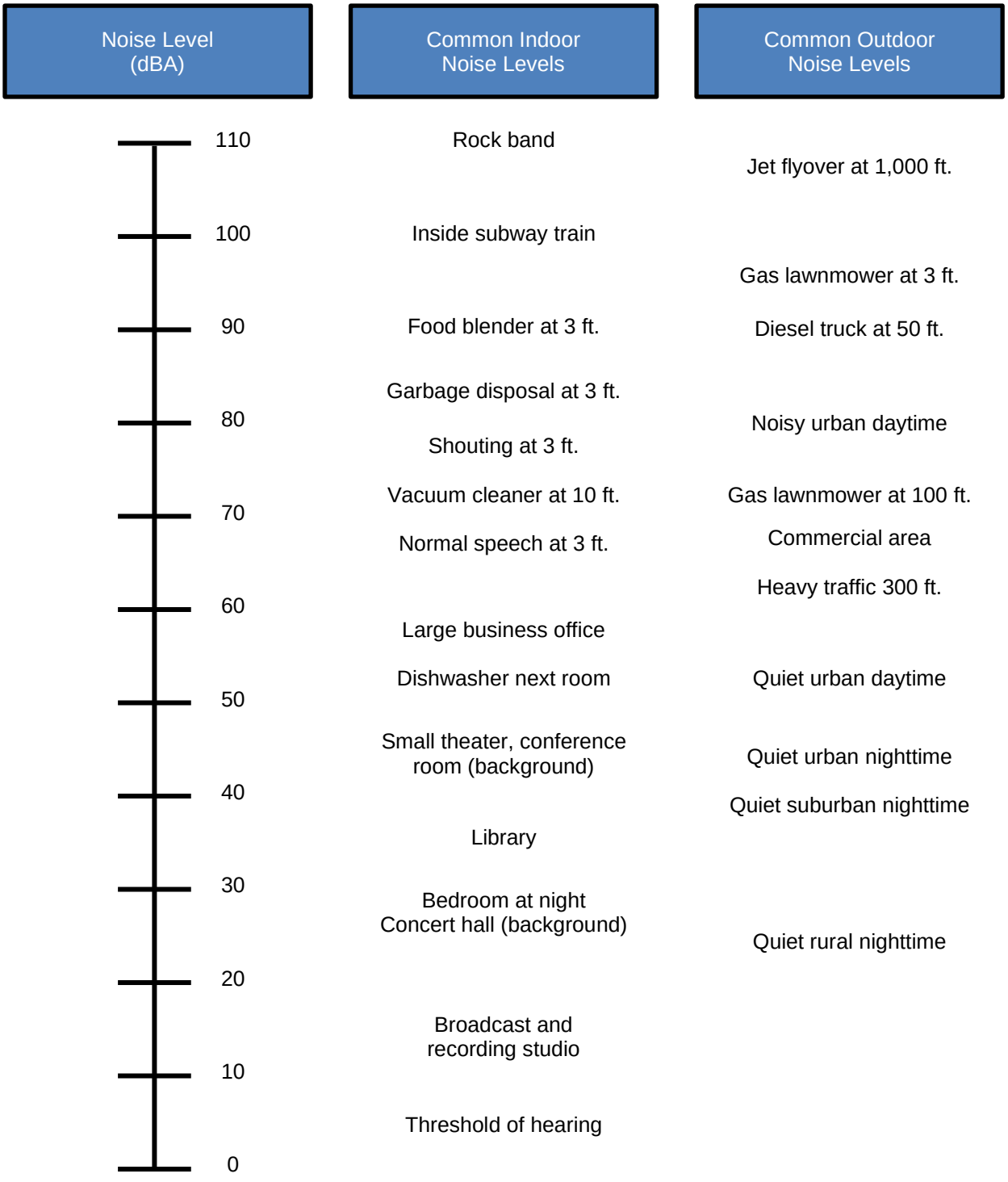
Typical human reactions to vibration are summarized in **Table 4.11-1**. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 90 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

**TABLE 4.11-1 HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUNDBORNE VIBRATION**

| Vibration Velocity Level | Human Reaction |
|---|---|
| 65 VdB | Approximate threshold of perception for many people. |
| 75 VdB | Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation vibration at this level is unacceptable. |
| 85 VdB | Vibration acceptable only if there are an infrequent number of events per day. |

**SOURCE:** FTA 2006.

**Figure 4.11-1 Examples of Typical Noise Levels**




**SOURCE:** California Department of Transportation 1998.

# ENVIRONMENTAL SETTING

## CITYWIDE EXISTING CONDITIONS

### Noise Sources

The City is affected by a variety of noise sources, including mobile and stationary sources. Mobile noise is primarily generated by automobiles, trucks, trains, and airplanes. Mobile-source noises generally affect numerous receptors along lengths of roadways, railroad tracks, or flight paths. Stationary source noise is primarily generated by industrial and commercial land uses; however, all land uses can generate some type of noise.

Chapter XI, Noise Regulation, of the Los Angeles Municipal Code (LAMC) addresses sources of noise other than construction activities. Chapter XI is intended to prohibit unnecessary, excessive, and annoying noises from all sources within the City. A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations. The 5-dBA increase above ambient is applicable to City-regulated noise sources (e.g., mechanical equipment – LAMC Section 112.02), and it is applicable any time of the day. The LAMC states that the baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise levels averaged over a period of at least 15 minutes. The LAMC indicates that in cases where the actual measured ambient conditions are not known, the City's presumed noise levels, as shown in **Table 4.11-2** should be used.

**TABLE 4.11-2 PRESUMED EXISTING AMBIENT NOISE LEVEL**

| | | dBA | |
|---|---|---|---|
| **Type** | **Zones** | **Daytime (7:00 a.m. to 10:00 p.m.)** | **Nighttime (10:00 p.m. to 7:00 a.m.)** |
| Residential | A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5 | 50 | 40 |
| Commercial | P, PB, CR, C1, C1.5, C2, C4, C5, and CM | 60 | 55 |
| Industrial | M1, MR1, and MR2 | 60 | 55 |
| | M2 and M3 | 65 | 65 |

**SOURCE**: LAMC, Section 111.03.

### Vibration Sources

Sources of vibration are dominated by vehicular movement. Like mobile-source noises, vibration by vehicular movement generally affects numerous receptors along lengths of roadways and depends on pavement and type and weight of the vehicle. Other sources of vibration may be generated by construction equipment (e.g., earth-moving equipment and pile driving); however, these sources are temporary and would vary on a project-by-project basis. The FTA estimates that, at 50 feet, the typical background vibration in urban areas is 52 VdB, vibration from buses and trucks is about 63 VdB, and vibration from bulldozers is about 93 Vdb.

There are three public use airports in the City of Los Angeles: Los Angeles International Airport (LAX), Van Nuys Airport, and Whiteman Airport (Federal Aviation Administration 2017). LAX is located southwest of downtown Los Angeles and is the second busiest airport in the United States and fourth busiest in the world (Airports Council International 2017). Van Nuys Airport and Whiteman Airport are located in

the San Fernando Valley in the northern portion of the City. In addition to the public use airports, there are 51 private use airports, all of which are heliports.

### Sensitive Receptors

Noise and vibration sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Sensitive uses typically include residences, transient lodgings, schools, libraries, churches or other places of assembly, concert halls, hospitals, and long-term care facilities, playgrounds, and parks. These areas are generally described in Section 4.10, *Land Use and Planning*. Refer to Section 4.13, *Public Services*, for a discussion of schools and libraries in the City, and Section 4.14, *Recreation*, for a discussion of parks and recreational facilities in the City. Also, refer to Section 4.4, *Cultural Resources*, for a discussion of historic properties, which may be sensitive to increases in noise and vibration levels. Noise and vibration in the City is regulated by the LAMC and siting of sensitive land uses is guided by the City's General Plan.

## DOWNTOWN PLAN AREA EXISTING CONDITIONS

### Noise Sources

Similar to the rest of the City, the Downtown Plan Area includes a variety of noise sources, including mobile and stationary sources. Sources of mobile noise include automobiles, trucks, and freight and passenger trains. Industrial and commercial activities are the primary stationary noise sources affecting the Downtown Plan Area; however, all land uses can generate noise and the high levels of human activity throughout the Downtown Plan result in relatively high ambient noise levels typical of an urban environment.

A series of daytime sound measurements were taken on October 19, October 20, and December 15, 2017 to characterize existing conditions in the Downtown Plan Area. Sound Measurements were taken using Casella CEL-633C model and Extech 407780A model Type 2 integrating sound level meters calibrated before and after the measurements. Noise monitoring locations are shown in **Figure 4.11-2**.

The locations were selected to represent the range of noise conditions in the Downtown Plan Area. Measurements 1-3 were taken in predominantly industrial areas, measurement 4 was taken in a mixed industrial/commercial area, measurements 5-6 were taken in commercial areas with high concentrations of residential uses, and measurements 7-11 were taken in predominantly commercial areas. However, residential uses are located intermittently throughout the Downtown Plan Area. **Table 4.11-3** shows measured noise levels in the Downtown Plan Area, which ranged from about 70 to 79 dBA Leq. All measurements were taken at ground level along local roadways and reflect worst exposed receivers. Exterior noise levels exceeding 70 dBA are generally considered "normally unacceptable" for uses such as single and multi-family homes, schools, hospitals, hotels and playgrounds, while noise levels exceeding 75 dBA Leq are considered "normally unacceptable" for commercial and industrial uses according to policies provided in the Noise Element to the City's General Plan (Exhibit I).

### Vibration Sources

Common sources of vibration in the Downtown Plan Area include heavy vehicles on rough roads and construction activities (e.g., earth-moving equipment and pile driving). In addition, commercial or industrial activities may generate vibration (e.g., businesses that recycle construction debris and use heavy equipment). Most of the industrial activities in the Downtown Plan Area are limited to the entertainment and sales industry and do not involve these kinds of activities.

**TABLE 4.11-3 DOWNTOWN PLAN AREA NOISE MONITORING RESULTS**

| Measurement ID No. | Noise Monitoring Location | Existing Land Use | Measured Sound Level (dBA, Leq) |
|---|---|---|---|
| 1 | Intersection of S Santa Fe Ave. and E Washington Blvd. | Industrial/Commercial | 77.0 |
| 2 | Intersection of S Santa Fe Ave. and E Olympic Blvd. | Industrial/Commercial | 76.6 |
| 3 | Intersection of S Alameda St. and E 7th St. | Industrial/Commercial | 76.6 |
| 4 | Intersection of S Alameda St. and E First St. | Residential/Commercial | 78.9 |
| 5 | Intersection of N Alameda St. and N Vignes St | Industrial/Commercial | 73.5 |
| 6 | Intersection of W Sunset Blvd. and N. Figueroa St. | Residential/Commercial | 73.4 |
| 7 | Intersection of W 4th St. and S Grand Ave. | Commercial | 69.9 |
| 8 | Intersection of S Figueroa St. and W Pico Blvd. | Residential/Commercial | 71.5 |
| 9 | Intersection of S San Pedro St. and E Pico Ave. | Commercial | 76.0 |
| 10 | Intersection of 6th St. and Main St. | Residential/Commercial | 76.0 |
| 11 | Intersection of 4th St. and Hewitt | Commercial/Industrial | 68.1 |

**NOTE:** Due to the nature of short term measurements, noise levels are more variable than measurements taken over longer time periods.

## Sensitive Receptors

The Downtown Plan Area encompasses approximately 4,000 acres of land (6.25 square miles). The Downtown Plan Area currently contains a mix of uses with residential spread throughout, but there is a residential emphasis in South Park and the Arts District, while the Victor Heights and Figueroa Terrace areas are almost exclusively residential. The Convention Center Area and Little Tokyo are also experiencing substantial residential development. These areas are described in detail in Section 4.10, *Land Use and Planning*, and illustrated on **Figure 3-4** in Chapter 3.0, *Project Description***.** As described in Section 4.13, *Public Services*, there are also four LAUSD schools, three libraries, and 14 parks and recreational facilities in the Downtown Plan Area. Also, refer to Section 4.4, *Cultural Resources*, for a discussion of historic properties, which may be sensitive to increases in noise and vibration levels. **Figure 4.11-3** shows the locations of schools and libraries in the Downtown Plan Area. Additionally, the Downtown Plan Area includes a variety of single- and multi-family residential uses; multiple hotels and motels; auditoriums, concert halls, and amphitheaters, such as the Lexington, located at the southeast intersection of East 3rd Street and South Los Angeles Street, and the Mark Taper Forum, located at 135 North Grand Avenue; parks and outdoor recreational land uses such as Grand Park and Pershing Square; and hospitals/long-term care facilities such as the Dignity Health – California Hospital Medical Center.

**Figure 4.11-2 Noise Measurement Locations**

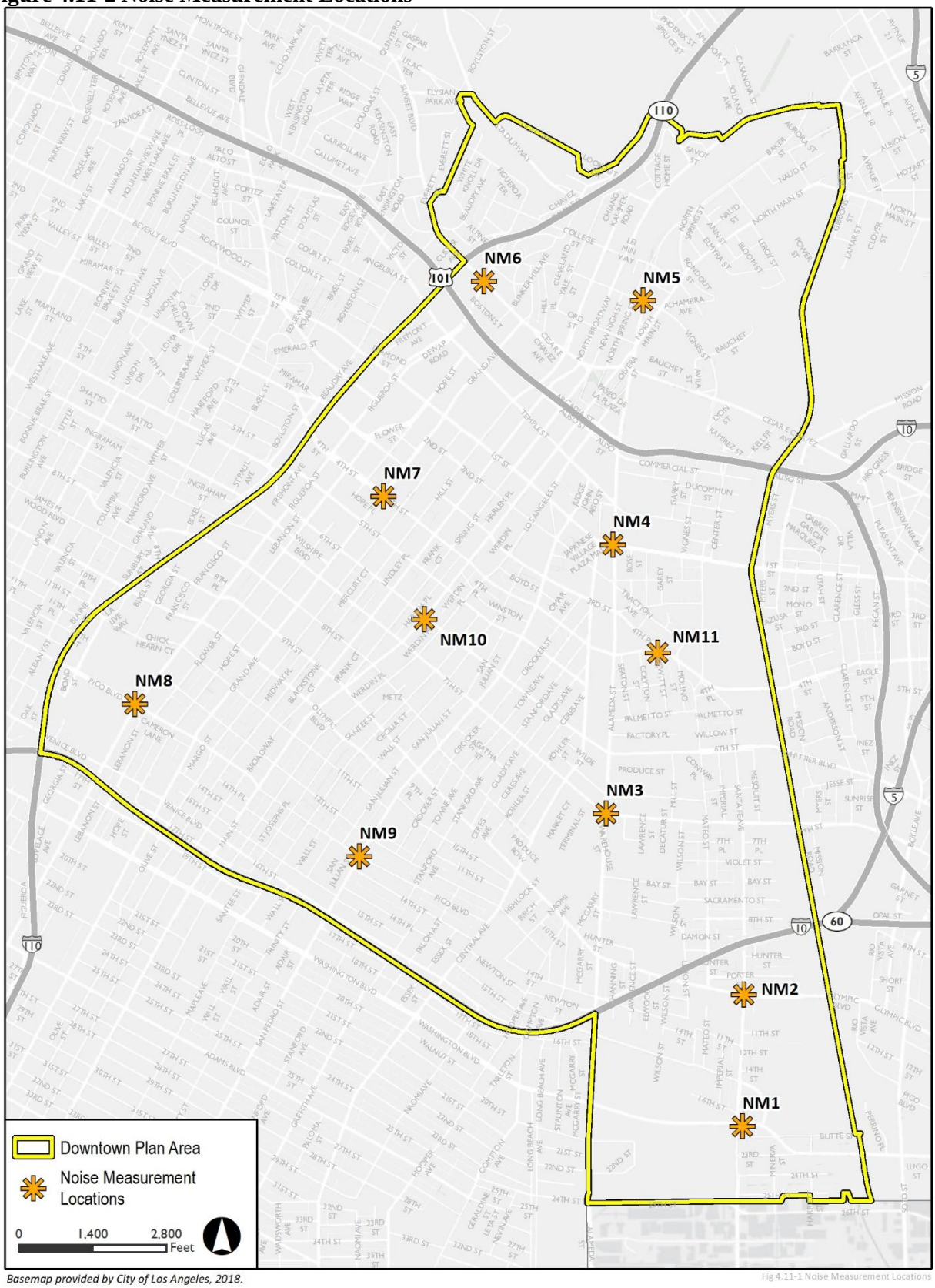
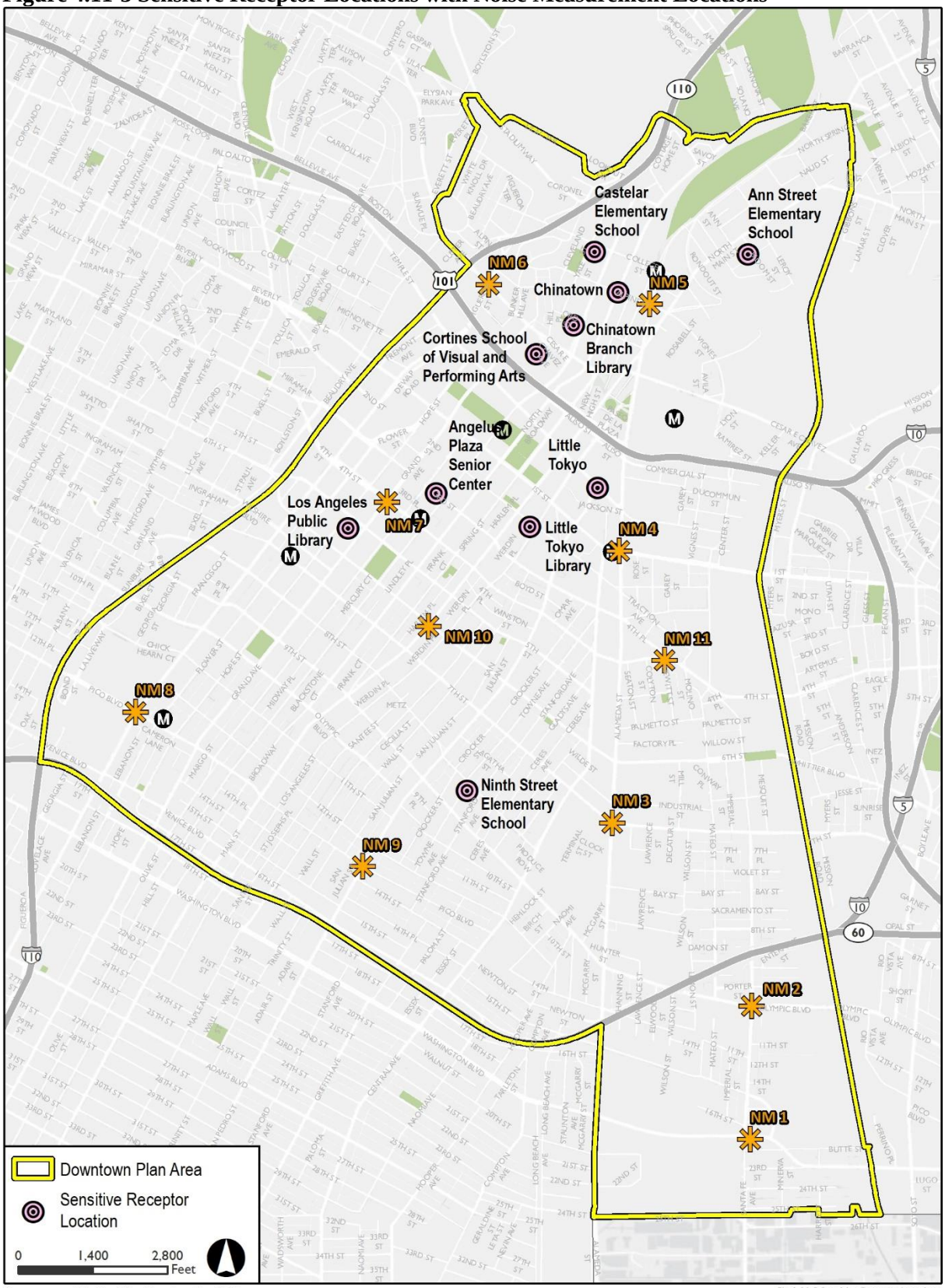


**Figure 4.11-3 Sensitive Receptor Locations with Noise Measurement Locations**



# REGULATORY FRAMEWORK

## FEDERAL

No federal noise standards directly regulate environmental noise related to the construction or operation of the Proposed Project. However, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

The FTA has adopted vibration standards that are used to evaluate potential annoyance or interference with vibration-sensitive activities due to construction vibration. According to the FTA, vibration impacts associated with human annoyance would be significant if vibration caused by new development exceeds 85 VdB, which is the vibration level that is considered to be acceptable only if there are an infrequent number of events per day (FTA 2006). In terms of ground-borne vibration impacts on structures, the FTA vibration damage threshold is approximately 90 VdB for buildings extremely susceptible to building damage (e.g., historic structures) and 98 VdB for engineered concrete and masonry buildings without plaster (e.g., typical urban development). These limits can be used as thresholds, but FTA standards only apply to FTA actions.

## STATE

The former California Department of Health Services established guidelines for determining the compatibility of land uses as a function of community noise exposure. These guidelines, which have been incorporated into the State of California General Plan Guidelines and the City of Los Angeles General Plan Noise Element, are shown in **Table 4.11-4**.

The California Noise Insulation Standards in Title 24 of the California Code of Regulations establish uniform minimum noise insulation performance standards to protect persons in new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise. According to the Noise Insulation Standards, interior community noise equivalent levels attributable to exterior sources are not to exceed a CNEL of 45 dBA in any habitable room with windows and doors closed. Residential buildings or structures to be located in areas exposed to an exterior CNEL of 60 dBA or higher requires an acoustical analysis showing that the proposed building has been designed to limit intruding noise to 45 dBA CNEL.

The California Department of Transportation published the Transportation and Construction Vibration Guidance Manual in September 2013. The manual provides guidelines for determining the potential vibration damage to various types of buildings. These guidelines range from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins and ancient monuments, and from 0.50 to 2.0 inches per second for modern industrial and commercial buildings.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City of Los Angeles must adhere.

## REGIONAL

### Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the county. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use

airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating this plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

# LOCAL

## City of Los Angeles General Plan Noise Element

The Noise Element of the City of Los Angeles General Plan, adopted in 1999, identifies sources of noise and provides objectives and policies that ensure that noise from various sources does not create an unacceptable noise environment for different land uses. The Noise Element describes the noise environment (including noise sources) in the City, addresses noise mitigation regulations, strategies, and programs, and delineates the authority of federal, State, and City bodies in regulating rail, automotive, aircraft, and nuisance noise. **Table 4.11-5** identifies the Noise Element goals, objectives, and policies that are relevant to the Proposed Project.

The Noise Element does not include any mandatory standards for land use planning or quantitative thresholds for construction or operational groundborne vibration.

## City of Los Angeles Municipal Code

Section 91.1207.11 of the Los Angeles Municipal Code (LAMC) limits interior noise levels attributable to exterior sources to 45 dBA Ldn or CNEL in any habitable room. Worst-case noise levels, either existing or future, are to be used as the basis for determining compliance with this requirement. Future noise levels are to be predicted for a period of at least ten years from the time of building permit application.

Conditional use permits (CUPs) and variances allow the planning commission, zoning administrators and, on appeal, City Council to assess potential inconsistencies and impose conditions to control noise for certain uses that may need special conditions to ensure compatibility with surrounding land uses. CUPs are required for various land uses in certain zones, including, but not limited to, schools, churches, alcohol sales, parks, mixed-use development, and automobile repair facilities. In most cases, the uses are allowed by right in less restrictive zones (e.g., industrial). Some are prohibited entirely in residential zones. Permitting procedures include site investigations, notice to neighbors and hearings to assist decision makers in determining if the use should be permitted and, if permitted, allow imposition of appropriate conditions of approval. Typical conditions include specific site design, setbacks, use limitations on all or parts of the site, walls and hours of operation so as to minimize noise and other impacts.

Section 112.05 of the LAMC limits noise from construction, industrial, and agricultural equipment located within 500 feet of a residential zone to 75 dBA Lmax between 7:00 AM and 10:00 PM, as measured at a distance of 50 feet from the source, unless compliance is technically infeasible. Technical infeasibility means that noise limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

Section 41.40 of the Los Angeles Municipal Code (LAMC) also restricts construction activity to the hours below:

- Monday through Friday between 7:00 AM to 9:00 PM;
- Saturdays and National Holidays between 8:00 AM to 6:00 PM;
- Sundays, no construction except for residents.

**TABLE 4.11-4 GUIDELINES FOR NOISE COMPATIBLE LAND USE (DBA CNEL)**

| Land Use | Normally Acceptable[1] | Conditionally Acceptable[2] | Normally Unacceptable[3] | Clearly Unacceptable[4] |
|---|---|---|---|---|
| Single-Family, Duplex, Mobile Homes | 50-60 | 55-70 | 70-75 | Above 75 |
| Multifamily Homes | 50-65 | 60-70 | 70-75 | Above 75 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | 50-70 | 60-70 | 70-80 | Above 80 |
| Transient Loading – Motels, Hotels | 50-65 | 60-70 | 70-80 | Above 75 |
| Auditoriums, Concert Halls, Amphitheaters | -- | 50-70 | -- | Above 70 |
| Sports Arenas, Outdoor Spectator Sports | -- | 50-75 | -- | Above 75 |
| Playgrounds, Neighborhood Parks | 50-70 | -- | 70-80 | Above 80 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | 50-75 | -- | 70-80 | Above 80 |
| Office Buildings, Business and Professional Commercial | 50-70 | 67-77 | Above 75 | -- |
| Industrial, Manufacturing, Utilities, Agriculture | 50-75 | 70-80 | Above 75 | -- |

[1] Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[4] New construction or development should generally not be undertaken.

**SOURCE:** Office of Planning and Research, State of California General Plan Guidelines and California Department of Health Services, October 2003; City General Plan Noise Element, February 1999.

According to the LAMC, a noise level increase of 5 dBA over the existing ambient noise level at an adjacent property line is a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. Section 113.01 of the LAMC limits rubbish and garbage collection to between the hours of 6:00 AM and 9:00 PM if the site is within 200 feet of a residence. Section 114.03 of the LAMC limits vehicle loading or unloading (deliveries) to between the hours of 7:00 AM and 10:00 PM if the site is within 200 feet of a residence.

| TABLE 4.11-5 RELEVANT GENERAL PLAN NOISE GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| **Goal/Objective/Policy** | **Goal/Objective/Policy Description** |
| **Non-Airport** | |
| P5 | Continue to enforce, as applicable, city, state, and federal regulations intended to abate or eliminate disturbances of the peace and other intrusive noise. |
| P6 | When processing building permits, continue to require appropriate project design and/or insulation measures, in accordance with the California Noise Insulation Standards (Building Code Title 24, Section 3501 et seq.), or any amendments thereto or subsequent related regulations, so as to assure that interior noise levels will not exceed the minimum ambient noise levels, as set forth in the City's noise ordinance (LAMC Section 111 et seq., and any other insulation related requirements) for a particular zone or noise sensitive use, as defined by the California Noise Insulation Standards. |
| **Land Use Development** | |
| P11 | For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and City procedures. |
| P12 | When issuing discretionary permits for a proposed noise-sensitive use or subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level CNEL of 45 dB, or less, in any habitable room as required by LAMC Section 91. |
| P13 | Continue to plan, design and construct or oversee construction of public projects, and projects on City owned properties, so as to minimize potential noise impacts on noise sensitive uses and to maintain or reduce existing ambient noise levels. |
| P15 | Continue to take into consideration, during updating/revision of the City's general plan community plans, noise impacts from freeways, highways, outdoor theaters and other significant noise sources and to incorporate appropriate policies and programs into the plans that will enhance land use compatibility. |
| P16 | Use, as appropriate, the "Guidelines for Noise Compatible Land Use", or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses within a CNEL of 65 dB airport noise exposure areas and within a line-of-sight of freeways, major highways, railroads or truck haul routes. |
| **SOURCE**: City of Los Angeles, *Noise Element of the Los Angeles City General Plan*, February 3, 1999. | |

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed based on Appendix G of the CEQA Guidelines. Impacts would be significant if the Proposed Project would result in:

- Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Threshold 4.11.1)
- Generation of excessive groundborne vibration or groundborne noise levels (Threshold 4.11.2)
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the area to excessive noise levels (Threshold 4.11.3)

# METHODOLOGY

The City relies on the Appendix G questions as the threshold of significance. Below are the methods and criteria used by the City to analyze and answer those questions.

## Construction Noise

Construction noise is assessed in context of the provisions of the LAMC discussed in the Regulatory Setting, including allowable hours of construction and maximum equipment noise levels. Redevelopment in urban infill locations is very common and usual within urban locations, such as the City and the Downtown Plan Area, as are the associated short-term construction activities and noise created by those activities. Construction noise from typical projects is intermittent throughout the day during the duration of construction activity. Construction noise levels may fluctuate dependent on type of equipment being used, construction phase, or equipment location. Although some individuals may find construction noise of any kind or of any duration very disturbing, as a general matter, typical construction, including with the imposition of the regulatory measures described in the Regulatory Setting, does not result in and would not be considered a significant impact.

Projects on urban infill sites are not likely to result in substantial construction noise impacts because construction activities at these sites are inherently limited by the size of the project site. The size of urban infill project sites typically limits the use of the largest (i.e., noisiest) pieces of heavy-duty equipment. The size of a project site also typically limits the size of the development and the related duration of construction activities. Therefore, while urban infill projects that meet the following criteria could result in disturbance to residents and employees at adjacent properties, resulting noise levels are not considered to be potentially significant physical impacts to the overall environment:

- One subterranean level or less (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or less (excluding interior finishing);
- Equipment rated 300 horsepower or less, typically small and medium backhoes, bulldozers, etc.; and
- No potential for impact pile driving.

Larger projects that require extended construction or heavy-duty equipment could expose sensitive uses and users in the surrounding environment to more continuous and/or louder noise impacts and result in significant short-term noise exposure. When noise-sensitive land uses (e.g., residences, schools, libraries, hospitals) are located within 500 feet of a project site, projects that meet one or more of the characteristics below are considered to have the potential to result in significant impacts.

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations (excluding interior finishing) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

## Operational Noise

The following thresholds take into account incremental changes in 24-hour noise levels as well as potential regular occurrences of single event, impulsive noise. As noted above, the LAMC defines impulsive sound as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Such single event noise generating activities could be of short duration but permanently reoccurring depending on the

source and associated land use (e.g., movie studios). The Proposed Project would have significant impact on noise levels from operations if:

- Permanent ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.11-4**, or any 5 dBA CNEL or more increase in noise level.

The land use and noise compatibility guidelines in the Noise Element are not adopted standards relevant to determining the significance of incremental increases in permanent noise levels. Exhibit I of the Noise Element includes criteria or general guidance associated with incremental increases in noise. Exhibit I is shown in **Table 4.11-4**. This Exhibit was developed in 1990 to help guide determination of appropriate land use and mitigation measures related to existing or anticipated ambient noise levels. This guidance is applicable to assessing if a land use is compatible with the existing noise environment (i.e. impact of the environment on a project), but is not useful alone for assessing if a project would significantly increase existing noise levels. This is particularly true in urban environments like the Downtown Plan Area, where existing noise levels often exceed the guidelines shown in **Table 4.11-4**. In addition, sound transmission control requirements are included in the International Building Code, which are the basis for the 2016 CBC and which in turn are incorporated into the City of Los Angeles Building Code (LAMC Section 91). The CBC provides noise insulation standards (CBC Title 24, Section 1207.4). The standards require that intrusive noise not exceed 45 dBA in any habitable room.

## Construction and Operational Vibration

Consistent with FTA *Transit Noise and Vibration Impact Assessment Manual*, vibration impacts associated with human annoyance would be significant if:

- Vibration caused by new reasonably anticipated development from the Proposed Project exceeds 85 VdB, which is the vibration level that is considered to be acceptable only if there are an infrequent number of events per day; and/or
- Groundborne vibration caused by new reasonably anticipated development from the Proposed Project exceeds the FTA vibration damage threshold of approximately 98 VdB for engineering concrete and masonry building, 94 VdB for fragile buildings (i.e., non-engineered timber and masonry buildings) and approximately 90 VdB for extremely fragile historic buildings (i.e., buildings extremely susceptible to vibration damage).

Construction noise levels are based on example equipment levels provided in standard technical references. Construction noise levels are also identified for various phases of construction activity based on the same sources. Construction vibration levels are based on example equipment levels provided in FTA's *Transit Noise and Vibration Impact Assessment* guidance document. Mobile source noise levels are estimated using the U.S. Department of Housing and Urban Development's Day/Night Noise Level Calculator (HUD DNL) and methodology that accounts for traffic volumes, roadway width, and vehicle mix. Although HUD DNL reports noise levels in Ldn, because Ldn and CNEL are used interchangeably, for the purposes of this analysis, noise levels from HUD DNL are reported as CNEL. The analysis also discusses operational mechanical equipment noise (e.g., HVAC), land use compatibility, and operational vibration.

Noise levels are a direct function of both mobile sources (traffic in the Downtown Plan Area), stationary sources (e.g., HVAC), other operational sources (e.g., rooftop entertainment spaces), and construction activity throughout the Downtown Plan Area.

Threshold 1 addresses consistency with standards, and noise associated with permanent traffic increases, long-term operation and construction; threshold 2 addresses construction vibration; and threshold 3 addresses noise associated with airports/airstrips.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.11-1** | Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies |

**Impact 4.11-1**

**Downtown Plan:** Future reasonably anticipated development from the Downtown Plan would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the Downtown Plan Area. In addition, any on-site activities would be required to comply with applicable provisions of the LAMC. Future reasonably anticipated development from the Downtown Plan would increase vehicle trips in the Downtown Plan Area that would generate mobile noise. However, mobile noise would not increase noise levels to be within the "normally unacceptable" category for land uses adjacent to these corridors. Permanent noise increases due to stationary and mobile operational activities would be ***less than significant***. All construction would be required to comply with the appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05. However, reasonably anticipated development from the Downtown Plan would potentially result in construction with lengthy durations, substantial soil movement, use of large, heavy-duty equipment, and/or pile driving near noise-sensitive land uses that would result in significant impacts that cannot be feasibly mitigated. Therefore, the impact generated by temporary construction noise would be ***significant and unavoidable***.

**New Zoning Code:** The New Zoning Code does not include any standards that would expose people to or generate noise levels in excess of established standards, nor would it result in a substantial permanent or temporary increase in ambient noise levels. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid these impacts. As such, impacts related to a substantial temporary or periodic increase in ambient noise levels would be ***less than significant***.

This section analyzes impacts related to operational stationary and mobile noise sources, and temporary construction noise.

## Downtown Plan Impact

The Noise Element of the General Plan does not include construction related quantitative standards that would apply to the Downtown Plan. The LAMC includes multiple standards associated with long-term and permanent noise sources. Relevant standards are discussed above within Regulatory Framework and include:

- Section 112.01 - Radios, Television Sets, and Similar Devices
- Section 112.02 - Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment
- Section 112.04 - Powered Equipment Intended for Repetitive Use in Residential Areas and Other Machinery, Equipment, and Devices

- Section 112.06 - Places of Public Entertainment
- Section 113.01 - Rubbish and Garbage Collection and Disposal
- Section 114.03 - Vehicles – Loading and Unloading
- Section 114.04 - Audible Signaling Devices

The City actively enforces the LAMC and it is presumed that all persons would follow legal requirements set forth in the LAMC related to long-term and permanent source of noise. Therefore, there would be *no impact* related to compliance with operational noise standards in the LAMC.

The Noise Element of the General Plan does not include operation-related quantitative standards that would apply to the Downtown Plan.

Permanent Noise Impacts

*Operational Stationary Noise*

Regarding operational noise, the Downtown Plan would accommodate new residential, commercial, and light industrial development at increased intensity and density throughout the Downtown Plan Area. For the residential, commercial, and light industrial land uses anticipated, typical noise sources include stationary mechanical equipment and on-site vehicle movement (e.g., parking structure activity, loading/unloading, trash pick-up). Certain commercial uses, such as bars and restaurants, may also include outdoor activities and use of amplified sound systems. However, Outdoor Amenity Space provided on rooftops are required to be stepped back from the edge of the roof that abuts a residential use, and heavy commercial and industrial use projects would be required to comply with buffering requirements when cited adjacent to more sensitive uses. A substantial permanent increase in noise would result if the ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.11-4**, or any 5 dBA CNEL or more increase in noise.

*Mechanical Equipment*

For mechanical equipment, residential and most commercial uses are generally limited to HVAC and pool equipment. Industrial and manufacturing land uses can contain significant sources of stationary mechanical equipment noise. Noise levels from commercial rooftop HVAC systems typically range from about 60 to 70 dBA Leq at a distance of 15 feet from the source (Illingworth & Rodkin, Inc. 2015). Thus, noise generated by HVAC equipment generally would not exceed ambient noise levels in much of the Downtown Plan Area, which have been measured at 70 to 79 dBA Leq (see **Table 4.11-3**).

The design of mechanical equipment must comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. Further, residential uses, schools and other noise sensitive uses are typically separated from noisy industrial uses. On-site equipment would be designed such that it would be shielded by sound barriers that block the line-of-sight to sensitive receptors, and appropriate noise-muffling devices would be installed in the equipment to reduce noise. In addition, nighttime noise limits would apply to any equipment required to operate between the hours of 10:00 PM and 7:00 AM (e.g., HVAC units, exhaust fans, refrigeration, heating, pumping, and filtering equipment, etc.). Further, noise increases would be incremental given the already urbanized nature of the Downtown Plan Area, where ambient noise levels are in the 69 to 79 dBA Leq range (see **Table 4.11-3**). Mechanical equipment would have a ***less than significant*** noise impact.

*Vehicle Activity (Loading/Unloading, Trash Hauling, Parking Structure Vehicles*

Future Downtown Plan Area development would increase the number of delivery and trash hauling trucks traveling through the Downtown Plan Area and to individual development sites. Increased delivery and trash hauling trucks along roadways could impact various sensitive receptors located intermittently throughout the Downtown Plan Area. Section 23130 of the California Motor Vehicle Code establishes maximum sound levels of 86 dBA Leq at 50 feet for trucks operating at speeds less than 35 miles per hour. Noise at this level exceeds ambient noise levels throughout most of the Downtown Plan Area (see **Table 4.11-3**); therefore, individual truck pass-bys and/or loading or trash pick-up operations would likely be audible at nearby properties. However, truck-related noise would be an intermittent noise source that would not increase the 24-hour CNEL by 3 dBA or more. Moreover, California State law prohibits trucks from idling for longer than five minutes. In addition, per the LAMC, truck loading/unloading activity is prohibited between the hours of 10:00 PM and 7:00 AM when located within 200 feet of a residential land use. Because trash and delivery trucks would be required to comply with LAMC standards and would be subject to state regulations, impacts would be ***less than significant***.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 4.11-6** shows typical sound levels at this distance from various noise sources on parking lots.

**TABLE 4.11-6 MAXIMUM NOISE LEVELS FROM PARKING LOT ACTIVITY**

| Noise Source | Noise Level at 50 feet (dBA Leq) |
|---|---|
| Autos at 14 mph | 50 |
| Car Alarm Signal | 69 |
| Car Alarm Chrip | 54 |
| Car Horns | 69 |
| Door Slams or Radios | 64 |
| Talking | 36 |
| Tire Squeals | 66 |

**SOURCE:** Atkins 2012. Estimates are based on actual noise measurements taken at various parking lots.

Intermittent parking lot noise could reach an estimated 69 dBA Leq, which would not exceed ambient noise levels in much of the Downtown Plan Area (which, as shown in **Table 4.11-3**, range from about 70-79 dBA Leq). In addition, parking structures located within 200 feet of any residential use would be constructed with a solid wall abutting the residences and utilize textured surfaces on garage floors and ramps to minimize tire squeal. Further, most future parking structures would likely be subterranean, which would have little to no effect on adjacent sensitive uses. Because parking lot/garage design and placement would be required to comply with LAMC standards, impacts would be ***less than significant***.

*Outdoor Activity Areas*

Reference noise levels for outdoor patios and roof decks are based on noise levels from a certified EIR for the Citrus Heights City Hall and Medical Office Building, which included an outdoor patio area that would have on average 25 people conversing. Noise levels associated with this comparable outdoor patio area were 50 dBA Leq at a distance of 50 feet (City of Citrus Heights 2015). To provide a conservative analysis, this analysis assumes that 50 people would be conversing in an outdoor restaurant or bar area in a development accommodated by the Downtown Plan. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA. Therefore, it is assumed that an outdoor bar or restaurant with

an average of 50 people conversing would have an estimated noise level of 53 dBA Leq at a distance of 50 feet.

Based on a noise level of 53 dBA Leq and due to the urbanized nature of the Downtown Plan Area with ambient noise in the 70-79 dBA range (see **Table 4.11-3**), noise generated by outdoor bars and restaurants would not exceed ambient noise or result in a 3 dBA increase above ambient levels. Further, amplified noise would be required to comply with Chapter 11 Section 115.02 of the LAMC, which prohibits amplified noise within 500 feet of a residential zone and restricts amplified noise to between 7:00 AM – 10:00 PM in commercial zones. Outdoor activity noise, such as noise generated by outdoor bars and restaurants, and all amplified noise would be required to comply with LAMC standards and, therefore, would have a ***less than significant*** impact on surrounding land uses.

*Operational Mobile Noise*

The transportation analysis, on which the noise analysis is based, evaluates reasonably anticipated development that is expected to occur by 2040 as a result of the Downtown Plan (see Section 4.15, Transportation and Traffic). The reasonably anticipated development is based on the acreage of land designated for each type of land use, allowable densities and intensities for each land use designation, reasonably expected levels of development through the life of the Downtown Plan. Actual noise levels that could result under the Downtown Plan may not be as high as noise levels calculated in this analysis.

Primary objectives of the Downtown Plan include: 1) maximizing development opportunities around existing transit systems to encourage sustainable land use, and 2) directing growth towards transit hubs and corridors. Therefore, while the Downtown Plan would result in higher densities than existing conditions, this increase would be focused in areas around transit that allow for mixed-use development. Concentrating growth in existing urban areas and along transit corridors would reduce the length and number of vehicle trips, which would in turn reduce mobile-source noise levels. As such, noise levels in many areas would be reduced by these policies; not all of these reductions are accounted for in the following analysis.

For mobile sources, an analysis was completed to determine whether reasonably anticipated development from the Downtown Plan would significantly increase mobile noise levels in the Downtown Plan Area. **Table 4.11-7** shows predicted mobile source noise levels in terms of CNEL. The roadway segment locations were selected to represent a wide variety of noise conditions in the Downtown Plan Area (e.g., busy roadways and residential neighborhoods). In addition, roadway segments with the greatest change in traffic volumes were included, as these segments are the most likely to have increases in mobile source noise levels.

Conservatively assuming that the entire increase in noise in the future would be attributable to the Downtown Plan, the ambient noise level as a result of traffic increases under the Downtown Plan (Future with Project compared to Existing) would increase. As shown in **Table 4.11-7**, future mobile noise levels would increase by more than 3 dBA CNEL on all evaluated roadways, except W College Street between Yale Street and N Hill Street; 3rd Street between S Los Angeles Street and San Pedro Street; S Figueroa Street between 7th Street and 8th Street; and 7th Street between Spring Street and Broadway.

Although there are up to nine evaluated locations where increases above 3 dBA could occur, none of the locations would result in noise levels that are within the "normally unacceptable" category for land uses adjacent to these corridors, including residential, school, and commercial uses.[1] Mobile noise source increases would result in future noise levels within the "conditionally acceptable" category for residential,

[1] Exterior noise levels exceeding 70 dBA are generally considered "normally unacceptable" for uses such as single and multi-family homes, schools, hospitals, hotels and playgrounds, while noise levels exceeding 75 dBA Leq are considered "normally unacceptable" for commercial and industrial uses according to standards outlined in the City's General Plan (see **Table 4.11-3**).

school, and commercial land uses, but would not result in a significant impact. Therefore, mobile noise impacts would be ***less than significant***.

**TABLE 4.11-7 OPERATIONAL MOBILE SOURCE NOISE LEVELS**

| Roadway Segment | Estimated dBA, CNEL | | | | |
|---|---|---|---|---|---|
| | Existing (2017) | Future (2040) No Project/ Existing Plan[1] | Future (2040) with Project | Future (2040) With Project Compared to Existing | Future (2040) With Project Compared to Future (2040) No Project[1] |
| Hope St. between W Pico Blvd. and Venice Blvd. | 54.8 | 61.9 | 62.8 | 8.0 | 0.9 |
| W 12th St. between Flower St. and Figueroa St. | 59.2 | 63.5 | 65.8 | 6.6 | 2.3 |
| W Pico Blvd. between S Main St. and Broadway | 52.5 | 57.3 | 58.0 | 5.5 | 0.7 |
| N Broadway between W Cesar E Chavez Ave. and Ord St. | 64.1 | 67.3 | 68.3 | 4.2 | 1.0 |
| S Los Angeles St. between Venice Blvd. and 17th St. | 58.0 | 63.5 | 65.8 | 7.8 | 2.3 |
| W 2nd St. between Hope St. and Grand Ave. | 45.7 | 50.4 | 53.2 | 7.5 | 2.8 |
| North Spring St. between College St. and Apline St. | 56.6 | 62.1 | 63.3 | 6.7 | 1.2 |
| Mateo St. between Palmetto St. and 6th St. | 52.0 | 57.0 | 58.7 | 6.7 | 1.7 |
| East Olympic Blvd. between Maple Ave. and San Julian St. | 57.2 | 62.1 | 64.1 | 6.9 | 2.0 |
| W College St. between Yale St. and N Hill St. | 60.5 | 61.1 | 61.4 | 0.9 | 0.3 |
| 3rd St. between S Los Angeles St. and San Pedro St. | 66.6 | 67.9 | 68.1 | 1.5 | 0.2 |
| S Figueroa St. between 7th St. and 8th St. | 65.4 | 65.7 | 65.8 | 0.4 | 0.1 |
| 7th St. between Spring St. and Broadway | 67.0 | 67.2 | 67.5 | 0.5 | 0.3 |

[1] Future (2040) No Project/Existing Plan scenario is included for informational purposes and not used for impact analysis or conclusions

Temporary Noise Impacts

Future construction activity occurring in the Downtown Plan Area would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of a variety of noise-generating equipment. Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 4.11-8**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders). Construction noise would occur intermittently throughout construction and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that are incrementally higher than what is shown in **Table 4.11-8**.

| TABLE 4.11-8 MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION EQUIPMENT | |
|---|---|
| **Noise Source** | **Noise Level at 50 feet (dBA)** |
| Front Loader | 73-86 |
| Trucks | 82-95 |
| Cranes (moveable) | 75-88 |
| Cranes (derrick) | 86-89 |
| Vibrator | 68-82 |
| Saws | 72-82 |
| Pneumatic Impact Equipment | 83-88 |
| Jackhammers | 81-98 |
| Pumps | 68-72 |
| Generators | 71-83 |
| Compressors | 75-87 |
| Concrete Mixers | 75-88 |
| Concrete Pumps | 73-95 |
| Back Hoe | 73-107 |
| Tractor | 77-98 |
| Scraper/Grader | 80-93 |
| Paver | 85-88 |
| **SOURCE:** *City of Los Angeles, LA CEQA Thresholds Guide, 2006.* | |

**Table 4.11-9** shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA Leq without equipment mufflers, and 86 dBA Leq with equipment mufflers.

| TABLE 4.11-9 OUTDOOR CONSTRUCTION NOISE LEVELS | | |
|---|---|---|
| **Construction Phase** | **Noise Level at 50 Feet (dBA, $L_{eq}$)** | **Noise Level at 50 Feet with Mufflers (dBA, $L_{eq}$)** |
| Ground Clearing | 84 | 82 |
| Grading/Excavation | 89 | 86 |
| Foundations | 78 | 77 |
| Structural | 85 | 83 |
| Finishing | 89 | 86 |
| **SOURCE**: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971. | | |

Construction activities occurring in the Downtown Plan Area are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These include:

- Compliance with the Noise Ordinance No. 161.574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Compliance with Section 41.40 of the LAMC, which restricts construction activities to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday and federal holidays, and prohibits activities on Sundays.
- Compliance with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the

construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

- LAMC Chapter 41.40, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Sensitive receptors are located throughout the Downtown Plan Area and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Downtown Plan. Sensitive receptors that could potentially be affected by construction noise include:

- Ninth Street Elementary School (located in the southern-central section of the Downtown Plan Area
- Ann Street Elementary School, located in the northeastern section of the Downtown Plan Area
- Castelar Elementary School, located in the northern section of the Downtown Plan Area
- Cortines School of Visual and Performing Arts, located in the northern section of the Downtown Plan Area
- Central Library, located in the central-western section of the Downtown Plan Area
- Little Tokyo Branch Library, located in the central section of the Downtown Plan Area
- Chinatown Branch Library, located in the northern section of the Downtown Plan Area

In addition, various parks and recreational uses, transient lodgings, churches or other places of assembly, concert halls, hospitals and long-term care facilities, and residential uses are located intermittently throughout the Downtown Plan Area (including several mixed commercial/residential uses).

As discussed in the Methodology section, projects that could result in significant construction noise impacts include those located on relatively large sites. These projects tend to include relatively lengthy construction durations (longer than 18 months), use heavier equipment, and generally include noisier activities. Such larger projects are not considered usual and could potentially result in significant noise impacts. When noise-sensitive land uses are located within 500 feet of the project site (e.g., residences, schools, hospitals, and parks), projects that meet one of the characteristic below would have the potential to result in disturbing and disruptive impacts to ambient noise levels that would be potentially significant:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or more (excluding interior finishing);
- Use of large, heavy-duty equipment rated 300 horsepower or greater; and
- The potential for impact pile driving.

Because specific development projects have not yet been determined at individual sites, this analysis assumes that sensitive receptors could be as close as 50 feet from where construction would take place. As shown in **Table 4.11-8**, sensitive receptors would experience maximum noise levels ranging from about 71 to 107 dBA. Construction noise levels would vary depending on the type of equipment, the duration of use, and the distance to receptors. Engine noise reduction technology, including mufflers, continues to improve, but heavy construction equipment remains noisy.

It is difficult to determine whether or not construction noise levels at various sensitive land uses would result in significant noise impacts without a detailed noise analysis. The above criteria can serve as guidelines in determining whether or not an impact is anticipated to occur based upon the type and size of

project being constructed. Based on the allowed uses in the Downtown Plan, it is reasonably foreseeable that there would be some construction projects that would exceed the criteria above. A review of the City's published CEQA documents for 2018 indicates that in the Downtown Plan Area Mitigated Negative Declarations (MNDs) were prepared for four projects; Draft EIRs were prepared for nine projects; and a Sustainable Community Environmental Assessment (SCEA) was prepared for one project (City of Los Angeles N.D.)[2] The 15 projects requiring a MND, EIR, or EA reflect a relatively high development activity year. Out of the 15 projects, two projects were determined to result in significant and unavoidable construction noise impacts despite the imposition of feasible mitigation measures (5th and Hill Project and the 713 E. 5th Street Project) and the remaining projects had construction noise impacts that were either less than significant or less than significant with mitigation. Although noise levels generated by construction typically do not vary greatly from project to project, the proximity of sensitive receivers and the overall duration of construction are typically key factors in determining whether construction-related noise is significant. Based on this conservative data from a year of high development activity, it is reasonable to anticipate that one or two projects per year would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors.

Based on the above, construction activity associated with reasonably anticipated development under the Downtown Plan could result in ***potentially significant*** temporary noise impacts.

## New Zoning Code Impact

Permanent Noise Impacts

The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. For example, new Industrial Use Districts and new Mixed-Use Entertainment Use Districts could potentially generate noise levels higher than existing conditions. However, other provisions in the New Zoning Code would help to reduce ambient noise levels. For example, the requirement that Outdoor Amenity Space provided on rooftops be stepped back from the edge of the roof that abuts a residential use is a standard that could reduce noise impacts. Also, the use of screening walls and landscaping to provide a transition between non-residential and residential uses could help lower noise impacts of non-residential uses on residential uses. The application of new zone districts could potentially generate higher levels of mobile source noise than existing conditions, but, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur within the Downtown Plan Area. Projecting the location and type of future growth would be speculative at this time; therefore, permanent ambient noise increase impacts and any associated potential health impacts cannot be identified and would be less than significant.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as those in the Noise Element of the City's General Plan and Noise Ordinance, as described in Regulatory Setting, intended to avoid potential impacts related to ambient noise. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and

[2] MNDs were prepared for the 1334-1356 S Flower Street Residential Project; 945 W. 8th Street Project; Olympic and Hill Project; Central City West Specific Plan Amendment; Draft EIRs were prepared for 713 E. 5th Street Project; 2110 Bay Street Mixed-Use Project; 5th and Hill Project; Olympic Tower Project; Southern California Flower Market Project; 1001 Olympic (Olympia) Project; Fig & 8th Project; College Station Project; 520 Mateo Project; Sustainable Community Environmental Assessments were prepared for Weingart Projects.

associated zone changes would analyze potential community- and site-specific noise impacts related to operation. A ***less than significant*** impact would occur.

Temporary Noise Impacts

Generally, temporary or periodic increases in ambient noise levels are associated with construction activities. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. The New Zoning Code would provide zone districts with a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development and associated construction may occur as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. Projecting the location and type of future growth would be speculative at this time; therefore, temporary or periodic ambient noise impacts cannot be identified and would be less than significant.

The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations, such as Section 112.05 and 41.40 of the LAMC related to construction noise, as described in Regulatory Setting, intended to avoid potential impacts related to temporary or periodic increases in ambient noise. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific noise impacts related to construction. A ***less than significant*** impact would occur.

## Mitigation Measures

Downtown Plan

### 4.11-1 Project-Specific Noise Study

A Noise Study, prepared by a qualified noise expert to meet the requirements herein, shall be required for all discretionary projects in the Downtown Plan Area located within 500 feet of noise-sensitive land uses and that have one or more of the following characteristics:

- Two or more subterranean levels or 20,000 cubic yards or more of excavated material;
- Construction duration (excluding architectural coatings) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

Noise-sensitive land uses are residences, transient lodgings, schools, libraries, churches (or other places of assembly), hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Noise Study shall characterize sources of construction noise, quantify noise levels at noise-sensitive uses, and identify measures to reduce noise exposure. The Noise Study shall identify reasonably available noise reduction devices or techniques to reduce noise levels to acceptable levels and/or durations including through reliance on any relevant federal, state or local standards or guidelines or accepted industry practices, and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. Each measure in the Noise Study shall identify anticipated noise reductions at noise-sensitive land uses.

Project applicants shall be required to comply with all measures identified and recommended by the Noise Study and shall maintain proof that notice of, as well as compliance with, the identified measures have been included in contractor agreements.

New Zoning Code

No mitigation measures are required because the impact of the New Zoning Code on noise levels is less than significant.

## Significance After Mitigation

Downtown Plan

Mitigation Measure 4.11-1 requires completion of a Noise Study for all discretionary projects in the Downtown Plan Area located within 500 feet of a noise-sensitive land use that includes one of four characteristics associated with substantial construction activity levels. Mitigation Measure 4.11-1 requires the implementation of mufflers, shields, sound barriers and/or any other available noise reduction device or techniques. However, because compliance with all City standards cannot be assured for all construction projects, construction noise at various sensitive land uses could result in significant impacts. Therefore, the Downtown Plan would result in a ***significant and unavoidable*** impact related to temporary and periodic noise after mitigation.

In consideration of the related health effects of reasonably anticipated development from the Proposed Project, to determine the number of incidences of exceedance of noise thresholds we can be guided by historical development. As discussed above, based on the City's published CEQA documents for 2018, two projects were determined to result in significant and unavoidable construction noise impacts (5th and Hill Project and the 713 E. 5th Street Project). Based on this data from a year of high development activity, it is reasonable to anticipate that one or two projects per year would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors. As detailed under *Health Effects of Environmental Noise*, human health effects range from annoyance to hearing loss and physiological effects, but response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source. It is not feasible to determine a specific number of persons that could experience health effects from significant construction noise impacts since such effects would depend on the intensity and duration of noise, the distance between noise sources and receivers, and whether noise barriers are present between sources and receivers, but it is likely that individuals in the Downtown Plan Area will experience varying levels of disturbance related to construction noise with or without implementation of the Downtown Plan.

New Zoning Code

Not applicable.

| **Threshold 4.11-2** | Generation of excessive groundborne vibration or groundborne noise levels |
|---|---|

**Impact 4.11-2** **Downtown Plan:** Reasonably anticipated development in the Downtown Plan Area generally is not anticipated to involve activities that would result in substantial vibration levels (e.g., blasting operations). However, future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historic structures). Although mitigation is available to reduce the

potential effects of construction-related vibration, it cannot be assured that construction-related vibration would not result in building damage and reduce all significant impacts to less than significant levels. Thus, the Downtown Plan would result in a ***less than significant impact*** for operational vibration and a ***significant and unavoidable impact*** related to construction vibration.

**New Zoning Code:** The content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid the generation of excessive groundborne vibration or noise levels. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Impacts related to the exposure of persons to or generation of excessive groundborne vibration or noise levels would be ***less than significant***.

## Downtown Plan Impact

Construction Vibration

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and damage at the highest levels.

**Table 4.11-10** shows construction equipment vibration levels based on various reference distances. Construction vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. High-rise buildings and development on sites with certain geologic conditions may require pile driving. Construction equipment would typically generate vibration levels up to 87 Vdb at 25 feet, although pile driving could generate a vibration level of 112 Vdb at 25 feet. Heavy equipment could potentially operate within 25 feet of nearby buildings.

Caisson drilling, loaded trucks, jackhammers, and bulldozers would not exceed the 90 VdB threshold for extremely fragile buildings. However, the vibration levels associated with pile driving could exceed the thresholds for each of the identified sensitive building types: 98 VdB for engineering concrete and masonry buildings, 94 VdB for fragile buildings, and 90 VdB for extremely fragile buildings. The City's Office of Historic Resources has recorded Historic-Cultural Monuments (HCMs) in the Central City Community Plan Area (see Section 4.4, *Cultural Resources*, for a detailed list of HCMs). Therefore, the Downtown Plan would result in a ***potentially significant*** impact related to construction vibration.

**TABLE 4.11-10 APPROXIMATE VDB GENERATED BY CONSTRUCTION EQUIPMENT**

| | Approximate VdB | | | |
|---|---|---|---|---|
| **Equipment** | **25 Feet** | **50 Feet** | **75 Feet** | **100 Feet** |
| Pile Driver (Impact) | 112 | 106 | 102 | 100 |
| Caisson Drilling | 87 | 81 | 77 | 75 |
| Large Bulldozer | 87 | 81 | 77 | 75 |
| Loaded Trucks | 86 | 80 | 76 | 74 |
| Jackhammer | 79 | 73 | 69 | 67 |
| Small Bulldozer | 58 | 52 | 48 | 46 |

**SOURCE:** FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.

Operational Vibration

It is not anticipated that new development within the Downtown Plan Area would involve activities that would result in substantial vibration levels (e.g., blasting operations). Operational groundborne vibration in the vicinity of new development associated with the Downtown Plan would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible (2006). Accounting for additional vehicle trips that would be accommodated by the Downtown Plan, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, impacts related to operational vibration under the Downtown Plan would be ***less than significant***.

## New Zoning Code Impact

As described above, vibration is a localized event and is typically only perceptible to a receptor that is in close proximity to the vibration source. Vibration during construction of a project is typically caused by construction equipment and vibration levels are based on various reference distances. Vibration during operation of a project is typically associated with vehicular travel on local roadways and some heavy industrial operations. The New Zoning Code would not result in generation of excessive groundborne vibration or noise levels. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Additionally, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur within the Downtown Plan Area. Projecting the location and type of future growth would be speculative at this time; therefore, vibration impacts cannot be identified and would be less than significant.

Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies which are intended to avoid potential vibration impacts. A ***less than significant*** impact would occur.

## Mitigation Measures

Downtown Plan

The following mitigation measures for the Downtown Plan addresses potentially significant impacts related to construction vibration in the vicinity of buildings extremely susceptible to building damage (e.g., historic structures).

### 4.11-2(a) Vibration Control Plan

For construction activity for discretionary projects involving heavy construction equipment (e.g., large bulldozer or excavator) within 25 feet of an extremely fragile building (non-engineered masonry) or historical resource (designated or in SurveyLA or other City recognized survey), the applicant shall prepare a Vibration Control Plan. The Vibration Control Plan requirement will also apply to use of pile drivers within 135 feet of an extremely fragile building or historical resource. The Vibration Control Plan shall be prepared by a qualified structural engineer and shall include methods to minimize vibration, including but not limited to:

- Use of drilled piles or the use of a sonic vibratory pile driver rather than impact pile driving
- Use of rubber-tired equipment rather than metal-tracked equipment
- Avoiding the use of vibrating equipment when allowed by best engineering practices

The Vibration Control Plan shall include a pre-construction survey letter establishing baseline conditions at potentially affected extremely fragile buildings/historical resources. The survey letter shall provide a shoring design to protect the extremely fragile building/historical resource from potential damage. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).

A Statement of Compliance signed by the Applicant and Owner is required to be submitted to LADBS at plan check and prior to the issuance of any permit. The Vibration Control Plan, prepared as outlined above shall be documented by a qualified structural engineer, and shall be provided to the City upon request.

**4.11-2(b) Best Management Practices for Vibration**

For projects that are not required to comply with mitigation measure 4.11-2(a), the City shall notify developers of the following best management practices to reduce damage to vibration-sensitive uses:

- Impact pile drivers shall be avoided to eliminate excessive vibration levels. Drilled piles or the use of a sonic vibratory pile driver are alternatives that shall be utilized where geological conditions permit their use.
- Construction activities shall involve rubber-tired equipment rather than metal-tracked equipment.
- The construction contractor shall manage construction phasing (scheduling demolition, earthmoving, and ground-impacting operations so as not to occur in the same time period), use low-impact construction technologies, and shall avoid the use of vibrating equipment when allowed by best engineering practices.

New Zoning Code

No mitigation measures are required because the impact of the New Zoning Code on groundborne vibration or groundborne noise levels is less than significant.

## Significance After Mitigation

Downtown Plan

*Construction Vibration*

Development projects in the City of Los Angeles typically do not result in vibration damage even though vibration generating equipment is utilized for all urban infill construction. Although most construction activities located in the Downtown Plan Area are not anticipated to have significant vibration impacts, it is possible that a small number of development projects in the Downtown Plan Area could have significant vibration impacts during construction. This would most commonly occur when a development project would be located next to a historical resource constructed of fragile building materials, which is more sensitive to vibration damage, than structures that were built based on more recent building codes. Mitigation Measure 4.11-2(a) would reduce vibration impacts whenever a development project is located near a historical resource constructed of fragile materials. Although, it is difficult to quantify the vibration reduction associated with Mitigation Measure 4.11-2(a) without knowing the specifics of a development project, including the distance from the equipment to the historical resource. Implementing caisson drilling instead of impact pile driving would reduce vibration levels from 112 Vdb at 25 feet to approximately 87 Vdb at 25 feet. The unmitigated analysis also concludes that vibration levels could exceed 98 VdB significance threshold for engineered concrete and masonry buildings without plaster (e.g., typical urban

development), causing building damage or substantial human annoyance. Vibration is an unavoidable byproduct of construction activity. In an urban environment, vibration from construction equipment is related to the weight and movements of equipment. In the absence of specific development projects with detailed construction requirements and known adjacent uses, there is no way to determine specific potential for impact and feasible, appropriate mitigation to control equipment weight and movements from construction activity associated with each infill project.

Requiring Mitigation Measures 4.11-2(a) and/or 4.11-2(b) for all development projects would be infeasible because the City has determined that the use of staff resources to apply these mitigation measures to all ministerial projects is not justified. It would require City staff to evaluate each and every ministerial project to determine if that project, because of its unique characteristics, should be subject to this mitigation measure. Additionally, it would require rezoning every property to get authority to review ministerial projects. From an implementation and administrative point of view requiring these procedures or actions would be extremely difficult and require an inordinate amount of staff time and resources to capture the small number of projects that could have significant impacts.

It is anticipated that Mitigation Measure 4.11-2(a) would substantially reduce/control construction vibration for historical resources or those of fragile construction. In addition, Mitigation Measure 4.11-2(b) would limit vibration levels at uses other than historic properties. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at certain particularly fragile adjacent buildings could exceed the thresholds of significance. Therefore, the Downtown Plan's construction-related vibration impact would remain ***significant and unavoidable***.

*Operational Vibration*

Impacts related to operational vibration were determined to be ***less than significant without mitigation***.

New Zoning Code

Not applicable.

| | |
|---|---|
| **Threshold 4.11-3** | For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels |

**Impact 4.11-3**

**Downtown Plan:** The Downtown Plan Area is not located in the vicinity of a public airport or private airstrip; therefore, ***no impact*** related to airport or airstrip noise would result from the Downtown Plan.

**New Zoning Code:** Airports and private airstrips are located in the City; however, the New Zoning Code would not expose people to excessive noise levels associated with airports. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with the existing regulations intended to avoid potential impacts related to airport noise. Impacts would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan Area is not located in the vicinity of a public airport or private airstrip. Los Angeles International Airport (LAX), Bob Hope (Burbank) Airport, Santa Monica Airport, and El Monte Airport are all about 10 miles from the Downtown Plan Area and no portion of the Downtown Plan Area would be

exposed to noise exceeding 60 dBA CNEL from any of these airports. Therefore, ***no impact*** related to airport or airstrip noise would result from Plan implementation.

### New Zoning Code Impact

As discussed in Existing Conditions, LAX, Van Nuys Airport, and Whiteman Airport are located in the City, and there are 51 private use airstrips within the City, all of which are heliports. However, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific noise impacts for projects located within two miles of a public airport or private airstrip.

Further, the content of the New Zoning Code would not repeal, amend, or conflict with the existing Los Angeles County Airport Comprehensive Land Use Plan as described in Regulatory Setting, intended to avoid potential impacts related to airport noise. Existing airport overlay zones and their requirements would still apply and be regulated by the Los Angeles County Airport Land Use Commission. A ***less than significant impact*** would occur.

### Mitigation Measures

No impact related to airport noise would occur under the Downtown Plan and the impact would be less than significant for the New Zoning Code. Therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

### Permanent Increase in Ambient Noise Levels

Stationary Noise

Stationary noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for stationary noise sources, the cumulative setting is development in the Downtown Plan Area and areas immediately adjacent to the Downtown Plan Area. Future development in the City would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the City and any on-site activities would be required to comply with applicable provisions of the LAMC. Therefore, there would be no cumulative impact related to stationary noise sources. In addition, the New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would result in an increase in stationary noise sources. Therefore, the incremental effect of the Downtown Plan and New Zoning Code with respect to stationary noise sources would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

Mobile Noise

The cumulative setting for mobile noise impacts is the City and adjacent communities because, as detailed in Section 4.15, *Transportation and Traffic*, the Downtown Plan was modeled with future forecasts from SCAG for the City of Los Angeles and adjacent communities when determining VMT. The traffic analysis presented herein considers the combined effect of project-generated traffic, existing traffic volumes and pass-through future traffic from areas both within and outside the Downtown Plan Area. Table 4.11-7 presents the cumulative increase in future mobile source noise levels. The transportation analysis approach used in this analysis applied established traffic forecasting tools that have been empirically proven and previously accepted under CEQA. However, these forecasting tools may prove to be conservative if some of the recent trends in travel persist. It is not clear what direction the trends will take at this point. VMT per capita has been generally dropping since around 2004, increased for many decades prior, and has now begun to climb again since January 2014. Trends in Los Angeles are also pulling in multiple directions. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in this analysis, this could result in fewer driving related impacts than the Downtown Plan conservatively accounts for in this analysis.

As shown in **Table 4.11-7**, future mobile noise levels including reasonably anticipated development from the Downtown Plan would increase by more than 3 dBA CNEL at all but four locations, in comparison to existing conditions. However, it would not increase noise levels to be within the "normally unacceptable" category for adjacent land uses. In addition, the New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase sources of mobile noise. Therefore, the incremental effect of the Downtown Plan and New Zoning Code on mobile source noise levels would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

## Substantial Temporary Increase in Ambient Noise Levels

Construction noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction noise, the cumulative setting is development in the Downtown Plan Area and areas immediately adjacent to the Downtown Plan Area. Construction of future development projects in the city would produce temporary noise impacts. Cumulative development in the city is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive construction noise due to the localized nature of noise impacts and the fact that all construction would not occur at the same time and at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each activity.

Construction activities associated with reasonably anticipated development projects from the Downtown Plan may overlap for some time with construction activities for other development projects, which are adjacent to, or within the Downtown Plan Area. Typically, if a development site is 500 feet or more away from another site then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction noise levels would typically become cumulative if two development sites were to have construction occurring within 500 feet of each other.

Per the LAMC, construction activities would be prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturdays and national holidays, and on Sundays. However, as discussed above, larger or more unusual projects could result in significant short-term increases in noise levels. These projects could combine together, or combine with smaller projects, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts of the Development Plan could add to construction noise impacts associated with cumulative development, especially on the periphery of the Downtown Plan Area where receptors

could be exposed to noise sources from within and outside the Downtown Plan Area. The incremental effect of the Downtown Plan would be cumulatively considerable and this cumulative temporary impact would be ***significant and unavoidable***.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would involve an increase in construction noise impacts. For these reasons, the incremental effect of the New Zoning Code related to construction noise would not be cumulatively considerable effect. Cumulative impacts would be ***less than significant.***

## Vibration

Construction Vibration

Construction vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction vibration, the cumulative setting is development in the Downtown Plan Area and areas immediately adjacent to the Downtown Plan Area. Construction of future development projects in the city would produce temporary vibration impacts. Cumulative development in the city is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive ground-borne noise and vibration due to the localized nature of vibration impacts and the fact that all construction would not occur at the same time and at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each individual activity.

Construction activities associated with reasonably anticipated development projects from the Downtown Plan may overlap for some time with construction activities for other development projects, which are adjacent to, or within the Downtown Plan Area. However, for the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Downtown Plan construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the city. However, individual development projects near the periphery of the Downtown Plan Area could potentially be constructed concurrently with other development adjacent to, but outside the Downtown Plan Area, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. Therefore, the significant and unavoidable construction vibration impacts of the Development Plan could add to vibration impacts associated with cumulative development on the periphery of the Downtown Plan Area. Therefore, the incremental effect of the Downtown Plan would be cumulatively considerable and temporary cumulative vibration impacts related to construction activity would be ***significant and unavoidable***.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would involve an increase in construction vibration impacts. For these reasons, the incremental effect of the New Zoning Code would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

Operational Vibration

Operational ground-borne vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of operational ground-borne vibration, the cumulative setting is development in the Downtown Plan Area and areas immediately adjacent to the Downtown Plan Area. Ground-borne vibration could conceivably be generated by the operation of future development projects within the City. It is not anticipated that new development within the Downtown Plan Area would include substantial sources of operational ground-borne vibration. It is reasonable to assume that other projects

outside the Downtown Plan Area would have similar characteristics. In addition, the New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase sources of operational ground-borne vibration. Therefore, cumulative impacts related to operational ground-borne noise and vibration at any sensitive receptor would not be significant. The incremental effect of the Downtown Plan and New Zoning Code would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

## Public Airports/Private Airstrips

Aircraft-related noise impacts occur only in the vicinity of airports or airstrips. Although Citywide growth could increase the number of people who are exposed to aircraft-related noise impacts, such impacts would be localized in nature. In addition, new development would not increase aircraft-related noise impacts. Because no portion of the Downtown Plan Area is located in the vicinity of a public airport or private airstrip, the Downtown Plan would have no contribution to any cumulative impact related to these hazards. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would increase the potential for aircraft-related noise impacts. For these reasons, the incremental effect of the Downtown Plan and New Zoning Code related to airport and air strip noise would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.12 POPULATION, HOUSING, AND EMPLOYMENT

This section analyzes population, housing and employment impacts associated with the Downtown Plan and the New Zoning Code. Topics addressed include local and regional assessments, expected population, housing, and employment growth, and the potential displacement resulting from implementation of the Downtown Plan. The analysis presented in this section utilizes information from a variety of public agencies, including the City of Los Angeles Department of City Planning (DCP), the U.S. Census Bureau (U.S. Census), and the Southern California Association of Governments (SCAG).

# ENVIRONMENTAL SETTING

## EXISTING CONDITIONS

CEQA requires an EIR to compare existing physical conditions (baseline) to the physical conditions after implementation of a project. Neither component of the Proposed Project would result in direct impacts. However, indirect effects could result from the reasonably anticipated development that is anticipated to occur with the Downtown Plan. Assessing the impacts of the Downtown Plan requires determining reasonably anticipated development and identifying the current conditions. Both of these determinations rely in part on estimates of the current population, housing, and employment, and the projected growth in population, housing, and employment.

### Population

**Table 4.12-1** shows citywide and Downtown Plan Area population data for 2010 and 2017 (baseline conditions). The City's population increased from approximately 3,790,000 residents in 2010 to 3,950,000 residents in 2017, resulting in a net population growth of approximately 160,000 residents or four percent. The Downtown Plan Area had approximately 60,000 residents in 2010, and the Downtown Plan Area population increased to 76,000 residents in 2017, resulting in a net population growth of approximately 16,000 residents or 26 percent. The Downtown Plan Area population comprises approximately two percent of the City's population, and recent population growth in the Downtown Plan Area has greatly exceeded population growth trends citywide.

**TABLE 4.12-1 POPULATION IN LOS ANGELES AND THE DOWNTOWN PLAN AREA**

| Planning Area | Historical (2010) | 2017 (Baseline) | % of Citywide Baseline | Net Growth (Baseline-Historical) | % Change (Baseline-Historical) |
|---|---|---|---|---|---|
| Citywide | 3,790,000 | 3,950,000 | 100 | 160,000 | 4 |
| Downtown Plan Area | 60,000 | 76,000 | 2 | 16,000 | 26 |

Numbers are rounded to the nearest thousand.
**SOURCES**: Historical Data – U.S. Census Bureau 2010; 2017 Baseline – SCAG 2016-2040 RTP/SCS.

The Downtown Plan Area is also home to a sizeable homeless population, as well as an incarcerated population, neither of which is included in the population data described above. Based on counts conducted by the Los Angeles Homeless Services Authority (LAHSA), Downtown Los Angeles, including Skid Row, had a homeless population of approximately 6,000 in 2017 (LAHSA 2017).

The Downtown Plan Area contains two jails, the Men's Central Jail and Twin Towers Correctional Facility (a.k.a. Twin Towers Jail or Los Angeles County Jail). In 2015, the Men's Central Jail had an average daily inmate population of 4,195, while the Twin Towers Jail had an average daily inmate population of 3,662, for a combined total average daily inmate population of approximately 8,000 (Los Angeles Sheriff's Department [LASD] 2016).

## Housing

The City of Los Angeles as a whole, and the Downtown Plan Area include a mix of commercial, retail, residential development, civic, public facility, entertainment, and industrial uses and encompasses a number of distinct neighborhoods, which are described in detail in Section 4.10, *Land Use and Planning*. Major Downtown neighborhoods include the Financial District and Commercial Core, Bunker Hill and Cultural Corridor, the Historic Core and Entertainment Center, South Park, Arts District, Civic Center, El Pueblo and Union Station, Skid Row, Chinatown, Little Tokyo, and Flower, Market, and Fashion Districts.

The Downtown Plan Area encompasses the City's urban core, which is intended for the highest density and intensity of development in the City, as envisioned by the Downtown Core designation for the area established in the General Plan Framework Element. The majority of housing in the Downtown Plan Area consists of multi-family units located in a mixed-use context. However, there are some single-family homes, particularly in the northwest portion of the Downtown Plan Area.

**Table 4.12-2** shows citywide and Downtown Plan Area housing data estimates for 2010 and 2017. Housing units can be accounted for in different ways by providers of demographic data. SCAG accounts for housing units by providing an estimate of the number of households, or occupied housing units, meaning that vacant units are excluded. Other demographic data sources, such as the 2010 Census provide households and as well as the total housing unit number, including both occupied units and vacant units. For consistency between different data sources, all housing data provided in **Table 4.12-2** show total households. As shown therein, the number of households citywide increased from approximately 1,318,000 in 2010 to 1,397,000in 2017, resulting in a net increase of approximately 79,000 households or approximately six percent. In comparison, the Downtown Plan Area had approximately 26,000 households in 2010, which increased to 34,000 in 2017. This represents a net increase of approximately 8,000 households, or 30percent. This indicates that housing growth in the Downtown Plan Area has been higher than citywide housing growth in the past decade.

**TABLE 4.12-2 HISTORICAL HOUSING INVENTORY IN LOS ANGELES AND THE DOWNTOWN PLAN AREA**

| Planning Area | Historical (2010) | 2017 (Baseline) | % of Citywide Baseline | Net Change (Baseline-Historical) | % Change (Baseline-Historical) |
|---|---|---|---|---|---|
| Citywide | 1,318,000 | 1,397,000 | 100 | 79,000 | 6 |
| Downtown Plan Area | 26,000 | 34,000* | 2.4 | 8,000 | 30 |

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
* For conservative purposes, this forecast assumes there are no vacant units and all forecasted units are occupied.
**SOURCES**: Citywide and Downtown Historical Data – U.S. Census Bureau 2010; 2017 Baseline – SCAG 2016-2040 RTP/SCS;

The housing market can be influenced by population growth, income, housing unit cost, and housing locations. Age distribution is also a key market characteristic because housing demand can be influenced by the housing preference of certain age groups due to limited income. In many cases the majority of the young adult population (20 to 34 years old) tends to occupy apartments and smaller single-family units. The population in the 35 to 65 years old age bracket occupies a range of housing types, including larger

single-family homes, condominiums, and apartments, based on income and household sizes. The population in the 65+ year old age bracket occupies the above types, as well as assisted living homes and nursing homes.

### Employment

**Table 4.12-3** summarizes historical and baseline (2017) employment data for Los Angeles citywide and the Downtown Plan Area. As shown therein, citywide employment increased from approximately 1,605,000 in 2010 to 1,824,000 in 2017, resulting in a net growth of approximately 219,000 jobs, or about 14 percent. In comparison, the Downtown Plan Area had approximately 298,000 jobs in 2010, which decreased to 219,000 in 2017. This represents a net decrease of approximately 79,000 jobs, or 27 percent. Currently, the Downtown Plan Area provides for approximately 14 percent of jobs citywide.

**TABLE 4.12-3 EMPLOYMENT IN LOS ANGELES AND THE DOWNTOWN PLAN AREA**

| Planning Area | Historical (2010) | 2017 (Baseline) | % of Citywide Baseline | Net Change (Baseline-Historical) | % Change (Baseline-Historical) |
|---|---|---|---|---|---|
| Citywide | 1,605,000 | 1,824,000 | 100 | 219,000 | 14 |
| Downtown Plan Area | 298,000 | 219,000 | 12 | -79,000 | -27 |

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
**SOURCES**: Citywide and Downtown Plan Area Historical Data –U.S. Census Bureau, On the Map Application for 2010, https://onthemap.ces.census.gov/, accessed August, 2018. The 2010 Census form did not survey people about employment; therefore, a count of jobs is not available from the 2010 Census.
2017 Baseline– SCAG 2016-2040 RTP/SCS.
/a/ The higher number of employment in 2010 in comparison to the 2017 Baseline is likely due to difference in data sources between the two years, and the associated difference in methodology. Based on OntheMap data, the employment for Downtown Plan Area in 2010 and 2017 is 298,000 and 323,000, respectively.

# REGULATORY FRAMEWORK

## FEDERAL

### Comprehensive Housing Affordability Study (Chas)

CHAS was enacted by the Cranston-Gonzalez National Affordable Housing Act of 1990 and was run by the U.S. Department of Housing and Urban Development (HUD). The primary purpose of the CHAS data is to demonstrate the number of households in need of housing assistance. This is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). CHAS also considers the prevalence of housing problems among different types of households, such as the elderly, disabled, minorities, and different household types. The CHAS data provide counts of the numbers of households that fit these HUD-specified characteristics in HUD-specified geographic areas.

In addition to estimating low-income housing needs, the CHAS data contribute to a more comprehensive market analysis by documenting issues such as lead paint risks, affordability mismatch, and the interaction of affordability with variables such as age of homes, number of bedrooms, and type of building.

### Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)

The Uniform Relocation Act (Public Law 91-646) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

## STATE

### California Housing Element Law

State Housing Law (Government Code Section 65580) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every general plan must contain, and is required to be updated every eight years and determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and define the policies and programs that the community will implement to achieve the stated goals and objectives.

### Senate Bill 375 (SB 375)

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32. SB 375 requires Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purpose of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by the California Air Resources Board (CARB), if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

Existing law requires local governments to adopt a housing element as part of their general plan and update the housing element as frequently as needed and no less than every five years. Under SB 375, this time period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program that set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires that each action have a timetable for implementation. SB 375 also requires that the schedules for the regional transportation plan (RTP) and

RHNA processes be synchronized and requires the RHNA to allocate housing units within the region in a manner consistent with the development pattern adopted by the SCS.

### Fair Employment and Housing Act (FEHA)

The FEHA of 1959 (Government Code Section 12900 *et seq.*) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

### The Unruh Civil Rights Act

The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

### California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits are provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

### Homeowners and Private Property Protection Act (Proposition 99)

In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences. Cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

### Density Bonuses and Other Incentives (i.e., State Density Bonus Law; Government Code Section 65915)

The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent housing for lower income households, five percent of the housing for very low income households, a senior citizen housing development or mobile park restricted to older persons, and 10 percent of the total dwelling units in condominium projects for families or persons with moderate income.

### Assembly Bill (AB) 2222

On September 27, 2014, the governor signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally-regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included, but did change current City policy.

# REGIONAL

## Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

SCAG adopted its 2016-2040 RTP/SCS in April 2016. The RTP/SCS provides an integrated transportation and land use vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties (SCAG 2016). The 2016-2040 RTP/SCS presents a long-term transportation and land use vision for the SCAG region through 2040. The plan identifies challenges to regional growth, goals and objectives to guide the region's growth, strategies to achieve the stated goals and objectives, funding strategies for transportation projects, and performance measures to gauge progress and ensure that regional transportation projects and policy implementation are consistent with other planning goals for the region. The RTP also includes a list of transportation projects already funded and/or planned for construction in the SCAG region. The RTP/SCS is intended to aid local jurisdictions in developing local plans and addressing local issues of regional significance and includes population, housing, and employment forecasts for use in local planning efforts. If growth is anticipated, each city must accommodate a share of the region's projected growth.

The 2016-2040 RTP/SCS includes a set of regional land use strategies that are intended to increase transportation mode choice, guide future development patterns, further improve air quality, and reduce GHG emissions. These proposed land use strategies support a higher portion of new households and employment in areas well served by transit, and reduce growth in high value habitat areas along with neighborhoods that are adjacent to highways. Like the 2012-2035 RTP/SCS, the proposed land use strategies included in the 2016-2040 RTP/SCS continue to focus new growth in high-quality transit areas (HQTA) and existing suburban town centers and promote walkable mixed-use communities.[1]

## SCAG Regional Housing Needs Assessment (RHNA)

The RHNA is a key tool for SCAG and its member governments to plan for growth. The fifth cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on October 4, 2012 and quantifies the need for housing within each jurisdiction between 2013 and 2021. Communities then plan, consider, and decide how they will address this need through the process of completing the housing elements of their general plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to accommodate growth in a manner that enhances quality of life, improves access to jobs, transportation, and housing, and does not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by state law, to coincide with the region's schedule for preparing housing elements.

The RHNA addresses existing and future housing needs. The existing need for housing is determined using data from the most recent U.S. Census, including the number of low-income households paying more than 30 percent of their income for housing and the number of people occupying overcrowded housing units (SCAG 2012). The future need for housing is determined using data on forecasted household growth, historical growth patterns, job creation, household formation rates, and other factors. The forecast housing need is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors – household growth, vacancy need, and replacement need – form the "construction need" assigned to each community. In addition, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average

[1] SCAG has prepared a draft 2020 RTP/SCS, but the update has not been adopted as of April 2020.

income distribution. The City of Los Angeles was assigned a RHNA of 82,002 units for the 2014 to 2021 planning period. **Table 4.12-4** summarizes the City's RHNA allocation by income category.

**TABLE 4.12-4 LOS ANGELES REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION (2014-2021)**

| Income Category | Percent of Total Allocation | Number of Units |
|---|---|---|
| Extremely low income households (≤ 30% AMI) | 12.5 | 10,213 |
| Very low income households (31-50% AMI[1]) | 12.5 | 10,213 |
| Low income households (51-80% AMI) | 15.2 | 12,435 |
| Moderate income households (81-120% AMI) | 16.8 | 13,728 |
| Above moderate income households (>120% AMI) | 43.2 | 35,412 |
| Total[2] | 100.1 | 82,002 |

**NOTES:**
1. AMI = Area Median Income
2. Percentages add up to more than 100% due to rounding.
**SOURCE**: City of Los Angeles 2013

### Measure H

Measure H is a county sales tax measure that was passed by Los Angeles County voters in March 2017. Through ¼-cent sales tax, Measure H is expected to generate $355 million a year for 10 years in funding dedicated to fighting homelessness. The five-year goal is to provide permanent housing for 45,000 families and individuals, while preventing homelessness for 30,000 others. In June 2017, the Board of Supervisors approved funding allocations for each of the Measure H-eligible Homeless Initiative strategies and detailed implementation plans were developed for new strategies and those that are significantly expanded and/or enhanced with Measure H funding.

## LOCAL

### The Housing Authority of the City of Los Angeles (HACLA) Year 2018 Agency Plan (Agency Plan)

The Agency Plan sets forth the Housing Authority's primary goals, as well as policies to support those goals. Goals include financing the redevelopment and rehabilitation of public housing assets, improve the public housing community environment through a public safety approach, and maintain comprehensive economic development and self-sufficiency opportunities for extremely-low, very-low, and low income residents and program participants (HACLA 20180. The Plan also reports on the status of existing public housing initiatives.

### City of Los Angeles General Plan

The City of Los Angeles General Plan contains growth and development policies for accommodating projected long-term growth. Applicable goals and policies that apply to all development in the City of Los Angeles include a balanced distribution of land uses, adequate housing for all income levels, and economic stability. The General Plan Framework Element, Housing Element, and Land Use Element provide guidance specific to population, housing, and employment growth.

Framework Element

The Citywide General Plan Framework Element, adopted in December 1996 and amended in August 2001, is intended to guide the City's long-range growth and development. The Framework Element's "smart growth" strategy generally seeks to accommodate growth near transit and other existing infrastructure to assure a sustainable, economically viable future for Los Angeles. Although the Framework Element indicates a horizon year of 2010, the population anticipated for 2010 has still not been reached.

Housing Element

The Housing Element of the General Plan identifies the existing and projected housing needs of all economic segments of the City of Los Angeles. The goal of the Housing Element is to encourage the location of housing, jobs, and services in mutual proximity. Policies of the Housing Element are aimed at the provision of an adequate and affordable supply of housing.

Applicable goals, objectives, and policies from the General Plan Framework Element and Housing Element related to population, housing, and employment are listed in **Table 4.12-5**.

Land Use Element

The Central City and Central City North Community Plans are among the 35 community plans that make up the City's Land Use Element. The 35 community plans provide goals, objectives, and policies that are directly and indirectly related to population, housing, and employment and are the current guidelines for development in the Downtown Plan Area. The proposed Downtown Plan would update the goals and policies of the Central City and Central City North Community Plans to reflect land use patterns, address land use issues, and carry out the community's vision for the Downtown Plan Area.

## City of Los Angeles Consolidated Plan (2013-2017)

The 2013-2017 Consolidated Plan (ConPlan) is the City's strategic plan for leveraging annual allocations of federal funds granted by HUD (e.g., Community Development Block Grant, Emergency Solutions Grant, HOME Investment Partnerships Program (HOME), and Housing Opportunities for Persons with AIDS). The City's 2013-2017 ConPlan represents the nation's first transit-oriented ConPlan and integrates transit, community, economic, and housing development investments. The ConPlan identifies the City's fiscal and policy challenges, establishes goals, and projected five-year goal outcomes to be achieved with federal funds. The Five-Year Plan in turn informs an Annual Plan prepared by the City each year that provide action plans for implementing projects and programs funded with federal grants (Los Angeles Housing + Community Investment Department 2018).

## Los Angeles Municipal Code (LAMC)

Zoning regulations provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the City establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards which together regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the City, as applicable.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter

**TABLE 4.12-5 RELEVANT GENERAL PLAN POPULATION, HOUSING, AND EMPLOYMENT OBJECTIVES AND POLICIES**

| | |
|---|---|
| **GENERAL PLAN FRAMEWORK – LAND USE** | |
| Objective 3.1 | Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors. |
| Objective 3.3 | Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services. |
| Objective 3.4 | Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridor/boulevards, while at the same time conserving existing neighborhoods and related districts. |
| Policy 3.4.1 | Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram. |
| Objective 3.5 | Ensure that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development. |
| **GENERAL PLAN FRAMEWORK – HOUSING** | |
| Objective 4.1 | Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub region to meet the projected housing needs by income level of the future population to the year 2010. |
| Objective 4.2 | Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods. |
| Objective 4.3 | Conserve scale and character of residential neighborhoods. |
| Objective 4.4 | Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations. |
| **GENERAL PLAN FRAMEWORK – ECONOMIC DEVELOPMENT** | |
| Objective 7.2 | Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality. |
| Objective 7.3 | Maintain and enhance existing businesses in the City |
| Objective 7.5 | Capture a significant share of regional growth in the "targeted" or emerging industries in the City of Los Angeles. |
| **HOUSING ELEMENT** | |
| Objective 1.1 | Produce an adequate supply of rental and ownership housing in order to meet current and projected needs. |
| Objective 1.2 | Preserve quality rental and ownership housing for households of all income levels and special linkage needs. |
| Objective 1.3 | Forecast and plan for changing housing needs over time in relation to production and preservation needs. |
| Objective 1.4 | Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs. |
| Objective 2.2 | Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit. |
| Objective 2.4 | Promote livable neighborhoods with a mix of housing types, quality design, and a scale and character that respects unique residential neighborhoods in the City |
| Objective 2.5 | Promote a more equitable distribution of affordable housing opportunities throughout the City. |

**SOURCES**: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001; City of Los Angeles General Plan, *Housing Element 2013-2021, a*dopted 2013.

1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Section 3.0, *Project Description*.

## Affordable Housing and Labor Standards Initiative (Proposition JJJ)

Proposition JJJ, approved on November 8, 2016, is a measure to impose affordable housing and local labor hiring requirements on new development projects, as well as set a minimum wage for hired construction workers. Key provisions of measure JJJ are as follows:

- All development projects that include 10 or more residential units and require changes to the General Plan or other zoning would be required to make a percentage of the units affordable to low-income and working residents or pay a fee to fund affordable housing and enforce laws that protect renters.
- Developers of any such residential projects would have to hire contractors who:
    - Are licensed according to city and state law;
    - Guarantee to offer at least 30 percent of work-hours to city residents, with 10 percent coming from those living within five miles of the project;
    - Pay standard wages for the area; and
    - Employ members of apprenticeship training programs and workers with real-world experience.
- Amendments to community plans requires an assessment to consider whether the amendment will "reduce the capacity for creation and preservation of affordable housing and access to local jobs."
- Developers would be required to make as much as 20 percent of the units in a project affordable for low-income and working renters. That number can be as high as 40 percent for homes that are for sale.
- Moreover, projects planned around public transit within a half mile of significant public transit stops would be encouraged through an incentive program that would apply only to projects that include affordable housing and require contractors to comply with the restrictions laid out in the second bullet above.
- No tax dollars to be used.

## Transit Oriented Communities (TOC) Affordable Housing Incentive Program

Pursuant to the voter-approved Measure JJJ, LAMC Section 12.22 A.31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The program provides incentives for developers to build affordable housing located within a one-half mile radius of major transit stops; see Section 4.10, *Land Use*, for more information. TOC Program Guidelines were released by the City Planning department on September 22, 2017 and last revised on February 26, 2018.

## Affordable Housing Linkage Fee (AHLF) Ordinance

The City Council adopted the AHLF Ordinance on December 13, 2017 and became effective on February 17, 2018, with a phased-in fee structure. The AHLF Ordinance places a fee on certain new market-rate residential and commercial developments to generate local funding for affordable housing. The fee amount is based on the fee schedule in effect at the time the building permit for a project is issued, and the market area within which it is located. Fees will be adjusted annually for inflation beginning July 1, 2019 using the Consumer Price Index (CPIU). The market areas may be updated by City Council every five years beginning July 1, 2023.

### Affordable Housing Trust Fund

The City created and administers the Affordable Housing Trust Fund (Fund), which is codified in the LAMC. The Fund establishes a special fund for the purposes of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (Assembly Bill 63) be allocated to the Fund.

### Density Bonus Ordinance

The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22 A.25, is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22 A.25, housing development projects that include an affordable housing component or a senior citizen housing development projects may be granted a density bonus, allowing for a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The density bonus is determined based on the percentage and type of restricted affordable housing units provided and shall not exceed 35 percent. The amount of parking required for these projects may also be reduced. In addition, a housing development project that qualifies for a density bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

### Greater Downtown Housing Incentive (Ordinance No. 179076)

The Greater Downtown Housing Incentive Ordinance (GDHI), codified as LAMC Section 12.22 A.29 establishes areas within the Central City and Southeast Community Plan Areas in which development projects are eligible for incentives, such as increased allowable floor area and waiver of yard requirements, if they provide a certain percentage of low-, moderate-, or workforce-income housing units. As described in Chapter 3, *Project Description*, the Downtown Plan introduces the new Community benefits Program for the Plan Area and the GDHI will be amended to remove the portions that are currently in the Downtown Plan Area.

### Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH)

Proposition HHH, approved on November 8, 2016, is a $1.2 billion general obligation bond to finance the construction of supportive and affordable housing for homeless people in the City. The purpose of the bond is to provide safe, clean affordable housing for the homeless and for those in danger of becoming homeless, such as battered women and their children, veterans, seniors, foster youth, and the disabled; and provide facilities to increase access to mental health care, drug and alcohol treatment, and other services.

### Residential Hotel Unit Conversion and Demolition Ordinance

The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential hotel without approval from the Housing + Community Investment Department (HCIDLA). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09 (City of Los Angeles 2008). The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled (HCIDLA 2018).

### Rent Stabilization Ordinance (RSO)

The City's RSO was established in response to the shortage of affordable housing in Los Angeles and went into effect May 1, 1979. The RSO's purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units. The RSO addresses allowable rent increases, the registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to the tenant. Properties subject to the RSO are those that are within the City limits, contain two or more units, and have a Certificate of Occupancy prior to October 1, 1978, as well as replacement units under LAMC Section 151.28. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the RSO. The Housing and Community Investment Department oversees and enforces the RSO. The RSO comprises Chapter XV of the LAMC.

In 2017, two ordinances amending the RSO went into effect. The "Ellis Amendments" (Ordinance No. 184873) amended the RSO requirements for demolition or permanent withdrawal of RSO units. The amendments provide clarification on the applicability of RSO to both vacant and occupied units, the unit withdrawal process, and relocation service requirements. In addition, the amendments require that property owners file annual status reports on withdrawn properties and allow landlords to qualify for an exemption on newly constructed units where RSO units are demolished by providing a certain amount of affordable housing. The second amendment (Ordinance No. 184822) addresses relocation assistance for unpermitted rental units and requires that eviction notices must list one of the permitted RSO eviction reasons (Los Angeles Housing + Community Investment Department 2017).

### Development Guidelines and Controls for City Center and Central Industrial Redevelopment Project Areas

The City Center and Central Industrial Redevelopment Project Areas currently have development guidelines and controls for residential hotel preservation. The Development Guidelines protect and preserve existing affordable housing by mitigating the hardship caused by displacement of low income households. These Development Guidelines as implemented by the City of Los Angeles Department of City Planning, and Housing and Community Investment Department, guarantee a one for one replacement of residential hotel units when a residential hotel is proposed for conversion or demolition within the City Center and Central Industrial Project Areas.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed in accordance with CEQA Guidelines, specifically, Appendix G. The Proposed Project would have a significant impact with respect to population and housing if it would:

- Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure) (Threshold 4.12.1)
- Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere (Threshold 4.12.2)

## METHODOLOGY

### Growth Inducement

For Threshold 4.12.2, the following criteria related to growth inducement are considered relevant to the Proposed Project:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan;
- The extent to which growth would occur without implementation of the project

The State of California requires regions and cities to plan for changes in population, housing, and employment. If regional growth is projected, each city must accommodate a share of anticipated growth. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for state mandated long-range planning efforts, such as the RTP/SCS. Every four years, SCAG prepares socioeconomic projections that are used by various City departments and agencies for their long-range planning efforts. These projections are derived from a combination of sources and consider factors such as birth rates, migration rates, historical trends, household size, market and economic projections, existing and planned land uses, and consistency with relevant adopted local, regional and state land use policies and growth strategies.

The citywide population is anticipated to increase by 17 percent from the 2016 estimate to approximately 4.6 million persons by the year 2040, according to the SCAG 2016-2040 RTP/SCS. The growth projections for the City of Los Angeles are based on several factors, including historical development trends, land values, as well as smart growth strategies to direct development to areas in proximity to rail and major bus stations, community centers, regional centers, and Downtown Los Angeles.

The Los Angeles Department of City Planning (LADCP) allocates the City's projected population and employment to the City's 35 community plans consistent with the City's General Plan Framework Element and other City policies, which call for directing growth to regional, commercial and transit centers. The City then accommodates the projected levels of population, housing, and employment through its Community Plan updates. With implementation of the Downtown Plan, the land use designations,

intensities, and densities of the Downtown Plan Area would be updated to accommodate population growth, housing, and employment demand projected by SCAG through the year 2040, as well as to meet the other project objectives, including locating growth in transit centers and along transit corridors. The development growth assumptions for the Downtown Plan are based on the acreage of land designated for each type of land use (by General Plan Land Use designations); allowable densities and intensities in each designation; anticipated levels of development in the life of the Downtown Plan; and development constraints, such as topography, land values, and historic preservation regulations (as described in Methodology, Appendix B)

As discussed in Appendix B, the reasonably anticipated development and associated growth in population, housing and employment anticipated to occur with the Downtown Plan is based on assumptions about the level of development that can be reasonably expected to occur during the life of the Downtown Plan (through the horizon year 2040), given the Downtown Plan's land use designations, zoning/height districts, and policies and using best practices and knowledge. Past building data demonstrates that not all sites will be built to the maximum densities permitted by the Downtown Plan for a variety of reasons including economic conditions, market trends, financial lending practices, construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. For this reason, 100 percent development to maximum allowable densities and intensities is a theoretical scenario that is not analyzed, but rather a more realistic reasonably anticipated development is used to guide and analyze the potential environmental impacts of those changes.

For all impact areas, the analysis in this section considers reasonably expected population, housing, and employment growth that would occur with implementation of the Proposed Project.

## Displacement

For Threshold 4.12.2, the determination of significance related to population and housing displacement takes into consideration the following factors that are considered relevant to the Proposed Project:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the area;
- The land use and demographic characteristics of the area and the appropriateness of housing in the area; and
- Whether the Proposed Project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, and the adopted Redevelopment Plans, Rent Stabilization Ordinance, and the RTP/SCS.

Loss of affordable housing and displacement of low-income renters is a social and economic impact, which is not a CEQA impact unless it results in an indirect physical impact.[2] Based on this, an impact from loss of affordable housing and displacement in this EIR will be an impact if it results in a physical impact to the environment, such as from construction of new housing elsewhere. It may also be from transportation or other impacts related to people driving a farther distance. The CEQA Guidelines require a lead agency to consider the reasonably foreseeable indirect environmental consequences of a project's economic or social impacts. To require an analysis of the indirect physical impacts, the social and economic impacts must be

[2] *Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact).

supported by substantial evidence. An EIR would be required to analyze reasonably foreseeable, not speculative impacts, resulting from social and economic impacts.[3]

SCAG RTP/SCS data on population, housing, and employment projections are used as a benchmark or a reference point to guide the planning process locally. The analysis below compares reasonably expected population, housing, and employment to the 2017 baseline and SCAG's 2040 projections. If there is potential for a net decrease in residential units or net loss of market-rate or affordable units as a result of the Downtown Plan or the New Zoning Code, necessitating the construction of replacement housing elsewhere, then, their impact related to displacement would be considered significant.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.12-1** | Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure) |

**Impact 4.12-1**

**Downtown Plan:** The Downtown Plan would increase the development capacity of the Downtown Plan Area in a manner consistent with regional growth projections and the City's vision for Downtown Los Angeles. Therefore, it would not induce substantial population growth, either directly or indirectly. This impact would be ***less than significant*** Downtown.

**New Zoning Code:** The modularity of the New Zoning Code could facilitate expanded development capacity in the Downtown Plan Area, but the New Zoning Code does not include any standards that would encourage population growth which exceeds regional growth projections. Furthermore, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area**.** Any indirect impacts on population growth from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the impact would be ***less than significant*** Citywide.

## Downtown Plan Impact

The Downtown Plan would increase the development capacity of the Downtown Plan Area by updating the land use designations and corresponding zones to allow for an increase in the density and intensity of development relative to existing conditions. **Table 4.12-6** summarizes population, housing, and jobs estimates for the Downtown Plan Area under existing (2017) and 2040 conditions with and without the Downtown Plan. The Downtown Plan 2040 estimates are based on the reasonably anticipated development for the area, rather than the maximum allowable build-out, which would not be realistic and is not supported by past building trends.

Based on the increased development capacity of the proposed Downtown Plan, the Downtown Plan Area would accommodate approximately an additional 176,000 persons (an increase of 232 percent relative to baseline conditions), from 76,000 to 252,000 persons; 99,000 housing units (an increase of approximately 291 percent), from 34,000 to 133,000 units; and approximately an additional 86,000 jobs (an increase of 39 percent), from 219,000 to 305,000 jobs. Under continued implementation of the existing Central City and Central City North Community Plan Areas, the Downtown Plan Area would still experience substantial growth in population (47 percent), housing (74 percent), and jobs (27 percent), but growth would be less

[3] CEB, Practice under the California Environmental Quality Act, Section 6.36; Public Resources Code Section 21065; Friends of Davis v. City of Davis (2000) 83 Cal.App.4th 1004, 1020 (rejecting an argument that an initial study was required to analyze speculative physical impacts resulting from competition with retail tenant).

than the reasonably anticipated development under the proposed Downtown Plan. **Figure 4.12-1** compares anticipated population, housing, and jobs growth in 2040 with and without implementation of the Downtown Plan.

**TABLE 4.12-6 EXISTING (2017) AND 2040 DEVELOPMENT PROJECTIONS**

| | Population | Housing | Jobs |
|---|---|---|---|
| **Existing Downtown Plan Area (2017) /a/** | 76,000 | 34,000 | 219,000 |
| **2040 with Downtown Plan /b/** | 252,000 | 133,000 | 305,000 |
| Change | 176,000 | 99,000 | 86,000 |
| Percent Change | 232 | 269 | 39 |
| **2040 without Downtown Plan /b/** | 112,000 | 59,000 | 278,000 |
| Change | 36,000 | 25,000 | 59,000 |
| Percent Change | 47 | 74 | 27 |

Notes: Numbers are rounded to the nearest thousand and percentages are calculated from the rounded values.
**SOURCE**: /a/ SCAG Projections - SCAG 2016-2040 RTP/SCS
/b/ 2040 with and without Downtown Plan Projections - LADCP 2018a

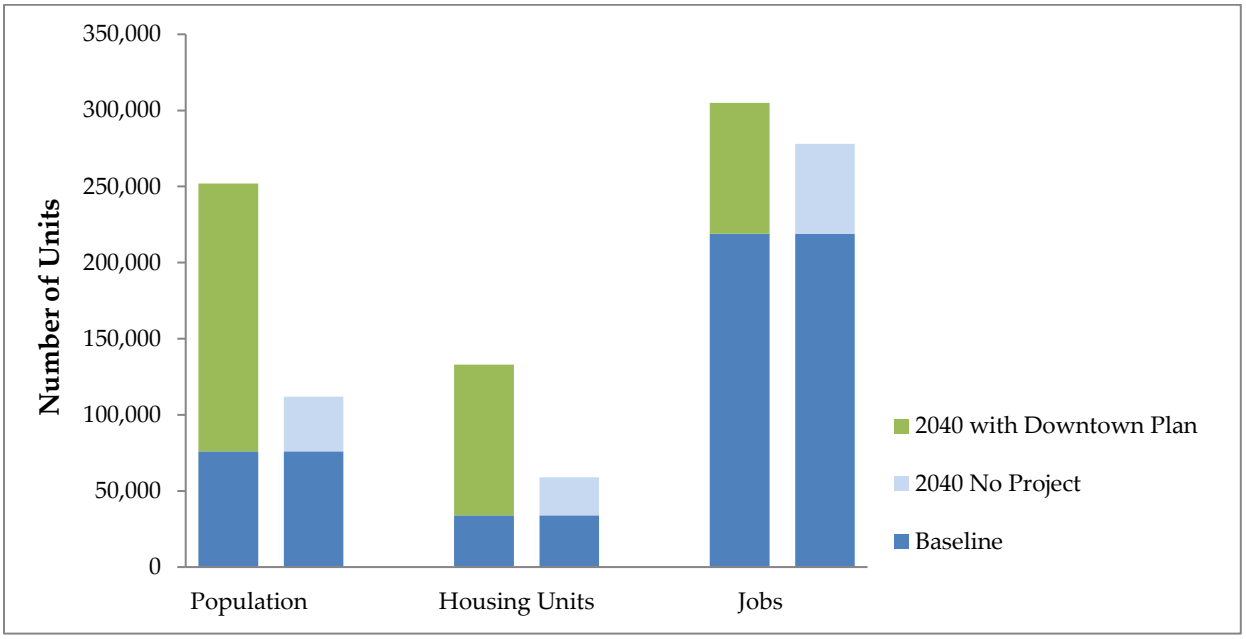
The updates to the existing Downtown Plan Area General Plan designations and corresponding zones being developed to implement the Downtown Plan are intended to provide for a development capacity consistent with long-range SCAG growth projections. The Downtown Plan Area's 2040 development capacity needs to be sufficient to meet projected population, housing, and employment for the area. Although, potential impacts of the Downtown Plan are analyzed based on the Downtown Plan's 2040 reasonably anticipated development against SCAG's 2040 citywide projections, a comparison of population, housing and employment capacity with and without the 2040 Downtown Plan is presented in **Table 4.12-7** for informational purposes only. As demonstrated in **Table 4.12-7**, the Downtown Plan would accommodate population, housing, and job growth that SCAG projects for the Downtown Plan Area. In contrast, without the Downtown Plan, projected population and housing growth would not be accommodated.

**TABLE 4.12-7 COMPARISON OF SCAG AND LADCP DOWNTOWN PLAN AREA DEVELOPMENT PROJECTIONS**

| | Population | Housing | Jobs |
|---|---|---|---|
| **SCAG 2040 Downtown Plan Area projections** | 189,000 | 96,000 | 257,000 |
| **2040 with Downtown Plan** | **252,000** | **133,000** | **305,000** |
| Would the Downtown Plan Area accommodate projected growth with the Downtown Plan? | Yes | Yes | Yes |
| **2040 without Downtown Plan** | **112,000** | **59,000** | **278,000** |
| Would the Downtown Plan Area accommodate projected growth without the Downtown Plan? | No | No | Yes |

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
**SOURCES**: SCAG Projections - SCAG 2016-2040 RTP/SCS; 2040 with and without Downtown Plan Projections - LADCP 2018a

**Figure 4.12-1 Downtown Plan Area Population, Housing, and Job Projection with and without the Downtown Plan**




While the Downtown Plan is expected to result in population, housing, and jobs exceeding SCAG forecasts for the Downtown Plan Area, it would not result in growth exceeding SCAG citywide projections for 2040. **Table 4.12-8** compares the projected Downtown Plan development capacity to citywide SCAG projections and evaluates the area's contribution to citywide growth. As demonstrated in the table, implementation of the Downtown Plan would not result in an increase in population, housing, and jobs exceeding projected increases for the City.

**TABLE 4.12-8 DOWNTOWN PLAN CONTRIBUTION TO PROJECTED CITYWIDE GROWTH AND DEVELOPMENT**

| | Population | Housing | Jobs |
|---|---|---|---|
| 2017 Citywide Baseline | 3,950,000 | 1,397,000 | 1,824,000 |
| 2040 Citywide SCAG Projections | 4,609,000 | 1,690,000 | 2,169,000 |
| Change | 659,000 | 293,000 | 345,000 |
| Citywide Percent Change | 17 | 21 | 19 |
| Existing Downtown Plan Area (2017) | 76,000 | 34,000 | 219,000 |
| 2040 with Downtown Plan | 252,000 | 133,000 | 305,000 |
| Downtown Plan Change | 176,000 | 99,000 | 86,000 |
| **Percent of Projected Citywide Growth Resulting from Downtown Plan** | **27** | **33** | **25** |

Notes: Numbers are rounded to the nearest thousand and percentages are calculated from the rounded values.
**SOURCES**: Citywide baseline and 2040 Citywide SCAG Projections– SCAG 2016 -2040 RTP/SCS; Existing Downtown Plan Area – SCAG 2016-2040 RTP/SCS; Downtown Plan data - LADCP 2018a

As indicated in **Table 4.12-8**, the Downtown Plan Area would accommodate a substantial proportion of the City's growth with implementation of the Downtown Plan, comprising 27 percent of population growth, 33 percent of housing growth, and 25 percent of employment growth. The Downtown Plan Area's substantial growth is consistent with historical trends shown in **Tables 4.12-1**, **-2**, and **-3**, which indicate that the Downtown Plan's population and housing growth have exceeded citywide trends in the past decade. The City has discretion in how it allocates growth across the City to meet other objectives and has historically allocated more growth to the Downtown Plan Area than SCAG, consistent with the City's General Plan Framework vision for the Downtown Core as the primary center of urban activity. This allocation is also consistent with SCAG's 2016-2040 RTP/SCS's goal of reducing Vehicle Miles Travelled (VMT) by accommodating a majority of new housing and jobs in areas within half a mile of major transit stops or high-quality transit corridors, as well as SCAG's objective of generally directing future growth to High Quality Transit Areas (HQTAs).

The Downtown Plan does not directly entail construction of individual development or infrastructure projects, although it includes policies and policy changes to support their development. As discussed in Section 4.10, *Land Use and Planning*, the Downtown Plan includes policies to support the development of a number of major infrastructure projects, potentially including a High-Speed Rail Station at Union Station.[4] Impacts to population due to major infrastructure projects will be evaluated by the projects' lead agencies and mitigated, as feasible, through the environmental review process for the individual projects.

The Downtown Plan would expand the development capacity of the Downtown Plan Area in a manner consistent with SCAG projections and the vision for the area established through the Downtown Core designation in the City's General Plan Framework Element. Therefore, the Downtown Plan would not induce substantial population growth, either directly or indirectly, and impacts would be ***less than significant.***

## New Zoning Code Impact

As discussed above in the Downtown Plan impact discussion, by 2040, the City's population is expected to grow from 3,950,000 to 4,609,000 (659,000 residents or 17 percent), the number of households is expected to increase from 1,397,000 to 1,690,000 (293,000 households or 21 percent), and the number of jobs is expected to grow from 1,824,000 to 2,169,000 (345,000 jobs or 19 percent). The New Zoning Code has the potential to induce substantial growth if its application would result in growth exceeding SCAG citywide projections for 2040.

The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. The New Zoning Code includes Density Districts ranging from those allowing a maximum of one dwelling unit per lot to those where density is limited only indirectly by Floor Area maximums. The New Zoning Code also offers incentives for affordable housing and removes the existing requirement that parking spaces in single-family zones be provided in a private garage. The removal of this requirement may encourage the conversion of existing garages into accessory dwelling units or the creation of new accessory dwelling units where the New Zoning Code is applied in existing single-family areas. The New Zoning Code would also allow for the adaptive reuse of existing parking structures or parking areas constructed (at least 15 years) prior in certain commercial and residential areas of the City. These provisions have the potential to increase residential density up to the maximum density allowed by the zone and also add non-residential square footage. However, if an existing parking structure or parking area were converted to another use, it would still be required to meet the density limits set by the zone.

[4] Based on recent changes in direction at the State level, the High Speed Rail Station appears unlikely to be built in the foreseeable future.

If applied outside of the Downtown Plan Area, these different zone districts, development standards, and incentives could result in additional growth, especially if the Density Districts allowing high levels of density are applied. However, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zone changes would analyze potential impacts related to substantial population growth, during which community-specific reasonably anticipated development would be estimated and their capacity to accommodate population, housing, and employment would be evaluated. Like the Downtown Plan, it is expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG projections and the proposed vision for the community as established in the City's adopted General Plan Framework Element. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to population growth from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. As such, the impact would be ***less than significant.***

## Mitigation Measures

Impacts related to population, housing and employment growth as a result of the Downtown Plan and the New Zoning Code are less than significant; therefore, mitigation is not required.

| | |
|---|---|
| **Threshold 4.12-2** | Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere |

**Impact 4.12-2**

**Downtown Plan:** The Downtown Plan would accommodate new development and redevelopment projects in the Downtown Plan Area that would likely result in some displacement of existing housing units and residents. However, the Downtown Plan would establish policies and zoning regulations that are expected to substantially increase the capacity for housing stock in the Downtown Plan Area and also includes policies to support the provision of affordable housing. In addition, local policies and regulations would require and/or incentivize many future development projects in the Downtown Plan Area to provide market rate and affordable units. This impact would be ***less than significant.***

**New Zoning Code**: The New Zoning Code does not include any standards that would directly displace current residents, but to the extent that the modular structure of the New Zoning Code encourages development, the New Zoning Code could cause displacement indirectly. However, this displacement would be offset by the construction of additional units which increase the total housing stock. Therefore, any indirect impacts related to displacement from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

The Downtown Plan would allow for new development and redevelopment projects in the Downtown Plan Area. Moreover, no property owner would be required to redevelop his/her property. The Downtown Plan does not require any existing housing to be demolished or reduced in order to be consistent with the Downtown Plan's land use designations and zoning. In effect, existing development on the ground could be maintained or grandfathered in. Primarily future development would be subject to the Downtown Plan once it is effective. With that said, reasonably anticipated development from the Proposed Plan is anticipated to result in redevelopment that would likely result in the displacement of some existing housing

units and residents, including homeless residents, during construction. However, the number of displaced units and residents and locations of any replacement housing, if needed, would be speculative.

The city includes a number of policies that seek to preserve affordability of existing housing stock and minimize displacement. The City's Rent Stabilization Ordinance (RSO) would cap increases in rental rates for the dwelling units built on or before October 1, 1978 as well as replacement units under LAMC Section 151.28, so that residents of these units in the Downtown Plan Area would not be displaced if increased development and improvements to the Downtown Plan Area raise property values. The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) offers protections for preservation of existing residential hotels. The RHO stipulates compliance with certain tenant rights and prohibits demolition of residential hotels or its conversion to other uses without approval from the Housing + Community Investment Department (HCIDLA).[5]

Further, although no residential units are specifically proposed to be displaced, displacement of some residences is a reasonably foreseeable result of development that could occur under the Downtown Plan. Redevelopment activity could also potentially displace some housing and people in the Downtown Plan Area. There may be a lag time between displacement and the development of replacement housing in some instances. However, it would be speculative to attempt to identify which units and people, how many units and people might be displaced, and what the lag time, if any, might be. In addition, as discussed under Impact 4.12-1 and further below, implementation of the Downtown Plan is projected to substantially increase the overall housing stock in the Downtown Plan Area. Finally, the City has adopted a number of policies, including new policies in the Downtown Plan itself, that are specifically aimed at providing affordable housing in association with new housing development and reducing homelessness. As such, the Downtown Plan would not necessitate the construction of replacement housing elsewhere.

As identified in Section 4.10, *Land Use and Planning*, of this EIR, a substantial portion of the Downtown Plan Area is currently designated as commercial (approximately 690 acres) and industrial (1,516 acres) in comparison to the area designated as residential (approximately 212 acres). The Downtown Plan Area has not been historically developed with substantial number of residential uses, with the exception of residential uses generally concentrated in the South Park portion of the Downtown Plan Area that have been developed in the last 15 to 20 years, and are not likely to be redeveloped during the life of the Downtown Plan. Moreover, the Downtown Plan provides additional opportunities for housing by expanding areas where housing is allowed, then what currently exists. The Downtown Plan is projected to accommodate a substantial net increase in the number of available housing units in the Downtown Plan Area. As shown in **Table 4.12-5**, the Downtown Plan is expected to accommodate an increase in the number of available housing units in the Downtown Plan Area from approximately 34,000 units to 133,000 units, an increase of 99,000 units. Based on the Downtown Plan's potential to increase housing units in the Downtown Plan Area by approximately 291 percent, it is anticipated that any replacement housing need created by displacement of existing housing would be more than offset through implementation of the Downtown Plan. Furthermore, the Downtown Plan includes specific policies to incentivize the production of affordable housing. The Plan introduces new opportunities for affordable housing in all areas of the plan that allow residential uses under the Downtown Plan Community Benefits Program. The Program will offer additional development rights to residential projects in exchange for providing affordable housing. Additionally, certain portions of the Plan Area have additional provisions for affordable housing. The area bounded by 5th Street to the north, Central Avenue to the east, 7th Street to the south and San Pedro to the west, which is currently designated as light industrial, and allows light industrial, commercial and non-residential uses will be re-designated to also allow for restricted affordable units for deeply-low, extremely low, very-low, low and moderate income households, while not allowing for market-rate housing, in order to promote the provision of affordable housing in this portion of the Plan Area. As discussed in the Setting, the City has

[5] Assembly Bill 1482, a new statewide rent control ordinance extends rent control to units built in the last 15 years and caps rent increases at 5% plus cost of living.

adopted regulations and policies that require or incentivize the provision of affordable housing in new development projects that apply citywide. As discussed in Section 4.12.3, *Regulatory Framework*, these policies include the Density Bonus Ordinance (LAMC Section 12.22 A.25) and affordable housing mandates included in Proposition JJJ. The Density Bonus Ordinance would incentivize the provision of affordable and/or senior housing units in new development projects by offering projects that provide these units additional floor area ratios. Proposition JJJ includes a measure requiring new development projects requesting a zone change or general plan amendment in the City to designate a certain percentage of condos and apartments in new residential buildings for low-income tenants. Per the AHLF Ordinance, certain new market-rate residential and commercial developments are required to pay a fee that goes towards funding affordable housing.

The Downtown Plan also includes the following policies to support the provision of housing to meet a wide range of economic and social needs, as well as preserve and retain existing housing and residents:

- **LU 2.1** Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.
- **LU 2.2** Provide incentives and simplify zoning controls where possible to expedite the production of housing.
- **LU 2.3** Expand the areas where housing is permitted to meet the projected housing needs.
- **LU 2.4** Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.
- **LU 3.1** Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.
- **LU 3.2** Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.
- **LU 3.3** Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.
- **LU 29.7** Encourage the creation of a range of housing options, including social service housing, permanent supportive housing, a full spectrum of affordable housing, and workforce housing.
- **LU 33.6** Support affordable housing options for artists.
- **LU 40.4** Support affordable housing for seniors and encourage the creation of adaptable residential buildings to accommodate aging populations.
- **LU 51.3** Maintain a high standard for the provision of affordable and workforce housing on publicly owned land in Civic areas, such that these areas serve as models for the rest of the City.

The Downtown Plan is specifically aimed at accommodating current and anticipated housing demand as well as changing demographics in the Downtown Plan Area. Although the number of existing units (including affordable units) that might be displaced by future development cannot be predicted with any degree of certainty, the Downtown Plan would substantially increase the overall availability of housing in the Downtown Plan Area and includes policies to support the provision of housing to meet a range of economic and social needs. To that end, it would implement relevant City and regional housing policies as well as those of the RTP/SCS. Future development projects in the Downtown Plan Area would also be incentivized or required to provide affordable units. Moreover, displacement of housing units likely to occur due to the time lag between demolished units and construction of new units would be temporary and would be offset by the overall net increase in housing under the Downtown Plan. Therefore, the Downtown Plan

is not anticipated to result in the net loss or displacement of housing, necessitating the construction of replacement housing elsewhere. The impact would be ***less than significant***.

### New Zoning Code Impact

The New Zoning Code would allow for a variety of new zone districts that could be applied in the Downtown Plan Area and elsewhere in the City through future community plan updates or amendments. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. It is expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG projections. Additionally, the City's General Plan Framework Element Land Use policy encourages the retention of the City's stable residential neighborhoods and encourages growth to locate in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations, which would minimize displacement of housing or population. As such, the impact would be ***less than significant.***

### Mitigation Measures

Impacts related to the displacement of housing or persons as a result of the Downtown Plan and the New Zoning Code are less than significant; therefore; therefore, mitigation is not required.

## CUMULATIVE IMPACTS

Cumulative population and housing impacts consider Citywide growth and development. As indicated in **Table 4.12-6**, Los Angeles is expected to grow substantially in population, housing, and employment through 2040. The City's population is expected to grow from 3,950,000 to 4,609,000 (659,000 residents or 17 percent), the number of households is expected to increase from 1,397,000 to 1,690,000 (293,000 households or 21 percent), and the number of jobs is expected to grow from 1,824,000 to 2,169,000 (345,000 jobs or 19 percent).

### Inducement of Substantial Population Growth

State laws require local governments to regularly assess and plan for future growth. For example, SCAG is required to update its RTP/SCS and accompanying growth projections every four years and the City is required to update its Housing Element, and correspondingly conduct a RHNA, every other RTP/SCS cycle, or every eight years. As discussed under Impact 4.12-1, the Downtown Plan specifically is intended to accommodate a high proportion of Citywide population, housing, and employment growth projected by SCAG through 2040 in the Downtown Plan Area because of its proximity to existing and future transit opportunities. Accommodating much of the City's growth in the Downtown Plan Area would meet both City and SCAG planning objectives related to increasing transit use, reducing regional vehicle miles traveled, and creating more livable communities, but would not cause any exceedance of the overall Citywide growth projection for Los Angeles. The New Zoning Code would not currently be implemented outside of the Downtown Plan Area; therefore, any indirect impacts related to population growth from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Nevertheless, as with the Downtown Plan, it is expected that with the City's overall intent is to accommodate sufficient housing to meet SCAG projections, even if some community plan areas accommodate more housing than anticipated by SCAG and others accommodate less. Based on these facts, neither the Downtown Plan nor the New Zoning Code would contribute to cumulatively considerable impacts related to population growth. Cumulative impacts would be ***less than significant.***

## Displacement of People and Housing

As noted above, the City's intent is to accommodate forecast housing demand. Through 2040, the City anticipates adding 293,000 housing units. This 21 percent increase as compared to the current citywide housing stock would exceed the 17 percent citywide population growth over the same time period. As such, although some individual housing units may be displaced as redevelopment of properties occurs throughout the City, the overall effect of implementation of the City's 35 community plans would be to increase the City's housing stock. Thus, although temporary displacement of some individuals could occur, such displacement would not necessitate the construction of new housing beyond what is already planned for and forecast to occur.

As discussed under Impact 4.12-2, implementation of the Downtown Plan would accommodate the construction of additional housing, including affordable housing, in an urban center where impacts to many environmental resources can be minimized and would help to offset displacement impacts arising from cumulative development. The Downtown Plan is expected to result in a net increase of housing over existing conditions and would allow a variety of new housing types. As noted above, the Downtown Plan could result in some temporary displacement of housing units and people due to the time lag between removal and replacement of housing, but this displacement would be offset by the anticipated increases in housing. Therefore, such temporary impacts would not add to other impacts resulting from redevelopment of sites outside the Downtown Plan Area and permanent displacement of housing and people is not anticipated. Reasonably anticipated development under the Downtown Plan would temporarily displace some people and housing, but the overall effect of the Downtown Plan would be a substantial increase in the Downtown Plan Area housing stock. In addition, the Downtown Plan includes policies for the preservation of Rent Stabilized and covenanted affordable units. Overall, the Downtown Plan would have a beneficial contribution to any cumulative impacts related to displacement.

The New Zoning Code would not directly displace any people or housing. Further, the New Zoning Code would not be implemented outside of the Downtown Plan Area at this time; therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

Based on the information above, the contribution of the Downtown Plan and the New Zoning Code to cumulative impacts related to displacement of people and housing would not be cumulatively considerable. Cumulative impacts would be ***less than significant.***

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# 4.13 PUBLIC SERVICES

This section provides an overview of existing public services and evaluates potential environmental impacts resulting from the provision of public service facilities to accommodate Plan development. Public services addressed include fire and emergency services, police protection services, public schools, and libraries; parks are addressed in Section 4.14, *Recreation*.

## *Fire Protection and Emergency Services*

## ENVIRONMENTAL SETTING

### CITYWIDE SETTING

The Los Angeles Fire Department provides fire prevention, protection, and emergency medical services throughout Los Angeles. LAFD is a full-spectrum life safety agency that provides essential emergency and non-emergency services throughout the 472-square mile jurisdiction within the City. LAFD consists of 3,435 uniformed fire personnel that provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service. LAFD also consists of 381 professional support staff that provides technical and administrative support to the LAFD. A total of 1,018 uniformed firefighters, in addition to 270 firefighter/paramedics are on active duty citywide serving at 106 neighborhood fire stations (LAFD 2018). In January 2015, the LAFD service areas were re-structured into four geographic bureaus that align with the Los Angeles Police Department (LAPD) geographic boundaries: Central, Valley, West, and South Bureaus. With this updated approach, the LAFD, LAPD, and the City's Emergency Management Department have developed a more unified effort to respond to emergencies. Each designated Bureau Commander is responsible for all LAFD activities in the respective bureaus. In addition, the LAFD has implemented a new emergency medical dispatch card system, known as the Tiered Dispatch System, to reduce call-processing times; and the LAFD Automatic Vehicle Location System, to ensure the nearest emergency resource is dispatched during calls (LAFD 2015a).

The LAFD provides fire prevention, protection, and emergency medical services throughout Los Angeles. The LAFD is organized into groups of fire stations clustered into battalions within larger geographic groups known as bureaus (LAFD 2017a). Each bureau is commanded by a Deputy Chief who oversees and coordinates daily field operations within each bureau's respective service area.

### DOWNTOWN PLAN AREA SETTING

The Downtown Plan Area is in the service area of the Central Bureau and contains four fire stations, Stations 3, 4, 9 and 10, which are part of Battalion 1 of the Los Angeles Fire Department. Battalion 1 also includes Fire Stations 2, 14, 17 and 25 which are not located in the Downtown Plan Area. An additional five fire stations are located within a mile of the Downtown Plan Area boundary, and at least two other fire stations are located within two miles of the Downtown Plan Area and would be able to assist in responding to fire and medical emergencies in the Downtown Plan Area.

## Service Performance Measures

**Table 4.13-1** summarizes the performance statistics for stations that serve the Downtown Plan Area. Most fire stations in and near the Downtown Plan Area have an average turn-out time standard for fire incidents and EMS incidents, (which begins at dispatch notification and includes turn-out and travel times) of less than five minutes and 20 seconds for fire incidents, with the exception of stations 20, 17, and 44.

**TABLE 4.13-1 LAFD FIRE STATIONS – CENTRAL BUREAU**

| Fire Station[1] | Address | Overall Operational Response Time (min : sec)[1] | | | Staffing | Service and Equipment |
|---|---|---|---|---|---|---|
| | | *Non-EMS* | *EMS* | *Structural Fire* | | |
| **Stations in the Downtown Plan Area** | | | | | | |
| 3 | 108 North Fremont Avenue | 5:51 | 6:30 | 4:35 | 18 | Task force, search and rescue team, heavy rescue team, command team |
| 4 | 450 East Temple Street | 6:03 | 6:12 | 3:46 | 19 | Dispatch center, engine house, two paramedic ambulances |
| 9 | 430 East 7th Street | 5:25 | 5:44 | 4:15 | | |
| 10 | 1335 South Olive Street | 5:45 | 6:12 | 4:27 | 14 | Task force, rescue air cushion, paramedic ambulance |
| **Stations Less than Two Miles from the Downtown Plan Area** | | | | | | |
| 1 | 2230 Pasadena Ave Los Angeles, CA 90031 (0.5 mi away) | 6:50 | 6:50 | 4:56 | 14 | Task force, paramedic ambulance |
| 2 | 1962 East Cesar Chavez Avenue (0.9 mi away) | 5:52 | 6:00 | 4:40 | 12 | Task force |
| 11 | 1819 7th St Los Angeles, CA 90057 (0.9 mi away) | 5:31 | 5:54 | 4:03 | 14 | Task force, two paramedic ambulances |
| 17 | 1601 South Santa Fe Avenue (0.5 mi away) | 6:16 | 6:25 | 4:59 | | |
| 14 | 3401 South Central Avenue (1.0 mi away) | 5:59 | 6:12 | 4:18 | 8 | Task force, two paramedic ambulances |
| 20 | 2144 West Sunset Boulevard (1.2 mi away) | 5:41 | 6:23 | 4:26 | 8 | Task force, paramedic ambulance |
| 44 | 1410 Cypress Avenue (1.8 mi away) | 6:29 | 6:38 | 4:52 | | |

[1]Average overall response time for January –July 2018.
**NOTE:** Non-EMS = fire and other services; EMS = Emergency Medical Services; task force = fire truck and two engines
**SOURCE**: 1. LAFD 2017b 2. LAFD 2018a

LAFD's services continue to be based on the community's needs, as determined by on-going evaluations that consider the number of calls and other factors. These evaluations are used to determine the need for reallocation of existing equipment or personnel and/or the acquisition of new equipment, personnel, or new stations. As development occurs, the LAFD reviews EIRs and subdivisions applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development for individual projects (Los Angeles 2001).

### Fire Flow and Response Distance

The adequacy of fire protection for a given area is based on required fire flow, response distance from existing fire stations, and the LAFD's judgment of needs in the area. Personnel and equipment needs for individual fire stations are determined based on the LAFD's review of the number of incidents within a station's service area. As the number of incidents increases, the LAFD assigns new staff and equipment as necessary to maintain acceptable service ratios and response times (Los Angeles 2012).The Fire Code specifies required fire flow (measured in gallons per minute from the local water system) and response distance for fire protection services, as discussed in the Regulatory Framework.

The fire flow necessary to contain a fire depends on the existing land use or combination of land uses and the density of the area being served. Consequently, the amount of water necessary for fire protection depends on various factors, including the type of development, occupancy, and the level or intensity of a fire hazard. Maximum response distances also vary with land use and density of development. Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the LAFD's ability to successfully navigate through an area's circulation system. The Fire Code specifies maximum response distances allowed between specific locations and engine/truck companies based upon land use and fire flow requirements.

When response distances exceed these requirements, plans for new commercial and residential structures must be reviewed and various fire suppression equipment (e.g., automatic fire sprinkler systems, fire signaling systems, fire extinguishers, smoke removal systems, and any other fire protection devices) as deemed necessary by the Fire Chief are required to be incorporated in the plans prior to the approval of an occupancy permit. In addition to fire flow requirements, the LAFD requires different types of fire hydrants within a specified distance to deliver the required fire flow, as discussed in the Regulatory Framework.

# REGULATORY FRAMEWORK

Federal, state and local laws, regulations, plans, and guidelines that are potentially applicable to the Proposed Project are summarized below.

## FEDERAL

### Federal Emergency Management Act (FEMA)

FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

### Disaster Mitigation Act of 2000

Disaster Mitigation Act (42 United States Code [U.S.C.] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the

administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

### Federal Fire Safety Act (FFSA)

The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

## STATE

### California Constitution Article XIII Section 35

Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: "The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection, as well as other public safety services. In City of Hayward v. Trustee of California State University (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency will comply with that provision and ensure that public services are provided. (See City of Hayward v. Trustee of California State University (2015) 242 Cal. App. 4th 833, 847, stating "the city has a constitutional obligation to provide adequate fire protection services".)

### California Fire Code

Title 24, Part 9 of the California Code of Regulations (CCR), also referred to as the California Fire Code, is part of the California Building Code and establishes standards regarding fire protection and notification systems for residential and commercial buildings. It includes fire safety requirements and regulations,

including implementation of fire protection devices, such as fire extinguishers and smoke alarms, installation of sprinklers in all high-rise buildings, establishment of fire resistance standards for fire doors, buildings materials, and types of construction, clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazards areas, and fire suppression training. The California Fire Code is applicable to all occupancies in California, but can be superseded by local regulations if they are more stringent. Regulations in the California Fire Code are incorporated by reference with amendments in the Los Angeles Building Code, Fire Safety Regulations.

### Title 8 California Code of Regulations (CCR) Sections 1270 and 6773

In accordance with CCR, Title 8 Section 1270, "Fire Prevention," and Section 6773, "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) establishes minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

### California Health and Safety Code Section 13100-13135

California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

### California Governor's Office of Emergency Services (Cal OES)

In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

### Mutual Aid Agreements

Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for

EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

# LOCAL

## Los Angeles City General Plan

The City's General Plan contains two elements with policies pertaining to fire protection and emergency response. Chapter 9 (Infrastructure and Public Services) of the Framework Element contains general objectives and specific policies to ensure provision of fire protection and emergency response services into the future through adequate planning, funding, data collection, creation of standards, and cooperation with other agencies. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster and provides broad goals, objectives, and policies related to the City's response to hazards and natural disasters. The Emergency Operations Organization (EOO) is responsible for implementing the Safety Element. Goals and policies applicable to fire protection and emergency services are summarized in **Table 4.13-2**.

**TABLE 4.13-2 RELEVANT GENERAL PLAN FIRE PROTECTION GOALS, OBJECTIVES, AND POLICIES**

| | |
|---|---|
| **Framework Element – Infrastructure and Public Services** | |
| Goal 9J | Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure. |
| Objective 9.16 | Monitor and forecast demand for existing and projected fire facilities and service. |
| Policy 9.16.1 | Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions. |
| Objective 9.17 | Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand. |
| Policy 9.17.2 | Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards. |
| Policy 9.17.4 | Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes, or considering discretionary land use permits. |
| Objective 9.19 | Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations. |
| Policy 9.19.1 | Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies. |
| Policy 9.19.3 | Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters. |
| **Safety Element** | |
| Goal 2 | A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs. |
| Objective 2.1 | Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs. |
| Policy 2.1.5 | Response: Develop, implement, and continue to improve the City's ability to respond to emergency events. [All EOO emergency response programs and all hazard mitigation and disaster recovery programs related to protecting and reestablishing communications and other infrastructure, service and governmental operations systems implement this policy.] |
| Policy 2.1.6 | Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. [All peak load water and other standards, code requirements (including minimum road widths, access, and clearances around structures) and other requirements or procedures related to fire suppression implement this policy.] |

| TABLE 4.13-2 RELEVANT GENERAL PLAN FIRE PROTECTION GOALS, OBJECTIVES, AND POLICIES | |
|---|---|
| | The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response. At a minimum, site selection criteria should include the following standards which were contained in the 1979 General Plan Fire Protection and Prevention Plan:<br>Fire stations should be located along improved major or secondary highways. If, in a given service area, the only available site is on a local street, the site must be on a street which leads directly to an improved major or secondary highway.<br>Fire station properties should be situated so as to provide drive-thru capability for heavy fire apparatus.<br>If a fire station site is on the side of a street or highway where the flow of traffic is toward a signalized intersection, the site should be at least 200 feet from that intersection in order to avoid blockage during ingress and egress.<br>The total number of companies which would be available for dispatch to first alarms would vary with the required fire flow and distance as follows: (a) less than 2,000 gpm would require not less than 2 engine companies and 1 truck company; (b) 2,000 but less than 4,500 gpm, not less than 2 or 3 engine companies and 1 or 2 truck companies; and (c) 4,500 or more gpm, not less than 3 engine companies and 2 truck companies.<br>These provisions of the 1979 Plan were modified by the Fire Department for purposes of clarification. |
| Goal 3 | A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster. |
| Objective 3.1 | Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs. |
| Policy 3.1.1 | Coordination: Coordinate with each other, with other jurisdictions and with appropriate private and public entities prior to a disaster and to the greatest extent feasible within the resources available, to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster. [All EOO recovery programs involving cooperative efforts between entities implement this policy.] |
| **SOURCE**: City of Los Angeles 2001 | |

## Los Angeles Fire Department (LAFD) Strategic Plan 2015-2017

The LAFD Strategic Plan 2015-2017 focuses on goals and strategic actions to guide the LAFD in the following areas: improving service delivery, implementing advanced technologies, employing sound budgeting practices and enhancing leadership. The plan also addresses the development of an even more professional workforce, promoting a positive work environment, and working to strengthen community relationships to improve preparedness and enhance resiliency during emergency events.

## Los Angeles Municipal Code (LAMC) and Charter

The Los Angeles Fire Code is a combination of the California Fire Code and Los Angeles amendments and is contained within Chapter V, Article 7, Fire Protection and Prevention of the LAMC. As required by the Fire Code, the LAFD Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations as set forth by the State fire marshal. The Los Angeles Fire Code provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises.

LAMC Section 57.503 requires any facility, structure, group of structures, or premises to provide and maintain LAFD access and requires that any structure located more than 150 feet from an approved street provide an approved fire lane.

LAMC Section 57.507.3 contains the fire flow requirements characterized by the type of development (see **Tables 4.13-3** and **4.13-4**). As discussed therein and per Table 57.507.3.1 of the LAMC, fire flow requirements require 2,000 gallons per minute (gpm) from three adjacent fire hydrants for low-density residential developments; 4,000gpm from four adjacent fire hydrants for high density residential and neighborhood commercial developments; 6,000 to 9,000 gpm from four to six fire hydrants for industrial and commercial developments; and to 12,000 gpm available to any block for high-density industrial and commercial developments. As provided in LAMC Section 57.507.3.2 and described in Table 57.507.3.2, each fire hydrant serving industrial and commercial land developments serve 80,000 square feet of land area, be spaced 300 feet from the next fire hydrant on roads and fire lands, and be a 2.5-inch-by-4-inch double fire hydrant, or 4-inch-by-4-inch double fire hydrant.

**TABLE 4.13-3 REQUIRED FIRE FLOW AND MAXIMUM RESPONSE DISTANCES**

| Land Use | Required Fire Flow | Maximum Response Distance to LAFD Fire Station[1] | |
|---|---|---|---|
| | | Engine Company[2] | Truck Company[2] |
| **Residential** | | | |
| Low Density Residential | 2,000 gpm from three adjacent hydrants flowing simultaneously | 1.5 miles | 1.5 miles |
| High Density Residential and Commercial Neighborhood | 4,000 gpm from four adjacent hydrants flowing simultaneously | 1.5 miles | 1.5 miles |
| **Commercial** | | | |
| Industrial and Commercial | 6,000 to 9,000 gpm from four hydrants flowing simultaneously | 1 mile | 1.5 miles |
| High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers) | 12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required) | 0.75 mile | 1 mile |

1. The maximum response distance to LAFD fire stations pertains to areas outside the boundaries covered by the Hillside Ordinance (Ordinance Number 168,159). When a portion of any subdivision, as that term is defined in Section 17.02 of the Los Angeles Municipal Code, falls outside of the one and one-half mile distance requirement, automatic fire sprinklers will not be required in that portion whenever a review by the Chief has determined that no unacceptable increase in hazard to the public will result.
2. The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied.
gpm = gallons per minute

**SOURCE**: City of Los Angeles Municipal Code, *Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code),* Section 57.507.3, Table 57.507.3.1.

**TABLE 4.13-4 LAND USE AND REQUIRED FIRE FLOW**

| Type of Land Development | Net Land Area Served Per Hydrant[1] | Distance Between Hydrants on Roads and Fire Lanes | Type of Hydrant |
|---|---|---|---|
| Low-Density Residential | 150,000 sq. ft. | 600 ft. | 2 1/2" x 4" Double Fire Hydrant |
| High-Density Residential & Neighborhood Commercial | 100,000 sq. ft. | 300 - 450 ft. | 2 1/2" x 4" Double Fire Hydrant |
| Industrial & Commercial | 80,000 sq. ft. | 300 ft. | 2 ½" x 4" Double Fire Hydrant or 4" x 4" Double Fire Hydrant |
| High-Density Industrial & Commercial | 40,000 sq. ft. | 300 ft. | 4" x 4" Double Fire Hydrant |

1. These standards will be systematically reduced where greater fire flow is required due to restricted access, depth of lots, length of blocks, or additional hazards.

**SOURCE:** City of Los Angeles Municipal Code, *Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code),* Section 57.507.3.2, Table 57.507.3.2.

LAMC Section 57.507.3.3 requires land uses to include the installation of an automatic fire-sprinkler system should the type of land use exceed the maximum response distances per Table 57.507.3.3 of LAMC Section 57.507.3.3.

### City of Los Angeles Proposition F, Q, and J – Facilities Bond

Proposition F, also known as the Fire Facilities Bond, was approved in November 2000 and authorized the issuance of $532.6 million to finance the construction and rehabilitation of fire stations and animal shelters in the City of Los Angeles. Further, $378.6 million was allocated for the construction of 18 new or replacement neighborhood fire/paramedic stations, one regional fire station and training facility, and an emergency air operations/helicopter maintenance facility, for a total of 20 Proposition F projects. Through Proposition F, regional Fire Station 82 (5769 Hollywood Boulevard) was reconstructed and opened in 2012.

Proposition Q, known as the Citywide Public Safety Bond Measure was approved in March 2002 and allocated $600 million to renovate, improve, expand, and construct police, fire, 911, and paramedic facilities. Proposition Q also includes renovations to existing LAFD facilities, totaling 80 LAFD facility renovation projects.

In 2006, Measure J amended Proposition F, providing flexibility in the design of new facilities and setting standards for such facilities. Specifically, Measure J allows the following: the development of new regional fire/paramedic stations to be designed and built on one or more properties that are less than two acres; standard fire/paramedic stations to be designed and built on one acre; components to be built on two or more sites within proximity; or facilities to be designed to fit on a single site of less than two acres (Los Angeles 2017).

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, the Proposed Project would have a potentially significant impact if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

Consistent with *City of Hayward v. Trustees of California State University* (2015; 242 Cal.App.4th 833), significant impacts under CEQA consist of adverse changes to physical conditions resulting from a project. Potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate:

"[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city." (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services."].) Therefore, while response times and standards for services are discussed herein, they are provided for informational purposes only and to provide an indication of the potential need for new facilities, rather than as thresholds for significance.

The determination of significance shall be made considering whether a project would require the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

# METHODOLOGY

The following analysis focuses on determining whether the Proposed Project would result in adverse physical impacts to the environment due to the expansion of existing fire protection facilities or construction of new facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing fire protection services, impacts of the Proposed Project on demand for fire protection service, and input from the LAFD. Whether provision of new or expanded facilities would result in substantial adverse environmental effects is evaluated by considering the physical context in which facilities would be built, constraints on the size and number of new and/or expanded facilities, and an analysis of potential environmental impacts that would result from their construction.

As discussed under "Thresholds of Significance," an impact related to public services would occur if the Proposed Project promotes growth patterns resulting in the need for and/or the provision of new or physically altered fire or emergency response facilities, the construction of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. The need for or deficiency in adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843. To the extent that the Proposed Project causes the need for additional fire and emergency response services that result in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR of social or economic impacts that relates solely to the level of fire and life safety services provided to the community, including any existing or future needs and deficiencies, is not determinant on its own of CEQA impacts, absent those social or economic impacts resulting in physical impacts. The ultimate determination of whether there is a significant impact related to fire and emergency response services is based on whether a significant physical impact would result from the construction of new or expanded fire and emergency response facilities.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.13-1** | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? |

**Impact 4.13-1**

**Downtown Plan:** The Downtown Plan would allow for increased development potential that could increase demand for fire protection service in the Downtown Plan Area. This may result in the need for new or expanded fire protection facilities. The size and location of new facilities is not known at this time, but based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts; therefore, impacts would be ***less than significant***.

**New Zoning Code:** The New Zoning Code does not include any standards that would result in impacts related to the provision of fire protection facilities**.** The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan provides a framework for development of the City's Downtown through 2040 and includes changes to existing policy to enable higher-density development. Future growth under the Downtown Plan is anticipated to add about 99,000 new housing units (291 percent increase), 176,000 new residents (232 percent increase), and 86,000 new employees (39 percent increase) in the Downtown Plan Area by 2040. The Downtown Plan also includes policies to improve pedestrian, bike, and public transit networks in the Downtown Plan Area and encourage use of alternative transportation modes and active transport. Impacts to fire protection services resulting from construction and operation of new development are discussed below.

Construction

While the Downtown Plan would allow for increased residential, commercial, and light industrial development, it would not constitute a commitment to any specific construction. Nevertheless, construction activities associated with development of the Plan Area would potentially temporarily increase existing demand on fire protection and EMS. Construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, and chemical reactions in combustible materials and coatings. However, in compliance with Occupational Safety and Health Administration (OSHA) requirements, construction managers and personnel would be trained in emergency response and fire safety operations. In addition, fire suppression equipment (e.g., fire extinguishers) would be maintained on each specific construction site during construction.

Road and lane closures due to construction activities related to individual development projects could temporarily affect travel times of fire and emergency services vehicles. Traffic delays caused by potential closures could impede the ability of emergency vehicles to efficiently move along roadways to their destination. In addition, road closures may result in detours that adversely affect response times. However, individual developers are required to implement construction staging and traffic management plans

consistent with LAFD requirements, if warranted, to ensure emergency access is maintained. Moreover, construction activities facilitated by the Downtown Plan would not foreseeably result in the need for expansion of existing fire stations or construction of new fire stations due to their temporary nature. Therefore, construction activity would have a ***less than significant*** environmental impacts related to fire protection.

Operation

Based on information provided in LAFD's Strategic Plan 2015-2017, the ability to provide adequate fire protection services is dependent on numerous factors including staffing levels, mutual aid agreements, deployment strategies, and technological advances in equipment. LAFD's primary determinant for assessing future service needs is based on their cumulative review and analysis of past incidents. Options available to LAFD include expanding fire prevention services, increasing staffing levels, and adding new fire stations(s) to underserved areas. The projected number of residents, employees and overall anticipated development levels is routinely reviewed by LAFD to assist in determining the future need for emergency services. LAFD determines the need for new fire stations based on the needs assessment that takes into account the complex set of factors discussed above, as well as geographic distribution of physical structures; access to trucks, ambulances, and other equipment; the location of new structures and anticipated response times (LAFD 2015).

Meeting service standards could also be affected by the impact of increased land use intensity and residential density in the Downtown Plan Area on roadway congestion in and around the Plan Area used by fire protection vehicles to access emergency sites. However, there is not a direct relationship between predicted travel delay and emergency response times because California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. The LAFD, in collaboration with Los Angeles Department of Transportation (LADOT), has also developed a Fire Preemption System (FPS) that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City.

Existing regulations and policies would partially offset future increases in demand for fire protection service. For example, Downtown Plan Area developers would be required to comply with current fire code standards, which require new construction to incorporate more dynamic and advanced fire and life safety technologies and fire prevention measures than was previously required. In addition, policy measures in the Downtown Plan would encourage use of public transit and alternative modes of transportation, which would generally reduce traffic congestion in the Downtown Plan Area. Furthermore, LAFD has a constitutional mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. As development occurs over the life time of the Downtown Plan, it is expected that fire protection service levels will be evaluated and maintained by LAFD. In conformance with California Constitution Article XIII, Section 35, (a)(2), existing policies, procedures and practices related to fire protection and emergency services, LAFD would maintain acceptable emergency response times through the provision of additional personnel and equipment as needed, as well as potentially constructing new or expanding existing fire and emergency response facilities.

The ability of EMS and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able navigate intervening roadways. While growth reasonably anticipated under the Downtown Plan would result in higher overall traffic volumes in the Downtown Plan Area, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Therefore, EMS and fire protection services response times generally would not change substantially as the population of the Downtown Plan increases.

As discussed in Section 4.12, *Population, Housing, and Employment*, implementation of the Downtown Plan would result in an increase in overall housing, population, and employment in the Downtown Plan Area. An increase in population, would foreseeably increase demand for fire or emergency protection facilities. Based on this rising demand and existing facilities that are already over capacity, the LAFD estimates that several facilities would require expansion and at least one new station would need to be built in or near the Downtown Plan Area to maintain timely response (Perez 2017). LAFD is considering the expansion of Fire Station No. 9, located at 430 7th Street, in the Downtown Plan Area. Fire Station No. 9 would be demolished and reconstructed as a larger facility. This expansion of this facility would accommodate existing staff and existing resources (Perez 2019). The existing station has not been identified as a historical resource and the site of this facility is surrounded by parking areas and commercial/industrial uses that would not be unusually sensitive to construction or operational noise, lighting, or other impacts associated with facility expansion.

Construction of new fire stations and expansion of existing fire stations to serve the Downtown Plan Area would occur in an urban center and would be limited in number (possibly one or two new facilities) and size. New facilities would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new facility, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR, and they would not be any different for a fire/paramedic station/facility. It is not foreseeable that impacts from rebuilding Fire Station No. 9 or upgrades to any of the other existing stations or the construction of any other stations in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. Similar to other types of development, the construction of new or expanded fire protection facilities could contribute to the significant historic resource and construction noise impacts identified in sections 4.4, *Cultural Resources*, and 4.11, *Noise*, of this EIR. According to the Los Angeles Bureau of Engineering (BOE), there are four basic configurations for fire stations but the typical standard fire/paramedic station would consist of a 15,250-square foot building on a parcel that is approximately one acre. Although the Fire Department is preparing a Standards of Cover that could result in recommendations for new fire station typologies, including those better suited to dense urban infill. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and project specific design features or project specific mitigation measures identified through a project EIR or mitigated negative declaration. It is noted, that the EIR for Van Nuys No. 39, certified in 2017, found no unavoidable significant impacts for the construction of a new fire station. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Furthermore, the construction of a new fire facility or expansion of an existing facility would require a project-specific environmental analysis under CEQA to address any site-specific environmental concerns. Therefore, impacts related to fire protection and emergency services would be ***less than significant.***

## New Zoning Code Impact

As discussed in Existing Conditions, the LAFD is organized into four geographic bureaus with 14 battalions, each responsible for a group of five to eight fire stations within a geographic area typically 20 to 30 square miles in size. The LAFD is comprised of 106 fire stations and serves a population of over 3.9 million people. Future development has the potential to affect fire protection services by adding additional people and structures within the City that require protection and by increasing roadway congestion that can reduce response times, which could in turn require the construction of new or altered existing facilities.

However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or development project and associated zoning classifications would analyze potential community- and site-specific impacts to existing fire protection. Therefore, impacts related to fire protection and emergency services would be ***less than significant.***

### Mitigation Measures

Downtown Plan

No significant impacts related to fire protection facilities have been identified; therefore, mitigation is not required.

However, the construction of new fire protection facilities or expansion of existing facilities to serve the Downtown Plan Area would be required to incorporate applicable mitigation measures included in this EIR. These potentially include measures related to biological resources, cultural resources, hazards/hazardous materials, and noise.

New Zoning Code

This impact would be less than significant; therefore, mitigation is not required.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to fire protection services includes the entire City of Los Angeles as well as areas at the City's periphery that could potentially be affected by construction of a new facility at or near the City's corporate boundary. Citywide development through 2040 would add an estimated 293,000 new households, 659,000 new residents, and 345,000 new employees (SCAG 2016).

Cumulative development throughout Los Angeles would increase overall demand for fire protection service and may create the need for more fire fighters and potentially new facilities. Fire Station 39, located at 14115 Sylvan Street, Van Nuys, will move to its new location at 14615 Oxnard Street, Van Nuys, on or about July 1, 2019; however, no other new facilities are planned at this time, city-wide (LAFD 2019). Impacts associated with the addition of multiple fire protection facilities throughout the City are speculative since the size, location, and nature of needed new facilities is not known that this time. Nevertheless, the impacts of new facilities would be localized in nature and the addition of multiple new facilities in specific locations may have localized impacts, but would not result in significant additive or cumulative impacts (i.e., the addition of multiple fire protection facilities in various parts of the City would not result in additive effects at any given location).

Past development has occurred in accordance with the growth allowed under the City of Los Angeles General Plan, and all development in the City is required to maintain consistency with City of Los Angeles fire protection regulations. Future development in the Downtown Plan Area, as well as future development occurring within the entire LAFD service area, would be required to comply with all applicable LAFD fire code requirements associated with adequate fire access, fire flows, and number of hydrants as a condition of project approval. Additionally, any development project that would be located at distances that exceed response distance requirements would be required to undergo plan review by the Fire Chief, who would

determine the fire suppression measures that the development project would be required to implement. New development would be required to provide upgrades to the water distribution systems serving the LAFD service area in accordance with LAFD and/or Los Angeles Department of Water and Power (LADWP) requirements. As with the code requirements for fire access, fire flows, number of hydrants, and fire suppression measures, these upgrades would be addressed for new development in conjunction with individual project approvals. These requirements would reduce the demand for additional fire services. However, in the event the Downtown Plan would result in the need for new or expanded fire and emergency response facilities, the construction and operation of new facilities would not be expected to result in new or substantially different impacts from those impacts discussed in the other sections of this EIR, such as *traffic, air, noise*. Without information as to design, location of new or expanded LAFD facilities and their proximity to sensitive receptors, such impacts would be speculative at this time. Similarly, the construction and operation of new fire protection facilities in the Downtown Plan Area may have localized impacts, but individual facilities would not contribute to any additive cumulative or regional impacts. Therefore, the Downtown Plan's incremental effect related to fire service would not be cumulatively considerable.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning so it would only apply to the Downtown Plan at this time. Therefore, projecting the location and type of any new fire protection facilities would be speculative. Future community plan updates and associated zoning classifications would, however, be required to adhere to existing state and local requirements related to the provision of fire protection facilities.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

# *Police Protection*

# ENVIRONMENTAL SETTING

## CITYWIDE SETTING

The Los Angeles Police Department (LAPD) provides police protection services to the entire City of Los Angeles. Similar to the LAFD, the Los Angeles Police Department (LAPD) is comprised of four geographic bureaus (Valley, West, Central, and South) with 21 subdivisions. In 2017, the LAPD had 10,038 sworn police officers and 2,819 civilian personnel (LAPD 2017e).

The LAPD handles an estimated 2,981,238 telephone calls for service per year and approximately 1,270,278 are non-emergency related. According to the 2016 Crime Statistics summary, there were 28,084 violent crimes, 97,346 property crimes, and 119,955 arrests in 2016 (LAPD 2016).

## DOWNTOWN PLAN AREA SETTING

The Downtown Plan Area lies within the operational boundaries of the Central Bureau and straddles the boundaries of three divisions: most of the Downtown Plan Area lies in the service area of Division 1 (Central Area); the southeastern portion lies in the service area of Division 13 (Newton Area); and a small area in the northwest corner of the Downtown Plan Area lies in the service area of Division 11 (Northeast Area). Each division has its own police station that serves as the division's headquarters. Currently, the Central Station is at full capacity; office space for officers is limited and there is insufficient parking space for police vehicles (Ogaz 2017).

**Table 4.13-5** summarizes the stations serving the Downtown Plan Area and includes the current service population and service area for each division. **Table 4.13-6** summarizes current crime statistics for Divisions 1, 11, and 13. Typical crimes include homicide, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft, and arson.

**TABLE 4.13-5 LAPD STATIONS SERVING THE DOWNTOWN PLAN AREA**

| Division/Station | Address | Service Population | Service Area (sq. mi.) |
|---|---|---|---|
| Central Area | 251 E. 6th Street | 40,000 | 4.5 |
| Northeast Area | 3353 San Fernando Road | 250,000 | 29 |
| Newton Area | 3400 South Central Ave. | 150,000 | 9 |

**SOURCE**: LAPD 2017a, b, c

**TABLE 4.13-6 2016 CRIME STATISTICS**

| Division/Station | Violent Crimes[1] | Property Crimes[2] |
|---|---|---|
| Central Area | 1,702 | 4,377 |
| Northeast Area | 952 | 5,093 |
| Newton Area | 2,100 | 4,244 |

1. Violent crimes include homicide, rape, robbery, and aggravated assault.
2. Property crimes include burglary, motor vehicle theft, burglary/theft from motor vehicle, personal/other theft

**SOURCE**: LAPD 2016a

Response time represents the period of time elapsed from the initiation of an assistance call to the appearance of a police unit at the scene. The LAPD has a response time goal of seven minutes (Ogaz 2017). Currently, the average citywide response time is 6.1 minutes (SoCal Patch 2017). Unlike fire protection services, police units are most often in a mobile state; therefore, the distance between a police station and a project site is of little relevance. Instead, the number of deployed police officers and their proximity to crimes is more directly related to the response time.

The Central Area Station, which serves most of the Downtown Plan Area, employs 402 officers, about 313 of which are patrol and probation officers that take response calls (Ogaz 2017). This station currently serves a population of approximately 40,000 (LAPD 2017a); thus, there are about 78 police officers per 10,000 persons. This is above the 2015 national average number of officers per 10,000 persons (16.6) for jurisdictions with a population of over 500,000 and higher, and higher than the citywide 2015 average of 24.9 officers per 10,000 people (Governing 2015). The LAPD also uses technology to enhance strategic deployment of field officers in their service area (LAPD 2016b), which can help lower average response time. PredPol software predicts the times and places where crimes are most likely to occur based on historic data on the time, location, and type of crimes committed.

# REGULATORY FRAMEWORK

## STATE

### California Penal Code

All law enforcement agencies in California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

### California Constitution, Article XIII, Section 35

Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: "The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services, including police. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Section 30056 provides that a city is not allowed to spend less of its own financial resources on its combined public safety services in any given year compared to its 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. In City of Hayward v. Trustee of California State University (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency will comply with that provision and ensure that public services are provided. (See City of Hayward v. Trustee of California State University (2015) 242 Cal. App. 4th 833, 847 stating "the city has a constitutional obligation to provide adequate fire protection services".) It is reasonable to analogize that a similar analysis would apply to police services as Section 35 of Article XIII includes a responsibility for cities to give priority to public safety services, which includes police services.

# LOCAL

## City of Los Angeles General Plan, Framework and Safety Elements

Chapter 9, Infrastructure and Public Services of the Framework Element, includes goals, objectives, and policies applicable to police protection services. These are summarized in **Table 4.13-7**. In addition, the Safety Element of the Los Angeles General Plan addresses natural hazard issues related to Los Angeles Police Department (LAPD) resources (e.g., traffic safety during or following a disaster) and recognizes that most jurisdictions rely on emergency personnel (police, fire, gas, and water) to respond to emergencies.

**TABLE 4.13-7 RELEVANT GENERAL PLAN POLICE PROTECTION GOALS, OBJECTIVES, AND POLICIES**

| **Framework Element – Chapter 9, Infrastructure and Public Services** | |
|---|---|
| Goal 9I | Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. |
| Objective 9.13 | Monitor and forecast demand for existing and projected police service and facilities. |
| Policy 9.13.1 | Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs. |
| Objective 9.14 | Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs. |
| Policy 9.14.1 | Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries. |
| Policy 9.14.5 | Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection. |
| Policy 9.14.7 | Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development. |
| Objective 9.15 | Provide for adequate public safety in emergency situations. |
| Policy 9.15.1 | Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations. |

**SOURCE**: City of Los Angeles 2001

## City of Los Angeles Charter and Administrative and Municipal Codes

The law enforcement regulations, as well as the powers and duties of the LAPD, are outlined in the City of Los Angeles' Charter, Administrative Code, and the LAMC. Article V, Section 570 of the City of Los Angeles Charter gives power and duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and State and federal law. The Charter gives responsibility to LAPD officers to act as peace officers and to protect lives and property in case of disaster or public calamity. Chapter 11, Section 22.240 of the Los Angeles Administrative Code requires the LAPD to adhere to the State of California standards described in Section 13522 of the California Penal Code. Section 13522 charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (e.g., excessive noise), and with providing support to the Department of Building and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is also given the power and the duty to protect residents and property and to review and enforce specific security-related mitigation measures in regards to new development.

## Los Angeles Police Department (LAPD) Computer Statistics Unit (COMPSTAT) Program

The LAPD COMPSTAT was created in 1994 and implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model.

COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns (LAPD 2018).

### LAPD Guidelines and Plan Review

Projects subject to City review are required to develop an Emergency Procedures Plan to address emergency concerns and practices. The plan is subject to review by LAPD. In addition, projects are encouraged to comply with the LAPD's *Design Out Crime Guidelines*, which incorporates techniques of Crime Prevention Through Environmental Design (CPTED) and seeks to deter crime through the design of buildings and public spaces (LAPD 2017d). Specifically, projects are recommended to:

Provide on-site security personnel whose duties shall include but not be limited to the following:

- Monitoring entrances and exits;
- Managing and monitoring fire/life/safety systems;
- Controlling and monitoring activities in parking facilities;

Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;

Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;

Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;

Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;

Design public spaces to be easily patrolled and accessed by safety personnel;

Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and

Limit visually obstructed and infrequently accessed "dead zones."

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, the Proposed Project would have a potentially significant impact if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

While response times and standards for services are provided in the impact discussions below, they are provided for informational purposes only and to provide an indication of the potential need for new facilities, rather than as thresholds for significance.

## METHODOLOGY

The following analysis focuses on determining whether the Proposed Project would result in adverse physical impacts to the environment due to the expansion of existing police facilities or construction of new facilities. Whether additional facilities would be required is determined primarily by considering the

adequacy of existing police services, impacts of the Proposed Project on demand for police protection facilities, and input provided by the LAPD. The need for or deficiency in adequate police services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal. App. 4th 833, 843). Any discussion in this EIR that relates solely to the level of police protection services provided to the residents or users of the Downtown Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to police protection services is based on whether a significant impact will result from the construction of new or expanded police facilities. Whether provision of new or expanded facilities would result in substantial adverse environmental effects is evaluated by considering the physical context in which facilities would be built, constraints on the size and number of new and/or expanded facilities, and an analysis of potential environmental impacts that would result from their construction.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.13-2** | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection? |

**Impact 4.13-2**

**Downtown Plan:** The Downtown Plan would accommodate residential, commercial, and light industrial development in the Downtown Plan Area, which would increase demand for police services and officers in order to maintain acceptable response times. However, due to existing limited capacity at police stations serving the Downtown Plan Area, growth under the Downtown Plan is anticipated to result in the need for new or expanded police facilities. However, based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts; therefore, impacts would be ***less than significant***.

**New Zoning Code:** The New Zoning Code does not include any standards that would result in impacts related to the provision of police protection facilities. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Downtown Plan Impact

Construction

Construction related to future development within the Downtown Plan Area would have the potential to temporarily increase the demand on police services. Construction sites can pose a nuisance with respect to vandalism and theft. Road and lane closures due to construction activities related to individual development projects could affect response times of police vehicles. Traffic delays caused by potential closures could impede the ability of police vehicles to efficiently move along roadways to their destination. Additionally, temporary road closures may also result in detours that impact response time. Any development project that will cause temporary road closures is required to submit a plan to LADOT for approval to ensure any impacts are minimized and, if necessary, proper signage and flagmen provided to avoid impacts. Additionally, large projects are required to develop a construction staging and traffic management plan, as necessary, to ensure that emergency access is maintained and the construction sites are secure. Construction

of reasonably anticipated development under the Downtown Plan would not result in the need for new or physically altered governmental facilities to maintain police service levels and objectives.

Operation

The Downtown Plan would accommodate new residential, commercial, and light industrial development in the Downtown Plan Area, resulting in an estimated 176,000 additional residents (232 percent increase) and 86,000 additional employees (39 percent increase). A larger population could increase demand for LAPD services by increasing the opportunities for crime, though an increase in development intensity and residential density would not necessarily result in a directly proportional increase in crime. An area's crime rate is influenced by many factors, such as police presence, implementation of crime prevention measures, department funding, and socioeconomic factors. To ensure that necessary police services, facilities, and equipment are provided for the public safety needs of all neighborhoods, demand for existing and projected police services and facilities is monitored and forecasted by LAPD in order to maintain standards. Accordingly, as development occurs over the lifetime of the Downtown Plan, police protection service levels would continue to be evaluated and maintained by LAPD in accordance with existing policies, procedures and practices. Individual developments in the Downtown Plan Area would be required to incorporate design features to deter crime. The LAMC and Los Angeles Building Code (LABC) include recently adopted requirements regarding lighting and/ or security locks and devices for residential uses, as well as outdoor lighting requirements for a variety of uses (e.g., LABC Chapter 67, 1029, 8697)(Los Angeles Department of Building and Safety [LADBS] 2017). Additionally, LAPD would review development project applications to determine the types of design features that the development project would need to incorporate to deter crime, consistent with the techniques of CPTED.

Meeting service standard could be affected by increased roadway congestion. As discussed in Section 4.15, *Transportation and Traffic*, of this EIR, implementation of the Downtown Plan would result in land use intensification and an organized and coordinated development pattern that would increase accessibility of destinations while minimizing the related growth in vehicle trips and VMT per capita. While implementation of the Downtown Plan could impact segment-level LOS, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Designated emergency and disaster routes within the Plan Area would be maintained. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. On congested roadways, multi-lane arterial roadways with continuous center left-turn lanes facilitate emergency access when the thru lanes experience delays. Additionally, as previously mentioned under Existing Setting, various roadways within the Plan Area is equipped with FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets.

Additional demand for police service would need to be accommodated, at least in part, through the hiring of new patrol officers who would require office space and patrol cars. However, due to existing over-capacity issues and the age of existing facilities, the LAPD expects that replacement and expansion of existing facilities, or construction of new facilities, would be required to maintain adequate police service in the Downtown Plan Area through 2040 (Ogaz 2017). Although the exact types and locations of future new facilities are not known at this time, it is anticipated that new facilities would be community facilities similar to the Central Community Police Station located at 251 E. 6th Street. Such facilities could generally be accommodated in existing buildings or small new structures and could be developed without new significant environmental impacts beyond those described throughout this EIR. Police protection service levels would continue to be evaluated and maintained by LAPD in accordance with existing policies, procedures and practices as development occurs over the lifetime of the Downtown Plan.

Construction of new or expanded police stations would occur in an urban center and would be limited in number and size. New facilities would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

The environmental impacts of construction and operation of any new facility, as an allowed land use, have been evaluated throughout this EIR. Potential impacts to air, noise, traffic, as well as other impacts of new developments are discussed in the impact sections of this EIR and would not be different for the construction of a LAPD station/facility. It is not foreseeable that impacts from the construction or operation of new or expanded police facilities in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. It is unlikely, but possible, that, similar to other types of development, the construction of new or expanded police protection facilities could contribute to the significant historic resource and construction noise impacts identified in sections 4.4, *Cultural Resources*, and 4.11, *Noise*, of this EIR. Should new facilities be needed, such facilities are anticipated to be infill developments surrounded by urban uses and would not require new or expanded infrastructure. Based on the urban character of the Downtown Plan Area, the construction of new police facilities or expansion of an existing facility would most likely result in a less-than-significant impact and or possibly qualify for an infill exemption. To the extent that any significant impacts could result from the unique characteristics of a specific project site, those impacts would be speculative at this time. Furthermore, although it is anticipated that needed new community facilities could be developed without significant environmental effects beyond those identified in this EIR, the construction a new LAPD facility or expansion of an existing facility would require project-specific environmental analysis under CEQA to address any site-specific environmental concerns. Therefore, impacts related to police protection services, would be ***less than significant***.

## New Zoning Code Impact

As discussed in Existing Conditions, the LAPD has 10,038 sworn police officers and 2,819 civilian personnel that serve a population of over 3.9 million people. The provision of new police protection facilities and increased demand for police protection is influenced by many factors, such as police presence, implementation of crime prevention measures, department funding, and socioeconomic factors. Future development has the potential to affect police protection services by adding additional people and structures within the City that require protection and by increasing roadway congestion that can reduce response times, which could in turn require the construction of new or altered existing facilities. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

As discussed in Section 3.7.4, there are many combinations of Form, Frontage, Standards, Use, and Density Districts that could be applied to properties to make a zone. Due to the modular nature of the new zoning, it is not known where or to what extent future development may occur. Projecting the location and type of future growth as a result of the New Zoning Code outside of the Downtown Plan Area would be speculative at this time as this Project only includes an update to the Downtown Community Plan. In addition, as required by the LAMC and LABC, individual developments are presently required to incorporate design features to deter crime (LADBS 2017). For example, as discussed in the Downtown Community Plan Impact, the LAMC and LABC include recently adopted requirements regarding lighting and/or security locks and devices for residential uses, as well as outdoor lighting requirements for a variety of uses.

Future environmental review of a proposed community plan update and associated zone districts would analyze potential community- and site-specific impacts to existing police protection. Any proposed development would undergo project-level environmental review under CEQA, and would be required to

comply with state and local requirements related to police protection. Therefore, impacts related to police protection services would be ***less than significant.***

### Mitigation Measures

Downtown Plan

No significant impacts related to police facilities have been identified; therefore, mitigation is not required.

However, the construction of new police facilities or expansion of existing facilities to serve the Downtown Plan Area would be required to incorporate applicable mitigation measures included in this EIR. These potentially include measures related to biological resources, cultural resources, hazards/hazardous materials, and noise.

New Zoning Code

This impact would be less than significant; therefore, mitigation is not required.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to police protection services includes the entire City of Los Angeles as well as areas at the City's periphery that could potentially be affected by construction of a new facility at or near the City's corporate boundary. Citywide development through 2040 would add an estimated 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016).

As described above, development projects within the City, including the Downtown Plan Area, would be subject to review upon project submittal of the development application and may be required to provide security features, such as security cameras, private security services, and/or on-site police drop-in facilities that reduce the demand for police service. Future development would also be required to incorporate design elements relative to security, and semi-public and private spaces such as CPTED. These features may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of toilet facilities or building entrances in high-foot traffic areas. These measures would minimize the overall increase in demand for police protection services. Nevertheless, cumulative development throughout Los Angeles would increase overall demand for police service and may create the need for more officers and potentially new facilities. However, environmental impacts associated with the construction of new or expanded facilities would not be expected to result in significant environmental effects and the impacts associated with the addition of police protection facilities are speculative since the size, location, and nature of needed new facilities is not known at this time. Any potential impacts of new facilities would be localized in nature and the addition of new facilities in specific locations would not result in significant cumulative impacts (i.e., the addition of multiple police protection facilities in various parts of the City would not result in additive effects at any given location). As demand for LAPD services increases, LAPD will act to maintain adequate service levels. In the event the Downtown Plan would result in the need for new or expanded LAPD facilities, the construction and operation of new facilities would not be expected to result in new or substantially different impacts from those impacts discussed in other sections of this EIR, such as traffic, air, noise. Without information as to design, location of new or expanded LAFD facilities and their proximity to sensitive receptors, such impacts would be speculative at this time. Furthermore, the construction and operation of new police facilities in the Downtown Plan Area may have localized impacts, but individual facilities would not contribute to any

additive or cumulative regional impacts. Therefore, the incremental effect of the Downtown Plan related to police facilities would not be cumulatively considerable.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning so it would only apply to the Downtown Plan at this time. Therefore, projecting the location and type of any new police facilities would be speculative. Future community plan updates would, however, be required to adhere to existing state and local requirements related to the provision of police protection facilities.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to police protection service would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

# *Schools*

# ENVIRONMENTAL SETTING

## CITYWIDE SETTING

The Los Angeles Unified School District (LAUSD) serves an area totaling 710 square miles, including most of the City of Los Angeles and the entirety or portions of 26 cities and unincorporated areas of Los Angeles County (LAUSD 2017a). LAUSD enrolled 595,118 students in pre-K through 12th grade for the 2017-2018 school year, an additional 30,405 students in other types of classes, and 76,220 students in adult education courses (LAUSD 2017a). The District includes 19 primary schools, 448 elementary schools, 81 middle schools, 94 high schools, 54 option schools, 49 Magnet schools, 25 multi-level schools, 13 special education schools, 2 home/hospital schools, 177 K-12 Magnet centers (i.e., Magnet schools within regular campuses), 224 charter schools, and 120 other schools and centers.

LAUSD provides a number of programs that allow residents within LAUSD boundaries to attend schools outside of their residential community (LAUSD 2017b). Magnet schools offer a themed core-curriculum (e.g., business, communication arts, gifted/highly gifted/high ability, liberal arts, and visual and performing arts) and provide bus services for their students to promote greater ethnic and racial integration; the Capacity Adjustment Program (CAP) provides busing when a school reaches capacity and students need to be transported to another school; Permits with Transportation (PWT) provides busing for non-Anglo students to attend in a more integrated environment and vice versa; and Public School Choice/No Child Left Behind (PSC/ NCLB) offers busing for students who attend a Program Improvement School and wish to attend a non-Program Improvement School. Nevertheless, the majority of LAUSD students attend schools within their residential community. Enrollment is categorized as either "actual" or "resident" enrollment. As noted in **Table 4.13-8**, actual enrollment is the number of students actually attending the school at the start of the reported school year, including magnet students and resident enrollment is the total number of students living in the school's attendance area and who are eligible to attend at the start of the school year, plus any on-site magnet schools.

## DOWNTOWN PLAN AREA SETTING

LAUSD currently operates 20 elementary and middle schools whose attendance area includes the Downtown Plan Area; 12 of the schools are traditional elementary schools, five are traditional middle schools, two are primary centers (K or K-1), and one provides 2nd through 6th grade instruction. In addition, the Downtown Plan Area lies within five "school choice areas" that include an additional 18 schools. Of these schools, two are middle schools and 16 are high schools (LAUSD 2017c). Students residing within the attendance boundaries of any of the schools included in each "zone of choice" may attend any of the schools within that zone. **Figure 4.13-1** shows the location of these public schools. **Table 4.13-8** provides the names and locations of LAUSD schools serving the Downtown Plan Area, as well current and projected data for capacity, enrollment, seating overage, and overcrowding status; projections are for five years in the future (i.e., 2021-2022 school year). Enrollment and capacity numbers are based on data for the 2016-2017 school year and already take into account planned school building additions and portable classrooms on site (LAUSD 2017c).

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**TABLE 4.13-8 PUBLIC SCHOOLS SERVING THE DOWNTOWN PLAN AREA – CAPACITY AND ENROLLMENT**

| School Name | School Type | Location | Current Data (2016 - 2017) | | | | | Projected Data (2021 – 2022) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Capacity[1] | Actual Enroll-ment[2] | Resident Enroll-ment[3] | Seating Overage[4] (shortage) | Over-crowded[5]? | Capacity[6] | Resident Enroll-ment | Seating Overage (shortage) | Over-crowding? |
| **Schools Serving Downtown Plan Area** | | | | | | | | | | | |
| 10th St | Elementary | 1000 Grattan St, Los Angeles, CA 90015 | 730 | 697 | 886 | (156) | YES | 657 | 820 | (163) | YES |
| 20th St | Elementary | 1353 E 20th St, Los Angeles, CA 90011 | 639 | 600 | 648 | (9) | YES | 575 | 659 | (84) | YES |
| 9th St | Elementary | 835 Stanford Ave, Los Angeles, CA 90021 | 360 | 342 | 287 | 73 | No | 324 | 381 | (57) | YES |
| Ann St | Elementary | 126 E Bloom St, Los Angeles, CA 90012 | 209 | 126 | 141 | 68 | No | 188 | 159 | 29 | No |
| Castelar St | Elementary | 840 Yale St, Los Angeles, CA 90012 | 718 | 362 | 615 | 103 | No | 646 | 711 | (65) | YES |
| Gratts LA for YS | 2nd-6th | 309 Lucas Ave, Los Angeles, CA 90017 | 627 | 512 | 759 | (132) | YES | 564 | 924 | (360) | YES |
| Logan St | Elementary | 1711 Montana St, Los Angeles, 55CA 90026 | 488 | 304 | 540 | (52) | YES | 454 | 447 | 7 | YES |
| Norwood St | Elementary | 2020 Oak St, Los Angeles, CA 90007 | 621 | 532 | 568 | 53 | No | 559 | 479 | 80 | No |
| Olympic PC | Kindergarten | 950 Albany St, Los Angeles, CA 90015 | 176 | 152 | 222 | (46) | YES | 176 | 220 | (44) | YES |
| Gratts Para Los Ninos | Kindergaten-1st | 474 Hartford Ave, Los Angeles, CA 90017 | 341 | 326 | 258 | 83 | No | 341 | 258 | 83 | No |
| Plasencia | Elementary | 1321 Cortez St, Los Angeles, CA 90026 | 715 | 631 | 697 | 18 | YES | 644 | 627 | 17 | YES |
| San Pedro St | Elementary | 1635 S San Pedro St, Los Angeles, CA 90015 | 783 | 723 | 798 | (15) | YES | 705 | 737 | (32) | YES |
| Solano Ave | Elementary | 615 Solano Ave, Los Angeles, CA 90012 | 290 | 245 | 145 | 145 | No | 261 | 175 | 86 | No |
| Utah St | Elementary | 255 Gabriel Garcia Marquez St, Los Angeles, CA 90033 | 589 | 451 | 268 | 321 | No | 548 | 243 | 305 | No |
| Vernon City | Elementary | 2360 E Vernon Ave, Vernon, CA 90058 | 218 | 248 | 142 | 76 | No | 196 | 150 | 46 | No |
| Adams | Middle | 151 W 30th St, Los Angeles, CA 90007 | 1,231 | 842 | 1,274 | (43) | YES | 1145 | 1171 | (26) | YES |
| Castro | Middle | 1575 W 2nd St, Los Angeles, CA 90026 | 462 | 359 | 688 | (226) | YES | 430 | 652 | (222) | YES |
| Hollenbeck | Middle | 2510 E 6th St, Los Angeles, CA 90023 | 1,453 | 1,073 | 1,370 | 83 | No | 1350 | 1270 | 81 | No |
| Liechty | Middle | 650 S Union Ave, Los Angeles, CA 90017 | 1,104 | 989 | 1,600 | (496) | YES | 1027 | 1755 | (728) | YES |

**TABLE 4.13-8 PUBLIC SCHOOLS SERVING THE DOWNTOWN PLAN AREA - CAPACITY AND ENROLLMENT**

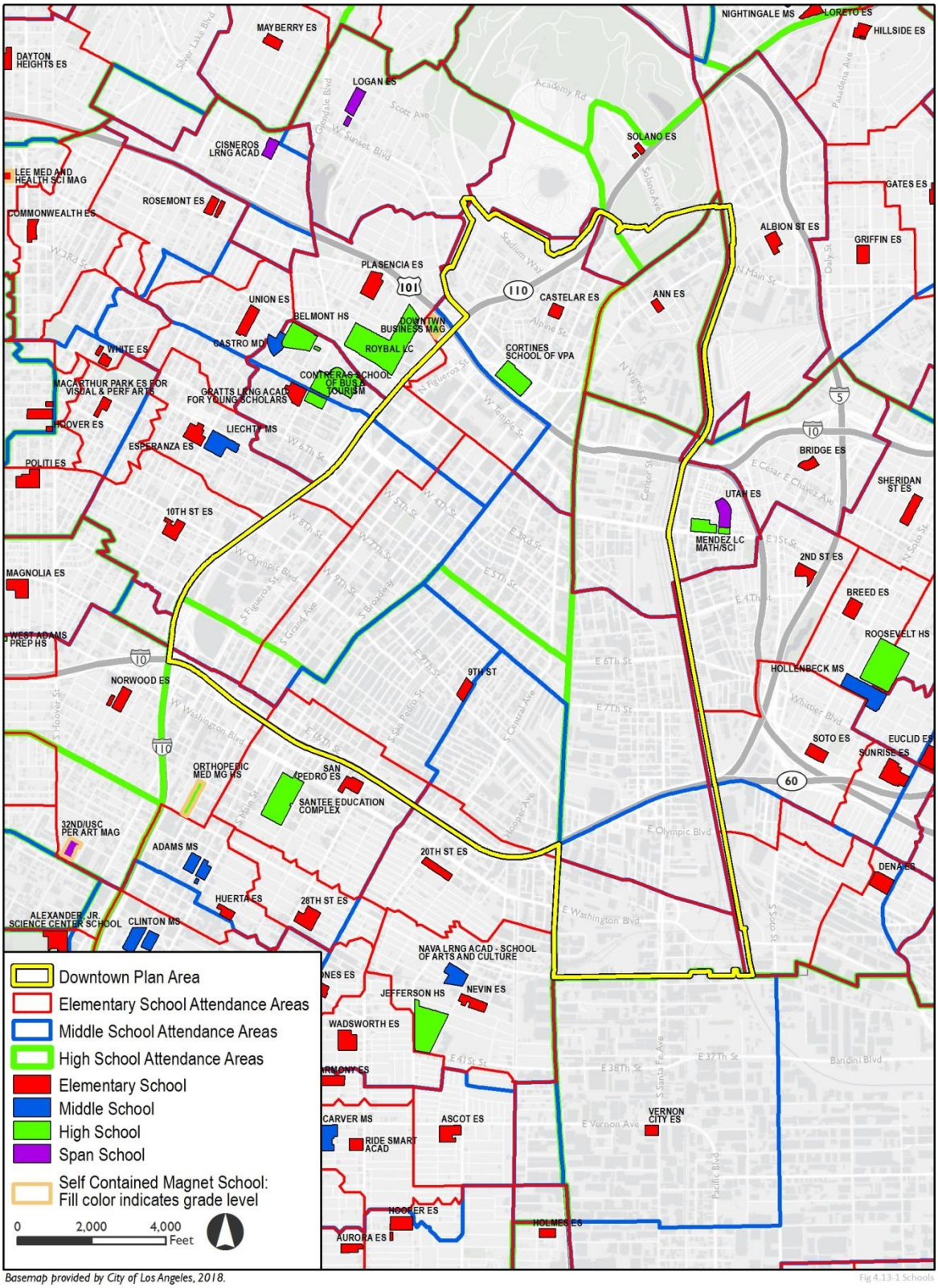
| School Name | School Type | Location | Current Data (2016 - 2017) | | | | | Projected Data (2021 – 2022) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Capacity[1] | Actual Enroll-ment[2] | Resident Enroll-ment[3] | Seating Overage[4] (shortage) | Over-crowded[5]? | Capacity[6] | Resident Enroll-ment | Seating Overage (shortage) | Over-crowding? |
| Nightingale | Middle | 3311 N Figueroa St, Los Angeles, CA 90065 | 905 | 740 | 1611 | (706) | YES | 842 | 1272 | (430) | YES |
| **Nava Learning Academies MS Zone of Choice** | | | | | | | | | | | |
| Nava LA Sch Business & Technology | Middle | 1420 E Adams Blvd, Los Angeles, CA 90011 | 524 | 465 | | | | 487 | | | |
| Nava LA Sch Art & Culture | Middle | 1420 E Adams Blvd, Los Angeles, CA 90011 | 566 | 487 | | | | 526 | | | |
| **School Choice Area Total** | | | **1,090** | **952** | **1,444** | **(354)** | **YES** | **1013** | **1277** | **(264)** | **YES** |
| **Belmont HS Zone of Choice** | | | | | | | | | | | |
| Contreras Learning Complex ALC | High School | 322 Lucas Ave, Los Angeles, CA 90017 | 453 | 431 | | | | 426 | | | |
| Cortines School of Visual & Performing Arts | High School | 450 N Grand Ave, Los Angeles, CA 90012 | 1,796 | 1,470 | | | | 1688 | | | |
| Contreras Learning Complex Business & Trade | High School | 322 Lucas Ave, Los Angeles, CA 90017 | 511 | 446 | | | | 480 | | | |
| Contreras Learning Complex Social Justice | High School | 322 Lucas Ave, Los Angeles, CA 90017 | 521 | 477 | | | | 490 | | | |
| Belmont | High School | 1575 W 2nd St, Los Angeles, CA 90026 | 1861 | 975 | | | | 1749 | | | |
| Roybal Learning Complex | High School | 1200 Colton St, Los Angeles, CA 90026 | 1,507 | 1,188 | | | | 1417 | | | |
| Contreras Learning Complex Global Studies | High School | 322 Lucas Ave, Los Angeles, CA 90017 | 392 | 344 | | | | 368 | | | |
| **School Choice Area Total** | | | **7,041** | **5,331** | **6932** | **109** | **No** | **6618** | **6880** | **(262)** | **YES** |
| **Boyle Heights Zone of Choice** | | | | | | | | | | | |
| Boyle Heights STEM | High School | 503 S Mott St, Los Angeles, CA 90033 | 344 | 200 | | | | 323 | | | |

**TABLE 4.13-8 PUBLIC SCHOOLS SERVING THE DOWNTOWN PLAN AREA – CAPACITY AND ENROLLMENT**

| School Name | School Type | Location | Current Data (2016 - 2017) Capacity[1] | Actual Enrollment[2] | Resident Enrollment[3] | Seating Overage[4] (shortage) | Over-crowded[5]? | Projected Data (2021 – 2022) Capacity[6] | Resident Enrollment | Seating Overage (shortage) | Over-crowding? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Roosevelt | High School | 456 S Mathews St, Los Angeles, CA 90033 | 1,817 | 1,485 | | | | 1708 | | | |
| Mendez | High School | 1200 Plaza Del Sol E, Los Angeles, CA 90033 | 1,139 | 997 | | | | 1071 | | | |
| **School Choice Area Total** | | | **3,300** | **2,682** | **3,688** | **(388)** | **YES** | **3102** | **3498** | **(396)** | **YES** |

Notes:
Data is provided for the 2016-2017 School Year.
1. Capacity represents the maximum number of students the school can serve while operating on its current calendar.
2. Actual enrollment is the number of students actually attending the school at the start of the reported school year, including magnet students.
3. Resident enrollment is the total number of students living in the school's attendance area and who are eligible to attend at the start of the school year, plus any on-site magnet schools.
4. Seating overage or (shortage) = Capacity - Resident Enrollment
5. A school is considered overcrowded if the school is currently on a multi-track calendar, there is a currently a seating shortage, or there is currently an available capacity of less than or equal to a "safety margin" of 20 seats.
6. School planning capacity is based on the number of eligible classrooms and classroom utilization after implementing LAUSD operation goals, which include operating on a two-semester calendar and assumed budget resources that allow for reductions in class size. Includes capacity allocated to charter co-locations and magnet programs.
**SOURCE**: Los Angeles Unified School District 2017c

**Figure 4.13-1 Public Schools Serving the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018.*

Enrollment and capacity data for the public schools serving the Downtown Plan Area indicate that the area's schools are already over-burdened. Currently, ten schools and four zones of choice are overcrowded (i.e., have a seating shortage or a safety margin of less than 20 seats). In total, area schools currently have a deficit of 1,742 seats for middle school students, and a deficit of 279 seats for high school students; there are, however, 530 seats available for Elementary and Pre-K. Seating availability is calculated using residential enrollment numbers, which includes the total number of students eligible to attend a school, rather than actual enrollment numbers. Currently, all schools are able to accommodate actual enrollment.

Projected enrollment and capacity data are also provided in **Table 4.13-8** for a five-year horizon. School capacity is projected to decrease for all schools in five years. This does not indicate a reduction in available school facilities, but rather an anticipated decrease in classroom utilization due to implementation of LAUSD operational goals and availability of budgetary resources to support smaller class sizes. In addition, resident enrollment is expected to decrease based on recent enrollment trends (LAUSD 2017c). Under the future scenario, an additional two elementary schools and one zone of choice would experience overcrowding, resulting in a total of 12 schools and five zones of choice potentially facing seating shortages.

# REGULATORY FRAMEWORK

## STATE

### California Government Code Section 65995 (California Government Code, Title 7, Chapter 4.9)

California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Section 65995 was established under the School Facilities Act of 1986 and refined and amended by the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50 [SB 50]) to provide further guidance and restrictions on fee limits and fee types. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The payment of school impact fees by developers are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local laws. The Los Angeles Unified School District (LAUSD) determines fees annually in accordance with California Government Code Section 65995.

### California Education Code

School facilities and services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education (SBE). The SBE is the 11-member governing and policymaking body of the California Department of Education (CDE) that sets Kindergarten through 12$^{th}$ Grade (K–12) education policy in the areas of standards, instructional materials, assessment, and accountability.

### California Department of Education (CDE)

The CDE is the government agency responsible for public education throughout the state. With the State Superintendent of Public Instruction, the CDE is responsible for enforcing education law and regulations and for continuing to reform and improve public elementary school, secondary school, childcare programs, adult education, and preschool programs. The department oversees funding, and student testing and achievement levels for all state schools. A sector of the CDE, the SBE is the governing and policy making sector responsible for education policies regarding standards, instructional materials, assessment, and accountability. The CDE's mission is to provide leadership, assistance, oversight, and resources so that every Californian has access to an education that meets world-class standards. The core purpose of the CDE

is to lead and support the continuous improvement of student achievement, with a specific focus on closing achievement gaps.

### Assembly Bill 149 and 2071 – Open Enrollment Policy

The open enrollment policy is a state-mandated policy that enables students located in the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. Open enrollment seats are granted through an application process that is completed before the school year begins. Under the Open Enrollment Policy, students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

### Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998

Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998 (Ed. Code, Section 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998 ballot. This Act created the School Facility Program where eligible school districts may obtain state bond funds.

## LOCAL

### Los Angeles Citywide General Plan Framework (Framework Element)

Chapter 9, Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to public schools; these are summarized in **Table 4.13-9**.

**TABLE 4.13-9 RELEVANT GENERAL PLAN SCHOOL GOALS, OBJECTIVES, AND POLICIES**

| **Framework Element – Chapter 9 Infrastructure and Public Services** | |
|---|---|
| Goal 9N | Public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood in the City so that students have an opportunity to attend school in their neighborhoods. |
| Objective 9.31 | Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth. |
| Policy 9.31.1 | Participate in the development of, and share demographic information about, population estimates. |
| Objective 9.32 | Work constructively with Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth. |
| Policy 9.32.1 | Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development. |
| Policy 9.32.2 | Explore creative alternatives for providing new school sites in the City, where appropriate. |
| Policy 9.32.3 | Work with LAUSD to explore incentives and funding mechanisms to provide school facilities in areas where there is a deficiency in classroom seats. |
| Objective 9.33 | Maximize the use of local schools for community use and local open space and parks for school use. |
| Policy 9.33.1 | Encourage a program of decision-making at the local school level to provide access to school facilities by neighborhood organizations. |
| Policy 9.33.2 | Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together. |

**SOURCE**: City of Los Angeles 2001

**Los Angeles Unified School District (LAUSD).**

Although the California public school system is under the policy direction of the Legislature, the CDE relies on local control for the management of school districts. In allocating resources among the schools of the district, school district governing boards and district administrators must not only follow the law but also set the educational priorities for their schools.

LAUSD 2016-2019 Strategic Plan.

The LAUSD 2016-2019 Strategic Plan outlines LAUSD's fundamental strategy, objectives and key initiatives. The plan is intended to cultivate common understanding and coherence, and to empower all stakeholders to take action toward creating a district of graduates. The Strategic Plan also provides the prioritized framework from which LAUSD will work (LAUSD 2016a).

LAUSD Choices Program.

LAUSD provides education choices including magnet and permits with transportation (PWT) programs to students residing within the LAUSD boundaries. Students interested in enrolling in LAUSD magnet and PWT programs are required to apply through LAUSD eChoices. Magnet schools under the Choice Program include business, communication arts, center for enriched studies, gifted/highly gifted/high ability, liberal arts, magnet schools assistance program, public service, science/technology/engineering/math, and visual and performing arts (LAUSD 2016b).

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, the Proposed Project would have a potentially significant impact if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

## METHODOLOGY

The following analysis focuses on determining whether the Proposed Project would result in adverse physical impacts to the environment due to the expansion of existing school facilities or construction of new facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing school facilities, impacts of the Proposed Project on demand for school facilities, and applicable regulations and policies that would influence future provision of school facilities and allow for mitigation of potential environmental impacts.

The legal practice guide, "CEB, Practice under the California Environmental Quality Act" provides the following discussion on impacts to schools:

- State and local agencies may not deny either legislative or adjudicative approvals on the basis of a refusal to pay fees in excess of those limits (Government Code Section 65995).
- The statutes also significantly limit the application of CEQA to school facilities impact issues. The fees set forth in Government Code Section 65996 constitute the exclusive means of both

"considering" and "mitigating" school facilities impacts of projects (Government Code Section 65996(a)).

In Goleta Union Sch. Dist. v Regents of Univ. of Cal. (1995) 37 CA 4th 1025, the court held that school overcrowding is a social impact and does not require analysis in an EIR and mitigation, unless the overcrowding is linked to physical environmental effects (such as new school construction). Similarly, in *Chawanakee Unified Sch. Dist. v County of Madera* (2011) 196 CA 4th 1016, the court held that because the methods in the statute are the exclusive means of "considering" impacts on schools, an EIR need not describe and analyze a development's impacts on schools (citing this text). However in this case, the court also ruled that the reach of the statute is limited to impacts "on" schools and does not extend to impacts on the non-school physical environment, even though they may be "related" to schools in some way. The implications of this ruling are uncertain, however, because the court did not consider the effect of Government Code Section 65996(b), which states that the statute provides full school facilities mitigation notwithstanding CEQA, or of Government Code Section 65996(c), which defines a school facility as "any school-related consideration relating to a school district's ability to accommodate enrollment."

Based on the above, for purposes of this EIR, an impact on schools would occur if the Proposed Project promotes growth patterns resulting in the need for and/or the provision of new or physically altered public school facilities (including charter schools), the construction of which would cause significant environmental impacts in order to maintain service, or other performance objectives. To the extent that the Proposed Project causes impacts to classroom sizes or school service impacts that results in the construction of new facilities or alterations to existing facilities, and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of school services provided to the residents of the Downtown Plan Area, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to schools is based on whether a significant impact will result from the construction of new or expanded school facilities.

The discussion of impacts to public schools addresses impacts for the Downtown Plan Area. Public school service needs are dependent on the size of the service population and the geographic area served. This analysis estimates the number of students that would be generated by reasonably anticipated development with the Proposed Project using LAUSD student generation rates and assesses whether existing and planned LAUSD school facilities expected to serve the Downtown Plan Area would have sufficient available capacity to accommodate the students (LAUSD 2008). If there would not be sufficient available capacity, the EIR will consider whether new school facilities will be needed, and whether the construction of the school facilities will result in a significant impact.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.13-3** | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service or other performance objectives for public schools? |

**Impact 4.13-3** **Downtown Plan:** The Downtown Plan would not directly affect local schools, but the Downtown Plan would allow for development that would increase the student population of the Downtown Plan Area and would create the need for new or expanded school facilities. However, based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded school facilities could be built without creating significant environmental impacts. Therefore, the

Downtown Plan impacts resulting from the provision of school facilities would be ***less than significant*.**

**New Zoning Code:** The New Zoning Code does not include any standards that would result in impacts related to the provision of school facilities. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Therefore, any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant.***

## Downtown Plan Impact

The Downtown Plan would accommodate new residential development, resulting in about 97,000 new housing units (a 291 percent increase) and 176,000 additional residents (a 232 percent increase). Non-residential uses, including commercial, industrial and public facility uses, would result an approximately 173,000 sf of new development (a 115 percent increase). As summarized in **Table 4.13-10**, residential and non-residential development accommodated by the Downtown Plan would result in approximately 51,885 new students by 2040. Of this total, an estimated 26,537 would enroll in elementary school, 8,054 would enroll in middle school, 15,361 would enroll in high school, and 1,932 would enroll in special day classes.

**TABLE 4.13-10 ANTICIPATED STUDENT GENERATION IN THE DOWNTOWN PLAN AREA**

| | | Student Generation | | | | |
|---|---|---|---|---|---|---|
| | Units | Elementary School (TK-5) | Middle School (6-8) | High School (9-12) | SDC | Total Students Generated |
| Residential [1] | 99,608 du | 22,601 | 6,086 | 12,909 | 1,932 | 43,528 |
| Non-Residential [2] | 172,649,288 sf | 3,936 | 1,968 | 2,452 | | 8,356 |
| **Total Students Generated by the Downtown Plan** | | **26,537** | **8,054** | **15,361** | **1,932** | **51,885** |

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care

Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

As shown in **Table 4.13-8**, existing public pre-K and elementary schools serving the Downtown Plan Area currently have the capacity to accommodate an additional 530 students; however, middle and high schools have a deficit of available seats and LAUSD does not plan to build new school facilities to serve the Downtown Plan Area for at least the next five years (LAUSD 2017c). However, to help relieve schools that are operating at or above capacity, LAUSD also employs the LAUSD Choices Program that provides education choices including magnet and PWT programs to students residing within the LAUSD boundaries. Magnet schools under the Choice Program include business, communication arts, center for enriched studies, gifted/highly gifted/high ability, liberal arts, magnet schools assistance program, public service, science/technology/engineering/math, and visual and performing arts. In addition, independent Charter Schools that operate through LAUSD also help alleviate schools that are operating at or over capacity.

It is reasonably foreseeable that over the 20-year plan horizon the reasonably anticipated development from the Proposed Project would result in the need for and construction of new or expanded schools. If new or expanded schools are determined to be necessary during the life of the Proposed Project, such facilities would occur where allowed under the designated land use and/or in proximity to residential uses. The

environmental impacts of the construction and operation of new facilities, as an allowed land use, have been evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of the Downtown Plan related to air quality, noise, traffic, utilities, and other environmental impact areas. It is not foreseeable that impacts from building new schools or new additions to schools in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. Depending on the location of new schools, if they are determined to be needed, impacts related to particular locations could occur, however such impacts are too speculative to assess without information as to design, location and proximity to the population to be served. Should new facilities be needed, such facilities are anticipated to be infill developments surrounded by urban uses, and would not require new or expanded infrastructure. Based on the urban location and size, the construction of new schools or expansion of an existing facility could result in less than significant impacts and or possibly qualify for an infill exemption. To the extent that any significant impacts could result from the unique characteristics of a specific project site, or specific characteristics of a given school (e.g. night lighting, performance spaces), those impacts would be speculative at this time. Furthermore, in the event that LAUSD constructs a new school or physically alter an existing facility, a project-specific environmental analysis would be required under CEQA to address site-specific environmental concerns.

All development in California is subject to California Government Code Section 65995, which allows LAUSD to collect impact fees from developers of new residential and commercial/industrial space. These fees are collected on residential and commercial development and may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. Such development would assist in funding efforts necessary to alleviate school overcrowding and would ensure that new development under the Downtown Plan would bear its fair share of the cost of accommodating additional students. Based on all of the above, impacts would be ***less than significant***.

## New Zoning Code Impact

As discussed in the Environmental Setting, the LAUSD serves an area totaling 710 square miles, including most of the City of Los Angeles. The District includes 19 primary schools, 448 elementary schools, 81 middle schools, 94 high schools, 54 option schools, 49 Magnet schools, 25 multi-level schools, 13 special education schools, 2 home/hospital schools, 177 K-12 Magnet centers, 224 charter schools, and 120 other schools and centers. Future development may create the need for new or physically altered school facilities when residential dwelling units are constructed and student population increases beyond existing capacity. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the construction of new school facilities would not be required.

As discussed in Section 3.7.4, there are many combinations of Form, Frontage, Standards, Use, and Density Districts that could be applied to properties to make a zone. However, due to the modular nature of the new zoning, it is not known where or to what extent future development may occur. Projecting the location and type of future growth as a result of the New Zoning Code outside of the Downtown Plan Area would be speculative at this time as no development is being proposed.

Future environmental review of a proposed community plan update and associated zone districts would analyze potential community- and site-specific impacts to existing schools. Therefore, impacts related to schools would be ***less than significant.***

### Mitigation Measures

Downtown Plan

No significant impacts related to schools have been identified; therefore, mitigation is not required.

However, the construction of new schools or expansion of existing facilities to serve the Downtown Plan Area would be required to incorporate applicable mitigation measures included in this EIR. These potentially include measures related to biological resources, cultural resources, hazards/hazardous materials, and noise.

New Zoning Code

This impact would be less than significant; therefore, mitigation is not required.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to schools includes the entire school district which includes the entire City as well as adjacent areas that are served by LAUSD that could be affected by the construction of new school facilities. Citywide growth through 2040 is projected to add an estimated 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016).

Cumulative development throughout Los Angeles would increase overall demand for public schools and potentially create a need for new facilities. As with the Downtown Plan, the construction and operation of new or expanded facilities throughout the LAUSD may have significant environmental effects; however, because the size, nature, and location of facilities that may be constructed in the future is not known at this time, analysis of the potential impacts of new schools would be speculative. The impacts of individual schools would generally be localized in nature and would not contribute substantially to any cumulative districtwide impacts. The Downtown Plan would contribute to increases in enrollment at LAUSD schools, but impacts related to the development of schools would be primarily restricted to the Downtown Plan Area and Downtown Plan Area developers would be subject to mandatory school impact fees. Depending on the design and location of new schools, if they are determined to be needed, construction and operational impacts (such as traffic, noise, and lighting) could occur. However, impacts related to specific locations would be speculative at this time and would be generally consistent with other allowed development analyzed in this EIR. Furthermore, the construction and operation of new or expanded school facilities in the Downtown Plan Area may have localized impacts, but individual facilities would not contribute to any additive cumulative or regional impacts. Therefore, the incremental effect of the Downtown Plan with respect to schools would not be cumulatively considerable.

As discussed above, the New Zoning Code applies to properties where a community plan is updated or amended to utilize the new zoning and, therefore, would only apply to the Downtown Plan Area at this time. It is not known where or to what extent future development throughout the City may occur, but future community plan updates to which the New Zoning Code would apply would be required to adhere to existing state and local requirements related to the provision of public schools.

Based on the above information, the incremental effect of the Proposed Project with respect to schools would not be cumulatively considerable and Cumulative impacts would be ***less than significant***.

# *Libraries*

# ENVIRONMENTAL SETTING

## CITYWIDE SETTING

The Los Angeles Public Library (LAPL) provides library services to the City of Los Angeles. The Central Library, which is located within the Downtown Plan Area, serves as the library system's headquarters. In addition, the LAPL operates 72 community branches (LAPL 2015). The LAPL collection includes more than 6.5 million items, including digital and print items that are borrowed more than 15 million times a year. The library system also offers an array of other services to the LA community, such as homework help, story-time, professional development services, lecture series, music and arts events, and a summer reading series for kids. In total, LAPL offers more than 18,000 public programs a year (LAPL 2015).

LAPL members have access to materials housed at libraries throughout the LAPL system through the library loan program and can pick up materials at whichever library is most convenient. Every branch library offers free wi-fi and use of computer workstations that provide Internet access; the ability to search the LAPL online catalog; access to subscription databases, word processing and language learning tools, and historic document and photograph collections; and access to specially designed websites for children, teens, and Spanish speakers.

## DOWNTOWN PLAN AREA SETTING

The Downtown Plan Area contains the Central Library, located on 630 W 5$^{th}$ Street, and two community branch libraries: the Little Tokyo Branch Library, located on 203 S Los Angeles Street, and the Chinatown Branch Library, located on 639 N Hill Street. One other community branch library is located less than a mile from the Downtown Plan Area boundary: the Pico Union Branch Library, located on 1030 S Alvarado Street. The Central Library is the third largest central library in the nation and contains more than 2.6 million books, 10,000 magazine subscriptions, as well as language learning and multi-media materials (LAPL 2017). It served over 2 million visitors in fiscal year 2011-2012 and circulated 1.2 million items. The 538,000-square foot building includes galleries for exhibitions, an auditorium for events, a cafeteria, store, and 255 public access computers.

The Little Tokyo Branch Library is housed in a 12,500 square-foot (sf) facility containing an extensive collection of Japanese materials. The Little Tokyo branch attracts people from throughout the Los Angeles area and the Southern California region, particularly on weekends (Sherod 2017). Like the Little Tokyo library, the Chinatown Branch Library attracts people from throughout Southern California due to its extensive collection of Chinese materials (e.g., magazines, newspapers, books, movies) and programs geared to first-generation Chinese Americans or recent immigrants, such as a bi-lingual Chinese citizenship class (Liang 2017). The library houses over 80,000 print items in a 14,500 sf building (Liang 2017).

# REGULATORY FRAMEWORK

### Los Angeles Public Library (LAPL) Branch Facilities Plan

In 1988, the LAPL Board of Commissioners adopted the *Branch Facilities Plan* to guide the construction, maintenance, and operation of libraries within the City. The Plan is composed of two elements: (1) the Criteria for New Libraries, and (2) the Proposed Project List. The first element sets standards for selection

of future library sites and the second lists proposed projects to renovate existing libraries or construct new facilities. According to the current Plan, service criteria are based on floor area required to serve varying amounts of residential population. Current LAPL branch building size standards are presented in **Table 4.13-11**.

**TABLE 4.13-11 LAPL BRANCH FACILITIES SITE SELECTION CRITERIA**

| Population Served | Size of Facility (square feet) |
|---|---|
| Above 45,000 | 14,500 |
| Below 45,000 | 12,500 |
| Regional Branch | 20,000 |

**SOURCE**: LAPL 2015

The Branch Facilities Plan also sets the following site selection criteria:

- When a community reaches a population of 90,000, an additional branch should be considered for the area
- One-story library buildings with interior layouts must be designed to accommodate the disabled, and to have electronic technology, substantial shelving and seating capacities, and have a community meeting room
- Good visibility and street access
- Easily accessible by car, by bus and on foot
- Take into consideration the relative locations of all schools served by the branch
- Take into consideration the relative locations of all neighboring branch libraries

All of the projects identified under the Branch Facilities Plan were completed by October 2008. The Board of Library Commissioners adopted a fully revised Plan on February 8, 2007 with a new Projects List and updated standards.

Proposition 1, a $53.4 million Branch Libraries Facilities Bond, was approved in 1989. Proposition 1 proposed obtaining new sites for building, renovating, and expanding libraries that were unable to serve the community sufficiently and/or were damaged by the Whittier earthquake. Additional funds were allocated by the Community Development Block Grant Award of federal funds from the California State Library Proposition 85, and from Friends of the Library Groups, totally $108 million. A total of 29 libraries were built under the 1989 Bond Program. Proposition DD, or the 1998 Library Facilities Bond, was approved in 1998 and authorized $178.3 million in bonds for funding the construction, renovation, improvement, or expansion of 32 new branch libraries. In 2011, Measure L increased the allocation of City funds to the library system. Measure L restored library hours of operation and services which were reduced during the recession, over a period of time without raising taxes. Measure L also funded the opening of the Central Library and eight regional branch libraries on Sundays.

### Los Angeles Public Library Strategic Plan 2015-2020

The LAPL Strategic Plan 2015-2020 (the "Plan"), adopted in 2015, sets goals to increase the number of people who use library services and actively promote and market programs and services to increase overall engagement with the library. Libraries are increasingly providing for online resources, ebooks, and other technology, allowing patrons to use library services off-site and thereby reduce the need for physical facilities. With the passage of Measure L, the LAPL is offering enhanced programs, expanded collections, additional technology, an expanded digital presence, and increased opportunities for connection within and

between communities. Measure L, approved by City voters on March 8, 2011, amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its costs. The Plan is comprised of the following six goals to achieve the increased use of local libraries:

**Goal 1**: Cultivate and inspire young readers

**Goal 2**: Nurture student success

**Goal 3**: Champion literacy and lifelong learning

**Goal 4**: Contribute to L.A.'s economic growth

**Goal 5**: Stimulate the imagination

**Goal 6**: Strengthen community connections and celebrate L.A.

### City of Los Angeles General Plan Framework

Chapter 9 of the Framework Element includes objectives and policies applicable to library services. The objectives applicable to libraries are presented in **Table 4.13-12**.

**TABLE 4.13-12 RELEVANT GENERAL PLAN LIBRARY GOALS, OBJECTIVES, AND POLICIES**

| **Framework Element – Chapter 9 Infrastructure and Public Services** | |
|---|---|
| Objective 9.20 | Adopt a citywide library service standard by the year 2000. |
| Objective 9.21 | Ensure library services for current and future residents and businesses. |
| **SOURCE**: Los Angeles 2001 | |

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

According to CEQA Guidelines, Appendix G, the Proposed Project would have a potentially significant impact if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities, such as libraries.

## METHODOLOGY

The following analysis focuses on determining whether the Proposed Project would result in adverse physical impacts to the environment due to the expansion or construction of new library facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing library services, impacts of the Proposed Project on demand for library services, and input provided by LAPL staff.

The need for or deficiency in library facilities to serve the residents or users of the Downtown Plan Area or the City is not in and of itself a CEQA impact, but a social or economic impact. (City of Hayward v. B'd of Trustees (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Project causes a need for the construction of new library facilities or additions to existing facilities, and the impact from that

construction results in a potential impact to the environment that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of library services provided to the residents or users of the Plan Area and its surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to library services is based on whether a significant impact will result from the construction of new or altered library facilities as a result of the implementation of the Proposed Project.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Project and assesses whether existing and planned public libraries expected to serve the Downtown Plan Area would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.13-4** | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries? |

**Impact 4.13-4**

**Downtown Plan:** The Downtown Plan would increase demand for library facilities. However, the Downtown Plan Area is well-served by library facilities and would not require the construction of new or expanded facilities. Impacts would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would result in impacts related to the provision of libraries. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Downtown Plan Impact

Downtown Plan development would add an estimated 176,000 residents and 86,000 employees to the Downtown Plan Area. Many of the Downtown Plan Area's future residents and employees would likely use the LAPL system, potentially increasing the number of library facility users. However, 75% of L.A. residents visit the library less than once a month, and 18% have not visited a public library more than once in the last five years (LAPL 2015). Thus, an increase in residents is unlikely to result in a substantial increase in annual visits to library facilities. Demand for library facilities may also be offset over time due to increased use of digital materials available through LAPL's online catalog; circulation of e-media is expected to increase from 2,200,000 in 2014 to 3,000,000 in 2020 (LAPL 2015).

The Downtown Plan Area is well-served by existing library facilities, primarily because it contains the Central Library, which attracts roughly two million visitors a year. This facility is housed in a building over 500,000 square feet in size and has seating for 1,400 people and nearly 89 miles of shelving. The two branch libraries in the Downtown Plan Area are also unique in that they largely serve specific cultural communities rather than specific geographical communities (Sherod 2017, Liang 2017); the Chinatown Branch offers an extensive collection of Chinese materials and programming geared for Chinese language speakers, while the Little Tokyo Branch offers an extensive collection of Japanese materials and programming geared to Japanese speakers. Both libraries attract visitors from throughout Southern California (Sherod 2017, Liang 2017).

The Downtown Plan Area would accommodate approximately 252,000 persons. Based on the site selection criteria of 90,000 persons per library branch, as identified in the Branch Facilities Plan, the three existing libraries serving the Downtown Plan Area would accommodate a population up to 270,000 persons. Because Downtown Plan development is not expected to cause an exceedance of capacity at existing facilities in the Downtown Plan Area and is not expected to generate a substantial demand for the unique collections and programs of the community branch libraries serving the Downtown Plan Area, it is unlikely that expansion or construction of new library facilities would be required.

If new library facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use. The environmental impacts of the construction and operation of new facilities, as an allowed land use, have been evaluated throughout this EIR. It is not foreseeable that impacts from building or upgrading libraries in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. Potential impacts to air, noise, traffic, as well as other impacts of new developments are discussed in the impact sections of this EIR, and they would not be any different for a library facility. The Plan Area is urbanized and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure. Therefore, the Downtown Plan would not result in adverse physical impacts associated with the provision of new or expanded library facilities. The impact conclusion would be ***less than significant.***

## New Zoning Code Impact

As discussed in the Setting, the LAPL operates 72 community branches and includes more than 6.5 million items that serve a population of over 3.9 million people. Per the LAPL Branch Facilities Plan, an additional community branch should be considered for the area when a community reaches a population of 90,000. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the construction of new library facilities would not be required.

As discussed in Section 3.7.4, there are many combinations of Form, Frontage, Standards, Use, and Density Districts that could be applied to properties to make a zone. However, due to the modular nature of the new zoning, it is not known where or to what extent future development may occur. Projecting the location and type of future growth as a result of the New Zoning Code outside of the Downtown Plan Area would be speculative at this time as this Project only includes the application of new zoning to land within the Downtown Plan Area.

Future environmental review of a proposed community plan update and associated zoning classifications would analyze potential community- and site-specific impacts to existing libraries. Therefore, impacts related to libraries would be ***less than significant.***

## Mitigation Measures

No significant impacts related to libraries have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

Downtown Plan

However, the construction of new libraries or expansion of existing facilities to serve the Downtown Plan Area would be required to incorporate applicable mitigation measures included in this EIR. These potentially include measures related to biological resources, cultural resources, hazards/hazardous materials, and noise.

New Zoning Code

This impact would be less than significant; therefore, mitigation is not required.

# CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to libraries includes the entire City of Los Angeles as well as areas at the City's periphery that could potentially be affected by construction of a new facility at or near the City's corporate boundary. Citywide growth through 2040 is projected add an estimated 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016).

Cumulative development throughout Los Angeles would increase overall demand for library facilities and potentially create a need for new facilities. Environmental impacts associated with the construction of new or expanded facilities may have significant environmental effects. Such impacts would be addressed, as necessary, as part of project-level environmental review of individual new or expanded facilities, but cannot be predicted with any certainty at this time since the size and locations of new facilities are not currently known. The impacts of new facilities would be localized in nature and the addition of new facilities in specific locations would not result in significant cumulative impacts. The Downtown Plan would incrementally contribute to this overall cumulative impact by increasing demand for library facilities, but its contribution would not be considerable since development facilitated by the Downtown Plan would not require the construction of new or expanded facilities. Moreover, as previously discussed, 75 percent of the City's residents visit the library less than once a month, and 18 percent have not visited a public library more than once in the last five years. Furthermore, demand for library facilities may also be offset over time due to increased use of digital materials available through LAPL's online catalog; circulation of e-media is expected to increase from 2,200,000 in 2014 to 3,000,000 in 2020. However, in the event new facilities are determined to be necessary at some point in the future, such facilities would occur where allowed under the designated land use and would be generally consistent with other allowed development analyzed in this EIR. Therefore, the incremental effect of the Downtown Plan with respect to library facilities would not be cumulatively considerable.

The New Zoning Code would only apply to the Downtown Plan Area at this time. Any cumulative impacts related to future updates of other community plans would be speculative. Additionally, future community plan updates would be required to adhere to existing state and local requirements related to the provision of library facilities.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code with respect to libraries would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.14 RECREATION

This section evaluates potential impacts to recreational resources. Topics addressed include the potential deterioration of existing facilities and necessity for new recreational facilities. Impacts related to recreation are evaluated based on the adequacy of existing and planned facilities and any additional demand generated by future development.

# ENVIRONMENTAL SETTING

## CITYWIDE EXISTING AND PLANNED PARKS

The City of Los Angeles Department of Recreation and Parks (DRP) owns and operates parks and recreational facilities throughout the City. City park and recreation facilities include over 16,000 acres of parkland with over 444 park sites, including hundreds of athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks (DRP 2017a). The DRP also maintains 13 lakes, 92 miles of hiking trails, and operates 187 summer youth camps.

In 2012, the DRP launched the 50 Parks Initiative based on findings in the 2009 *Citywide Community Needs Assessment* indicating that park facilities are not equitably distributed across the City and that many communities do not have parks within a reasonable distance. The 50 Parks Initiative seeks to build 50 parks in densely-populated neighborhoods or communities currently lacking sufficient park space and recreational facilities (DRP 2017b).

As discussed further below under Regulatory Framework, the City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. Pocket parks are another type of recreational facility not specifically addressed in the City's Recreation Plan; however, pocket parks have been used to meet City residents' recreational needs in urban settings where space and the ability to develop new neighborhood parks are limited.

### Park Planning Efforts

2009 Citywide Community Needs Assessment

The Department of Recreation and Parks conducted the *Citywide Community Needs Assessment* as the first step in the preparation of a Citywide Recreation and Parks Master/Strategic Plan and a Five-year Capital Improvement Plan. The Needs Assessment identifies, quantifies, and preliminarily prioritizes the tremendous need for recreation and open space in the City. A high-level review was also performed of the Department's facilities in an attempt to address the various facilities needing improvements to meet current and future needs, prevent future maintenance problems, and offer positive alternatives to an increasingly dense and urbanized population.

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment

The Parks & Recreation Needs Assessment, adopted in May 2016, documents existing parks and recreation facilities in the cities and unincorporated communities of Los Angeles County and uses the data to

determine the scope, scale, and location of park needs in Los Angeles County. The Parks & Recreation Needs Assessment also provides a framework for considering parks as key infrastructure; uses a new series of metrics to determine park needs; supports a need-based allocation of funding for parks and recreation; and emphasizes community priorities and deferred maintenance projects.

## Downtown Plan Area Existing and Planned Parks

**Table 4.14-1** summarizes the parks that would serve the Downtown Plan Area, including parks within and near the Downtown Plan Area. Listed parks include both existing parks and two sites that have been secured or are in the process of being acquired for the purpose of constructing new facilities under the 50 Parks Initiative described above under Citywide Existing and Planned Parks: Albion Riverside Park, located immediately adjacent to the northeast tip of the Downtown Plan Area, and Ord and Yale Street Park, located in Chinatown in the northern portion of the Downtown Plan Area (DRP 2012). **Tables 4.14-2** and **4.14-3** below provide the addresses for the two proposed parks. Including the planned Ord and Yale Street Park, there are 14 parks in the Downtown Plan Area, of which ten are pocket parks, two are neighborhood parks, and two are community parks. In total, parks in the Downtown Plan Area provide 86.03 acres of park land. Including the planned Albion Riverside Park, an additional three community parks are located with a half-mile of the Downtown Plan Area boundary, and five neighborhood parks and one regional park are located within two miles of the Downtown Plan Area boundary. These parks provide an additional 774.65 acres of recreational land. **Figure 4.14-1** maps the locations of existing and planned parks in and near the Downtown Plan Area and shows their location relative to land uses proposed in the Downtown Plan. The numbers on the map correspond to the figure numbers assigned to each park in **Table 4.14-1**.

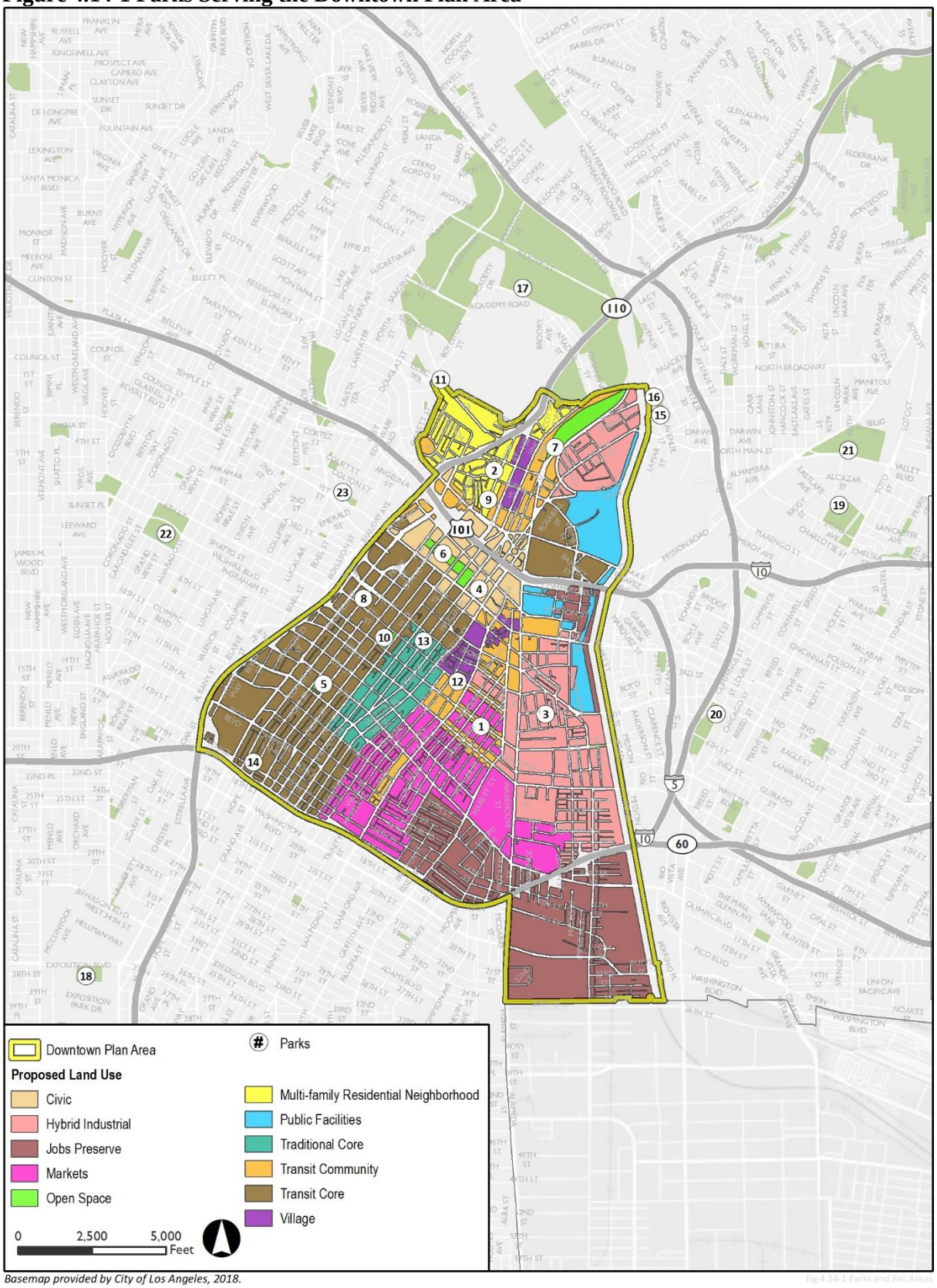
In total, existing parks in and in the vicinity of the Downtown Plan Area provide 853.8 acres of recreational land. Of this total, community, and neighborhood parks (i.e., non-regional parks) account for 244.35 acres, pocket parks account for 9.45 acres, and one regional park (Elysian Park) accounts for 600 acres. A 6.3-acre neighborhood park and a .058-acre pocket park are planned. When completed, these facilities would bring overall parkland to 860.68 acres. Based on the existing Downtown Plan Area population of 76,000, the Downtown Plan Area is currently served by approximately 3.2 acres of neighborhood and community parks per 1,000 residents. Including the planned neighborhood park, there would be about 3.3 acres of neighborhood and community parks per 1,000 residents. Including existing and planned pocket parks, there would be about 3.4 acres of non-regional parks per 1,000 residents (see **Table 4.14-2)**. The Downtown Plan Area currently does not meet the City's 4 acres per 1,000 residents goal for neighborhood and community facilities.

**TABLE 4.14-1 PARKS AND RECREATIONAL FACILITIES SERVING THE DOWNTOWN PLAN AREA**

| Figure No. | Name | Location | Acreage | Park Type |
|---|---|---|---|---|
| **Parks in the Downtown Plan Area** | | | | |
| 1 | 6th and Gladys Park | 6th & Gladys St. | 0.3 | Pocket |
| 2 | Alpine Recreation Center | 817 Yale St. | 1.0 | Pocket |
| 3 | Arts District Park | 501 S Hewitt St | 0.5 | Pocket |
| 4 | City Hall Park Center | 200 N Main St | 2.0 | Pocket |
| 5 | Grand Hope Park | 919 S Grand Ave | 2.5 | Pocket |
| 6 | Grand Park LA | 200 N Grand Ave | 12.0 | Neighborhood |
| 7 | Los Angeles State Historic Park | 1245 N Spring St | 32.0 | Community |
| 8 | Maguire Gardens | S Flower St | 1.5 | Pocket |
| 9 | Ord and Yale Street Park (planned) | Ord Street & Yale Street | 0.58 | Pocket |
| 10 | Pershing Square | 532 South Olive Street | 5.0 | Neighborhood |
| 11 | Radio Hill Gardens | 835 Elysian Park Avenue | 27.0 | Community |
| 12 | San Julian Park | 502 San Julian St | 0.3 | Pocket |
| 13 | Spring Street Park | 428 S Spring St | 1.0 | Pocket |
| 14 | Venice/Hope Park | 1521 S Hope St | 0.35 | Pocket |
| **Total** | | | **86.03** | |
| **Parks near the Downtown Plan Area** | | | | |
| 15 | Albion Riverside Park (planned) | 1739 N. Albion St. | 6.3 | Neighborhood |
| 16 | Downey Recreation Center | 1772 N. Spring Street | 4.02 | Neighborhood |
| 17 | Elysian Park | 929 Academy Road, | 600.0 | Regional |
| 18 | Exposition Park (Rose Garden, Museum Lawn, Other lawns) | 700 Exposition Park Drive | 20.0 | Community |
| 19 | Hazard Recreation Center | 2230 Norfold Street | 31.57 | Community |
| 20 | Hollenbeck Park | 415 S. St. Luis Street | 21.46 | Community |
| 21 | Lincoln Park | 3501 Valley Boulevard | 45.75 | Community |
| 22 | MacArthur Park | 653 S Alvarado St | 34.82 | Community |
| 23 | Vista Hermosa Park | 100 N. Toluca St | 10.73 | Neighborhood |
| **Total** | | | **774.65** | |
| **Neighborhood and Community Parks**<br>**Existing**<br>**Planned**<br>**Total** | | | <br>**244.35**<br>**6.3**<br>**250.65** | |
| **Pocket Parks**<br>**Existing**<br>**Planned**<br>**Total** | | | <br>**9.45**<br>**.58**<br>**10.03** | |
| **Regional Park** | | | **600.00** | |
| **Combined Total Park Land**<br>**Existing**<br>**Planned**<br>**Total** | | | <br>**853.8**<br>**6.88**<br>**860.68** | |

**SOURCE**: Google Earth, DRP 2012.

**Figure 4.14-1 Parks Serving the Downtown Plan Area**




*Basemap provided by City of Los Angeles, 2018.*

**TABLE 4.14-2 EXISTING DEMAND FOR RECREATIONAL FACILITIES**

| Non-Regional Park Acreage | Acres per 1,000 Persons | Goal | Meets Goal? |
|---|---|---|---|
| Neighborhood/Community Only<br>Existing<br>Existing + Planned | <br>3.2<br>3.3 | 4 acres of Neighborhood and Community Facilities per 1,000 persons | No |
| Neighborhood, Community & Pocket<br>Existing<br>Existing + Planned | <br>3.3<br>3.4 | | |

Acres per 1,000 persons based on the total acreages from **Table 4.14-1** and the current Downtown Plan Area population of 76,000. The City's 4 acres per 1,000 residents goal relates to non-regional parks does not specifically include pocket parks so totals have been provided both with and without pocket parks.

# REGULATORY FRAMEWORK

## STATE

### Quimby Act

The California State Legislature established the Quimby Act and codified it as California Government Code Section 66477 in 1965. The Quimby Act allows the legislative body of a city or county to establish an ordinance requiring the dedication of land, payment of fees in lieu thereof, or a combination of both, for the provision of parks or recreational facilities as a condition to the approval of a tentative tract map or parcel map. LAMC establishes the Quimby in-lieu fees for subdivisions with 50 units or more and provides guidance for park land dedication in accordance with the Quimby Act. LAMC also establishes a park mitigation fee for residential projects that are not subdivision projects, which are non-Quimby impact fees.

### State Public Park Preservation Act of 1971 (PRC Section 5400–5409)

This act provides for no net loss of parkland and facilities by prohibiting cities and counties from acquiring any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

## CITYWIDE

### City of Los Angeles General Plan, Framework Element and Service Systems Element-Public Recreation Plan

The Public Recreation Plan of the General Plan Service Systems Element identifies existing recreational facilities and parks in the City of Los Angeles and categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately half a mile and are pedestrian-accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of two miles and are easily accessible to the area served. Regional parks provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region.

The Public Recreation Plan also provides the City's park standards expressed in area of parkland per population. The standards are 2 acres of neighborhood park and 2 acres of community park per 1,000 residents for, or 4 acres of some combination of neighborhood and community parks per 1,000 residents,

and a minimum of six acres of regional recreational facilities for every 1,000 residents for long-range needs; a minimum of one acre of neighborhood and community parks for every 1,000 residents to meet short- and intermediate-range standards and the overall provision of one acre of land per 1,000 residents for total recreational facilities. Per the Public Recreation Plan, neighborhood parks are defined as having a service radius of a one-half-mile and a desirable size of at least five acres (ideally 10 acres); community parks are defined as having a service radius of two miles and a desirable size of at least 15 acres (ideally 20 acres); and regional parks are defined as serving the city and region and a size of over 50 acres (Los Angeles 1980). The Public Recreation Plan also states that the types of amenities (e.g., recreation center, gym, basketball courts, etc.) offered on public parks and recreation land should be considered when determining the adequacy of park space.

### LAMC Chapter II, Section 21.10.3(a)(1)

Under LAMC Chapter II, Section 21.10.3(a)(1) (Dwelling Unit Construction Tax), the City imposes a tax of $200 on every person who constructs or causes to be constructed any new dwelling unit in which the person has an equity or title. The tax is paid to the Department of Building and Safety and placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. If a developer has already paid Quimby fees, or has dedicated in lieu parkland or recreational facilities, the park fees required may be reduced accordingly.

### City of Los Angeles General Plan Framework

Chapter 9 of the City's Framework Element includes objectives and policies applicable to parks, which are summarized in **Table 4.14-3**.

**TABLE 4.14-3 RELEVANT GENERAL PLAN PARK GOALS, OBJECTIVES, AND POLICIES**

| **Framework Element – Chapter 9, Infrastructure and Public Services** | |
|---|---|
| Policy 9.23.2 | Prioritize the implementation of recreation and park project in areas of the City with the greatest existing deficiencies. |
| Policy 9.23.5 | Re-evaluate the current park standards and develop modified standards which recognize urban parks, including multi-level facilities, smaller sites, more intense use of land, public/private partnerships and so on. |
| Policy 9.23.7 | Establish guidelines for developing non-traditional public park spaces like community gardens, farmer's markets, and public plazas. |
| Policy 9.24.1 | Phase the development of new programs and facilities to accommodate projected growth. |

**SOURCE**: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the *CEQA Guidelines*, the Proposed Project would have significant impacts related to parks and recreational facilities if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (Threshold 4.14-1)
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Threshold 4.14-2)

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Threshold 4.14-3)

# METHODOLOGY

An impact related to recreation would occur if the Downtown Plan promotes growth patterns resulting in:

- The need for and/or the provision of new or physically altered park, the construction of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives, or
- The increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The need for or deficiency in park facilities to serve the residents or users of the Downtown Plan Area or the City is not in and of itself a CEQA impact, but a social or economic impact (*City of Hayward v. Board of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Downtown Plan causes a need for additional recreational services and facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment that is an environmental impact under CEQA that needs to be assessed in this EIR. Additionally, the deterioration of existing recreational facilities and parks caused by the Downtown Plan or New Zoning Code is an environmental impact under CEQA that needs to be assessed in the EIR. Any discussion in this EIR of social or economic impacts that relates solely to the level of recreational services provided to the residents or users of the Downtown Plan Area and its surrounding community, including any existing or future needs and deficiencies, is not determinant on its own of environmental impacts under CEQA, unless those social or economic impacts result in physical impacts. The ultimate determination of whether there is a significant impact related to park/recreational services is based on whether a significant physical impact to the environment would result from the construction of new or altered park/recreational facilities or where existing park and recreational facilities would be substantially physically deteriorated as a result of the implementation of the Downtown Plan or New Zoning Code.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Project and assesses whether existing and planned public parks would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; and whether the Proposed Project would result in substantial physical deterioration of park/recreational facilities.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.14-1** | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? |

**Impact 4.14-1** **Downtown Plan:** Reasonably anticipated development from the Downtown Plan would increase the use of existing park and recreational facilities in and adjacent to the Downtown Plan Area. Due to the substantial population growth that would result from implementation of the Downtown Plan and lack of development capacity for new parks in the Downtown Plan Area, Downtown Plan implementation could accelerate the deterioration of existing parks in and around

the Downtown Plan Area. Such impacts to existing recreational facilities would be ***significant and unavoidable***.

**New Zoning Code:** Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur, and therefore any impacts on the use of existing neighborhood and regional parks or other recreational facilities would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant*** citywide.

## Downtown Plan Impact

Downtown Plan development is anticipated to increase the population of the Downtown Plan Area from 76,000 to 252,000 by 2040. This increase in population would augment the use of existing and planned parks and recreational facilities in and near the Downtown Plan Area, particularly in areas that are designated for residential development under the Downtown Plan. The following land use designations proposed in the Downtown Plan would support residential development: Medium Residential Neighborhood, Villages, Community Center, Transit Core, and Traditional Core. All of these uses would support higher-density, multi-unit residential uses and would be spread throughout the Central City Community Plan Area and the northern portion of the Central City North Community Plan Area. Limited residential development would also be supported by the Markets and Hybrid Industrial land use designations. As shown in **Figure 4.14-1**, all existing recreational facilities in and near the Downtown Plan Area are within the service radius of proposed land uses that support residential development. Thus, Downtown Plan development and associated population growth and park use would contribute to the deterioration of the existing and planned recreational facilities listed in **Table 4.14-1**.

Developers of future residential projects in the Downtown Plan Area would be required to pay park mitigation fees (for non-subdivision projects) or dedicate land or pay Quimby in-lieu fees (for subdivision projects). Park fee amounts are reviewed and updated annually by the City. Payment of impact fees and the anticipated enhancement or maintenance of facilities with funds provided by these fees would help offset the deterioration of existing recreation facilities. The Downtown Plan promotes the provision of publicly accessible open space by offering development incentives for projects in exchange for providing community benefits such as affordable housing, community facilities and open space. The Downtown Plan would also include policies to support the provision of new recreational facilities, such as the following:

- **LU 25.3.** Promote the conversion of targeted alleys into active, recreational, and pedestrian-oriented spaces.
- **LU 29.9.** Enhance the public realm, with inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, and gathering.
- **LU 29.11.** Coordinate with residents and community organizations to provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging and culturally relevant programming
- **LU 37.2.** Encourage innovative methods to incorporate onsite landscaping, as well as open and recreational space on projects with high lot coverage.

Additional Downtown Plan policies supporting the preservation and provision of new parks are listed below under the discussion of Thresholds 4.14-2 and 4.14-3.

Existing regulations and Downtown Plan policies would provide funding for the provision of new recreational facilities and some Downtown Plan policies would also support the maintenance of existing facilities. However, as discussed in the Setting, existing and planned parks serving the Downtown Plan Area currently fail to meet the City's four acres per 1,000 residents goal for neighborhood and community parks; therefore, although recreational needs are often met in different ways in highly urban settings (e.g., use of private gymnasiums and recreational facilities, use of public rights-of-way for walking and jogging), the more than threefold increase in population accommodated by the Downtown Plan combined with the constraints on new park development in Downtown Los Angeles (discussed under Impacts 4.14-2 and 4.14-3 below) would be expected to substantially increase demands upon existing recreational facilities. All of the parks listed in **Table 4.14-1** could be adversely affected by the increase in population for the Downtown Plan Area, which may cause and accelerate deterioration of those existing parks. Impacts related to the deterioration of existing parks would be ***potentially significant***.

## New Zoning Code Impact

As described in the Existing Conditions, there are over 16,000 acres of recreational facilities and 444 park sites owned and operated by the City. The 2012 DRP 50 Parks Initiative indicated that park facilities are not equitably distributed across the City and that many communities do not have parks within a reasonable distance. The New Zoning Code Form Districts would include requirements for outdoor amenity spaces that are common to tenants of a building, with incentives to make the spaces publicly accessible through the outdoor amenity space standards and through the community benefits system. These incentives to create privately-owned public space may provide relief from overuse of any existing facilities. As such, there is potential for future development in some areas of the City to result in more publicly available open space. In addition, the New Zoning Code would incorporate the requirements of the Quimby Act which requires that developers of future residential projects pay park mitigation fees (for non-subdivision projects), or dedicate land or pay Quimby in-lieu fees (for subdivision projects).

However, projecting the location and type of future growth as a result of the New Zoning Code outside of the Downtown Plan Area and any impacts (adverse or beneficial) would be speculative at this time as the Proposed Project only includes an update to the Downtown Plan. Future environmental review of a proposed community plan update and associated zoning districts would analyze potential community- and site-specific impacts to existing neighborhood and regional parks or other recreational facilities. As such, impacts would be ***less than significant.***

## Mitigation Measures

Downtown Plan

Because of the lack of available space to develop new parks to serve the anticipated population growth in the Downtown Plan Area, feasible mitigation beyond the policies and initiatives included in the Downtown Plan to enhance Downtown Plan Area recreational opportunities, as described above, is not available. Therefore, this impact would be unavoidably significant.

New Zoning Code

None required.

## Significance After Mitigation

Downtown Plan

Because mitigation is not available to address the impact related to deterioration of existing parks, this impact would be ***significant and unavoidable***.

New Zoning Code

Not applicable.

| | |
|---|---|
| **Threshold 4.14-2** | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? |
| **Threshold 4.14-3** | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks? |

**Impact 4.14-2, 4.14-3**

**Downtown Plan:** Reasonably expected development from the Downtown Plan would increase demand for recreational and park facilities that serve the Downtown Plan Area and would require the construction of new and expanded facilities to meet City park standards. However, based on the urban nature of the Downtown Plan Area and the presence of constraints to the development of large park facilities, the construction and operation of new facilities would not be expected to result in significant environmental impacts. Impacts would be ***less than significant***.

**New Zoning Code:** Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Therefore, impacts related to the construction or expansion of recreational facilities regarding substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant*** citywide.

## Downtown Plan Impact

As discussed under Impact 4.14-1, future Downtown Plan Area development would increase the population of the Downtown Plan Area by an estimated 176,000 residents, thereby increasing use and demand for parks and recreational facilities. The current Downtown Plan Area's park ratio, not including the two proposed, unbuilt parks, falls below the City standard with 3.2 acres of park per 1,000 residents. In addition, the population of the Downtown Plan Area is expected to increase to approximately 252,000 by 2040 with implementation of the Downtown Plan. Without the construction of new parks, this would further reduce the park ratio to approximately 1.0 acre per 1,000 residents. Approximately 750 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage goal.

The Downtown Plan includes a number of policies to support the development of additional park facilities, including the following:

- SO Goal 1. A well maintained, accessible, and highly utilized open space system and public realm network that serves that growing population of downtown residents, workers, and visitors.
- Policy SO 1.2. Prioritize the development of public open space in underserved communities to improve access to open space.
- Policy SO 1.3. Support the creation of different open space typologies, such as parkets, dog parks, and other facilities, to serve a variety of users and needs.
- Policy SO 1.8. Support the development of catalytic new parks and reinvestment into existing parks. Namely:
    - Pershing Square
    - Park 101
    - 6th Street Park
    - A new large park in the Fashion District
- Gil Lindsey Plaza

Based on the City's four acres of neighborhood and community parks per 1,000 persons goal, development facilitated by the Downtown Plan would generate demand for up to 750 acres of new park to meet City standards. For this reason and because Downtown Plan policies support the development of new park facilities, the Downtown Plan is anticipated to result in the construction of new recreational facilities. However, several constraints would limit the number and size of new park facilities constructed in the Downtown Plan Area, including the following:

1. A scarcity of vacant or underused land
2. High cost of real estate in Downtown Los Angeles
3. Competition with other identified community priorities, such as affordable housing

The 50 Parks Initiative exemplifies the kind of park facilities the City is currently implementing and is likely to continue implementing in the dense urban areas of Los Angeles. Most of the parks are pocket parks less than an acre in size with playground structures and exercise machines. These parks typically include zero or minimal structures and green space, and, because they are intended to serve the local community and be accessible by foot and bike, do not provide parking (Ferguson et al. 2014). The construction and operation of such small-scale facilities would be expected to have minimal environmental impacts. For example, it is anticipated that these parks would be located on vacant lots lacking biological or cultural resources; generate minimal vehicle traffic to the site, which would limit air quality, greenhouse gas, noise, and transportation impacts; and be able to accommodate a limited number of people due to their small size, which would reduce park noise levels.

Construction of new of new or expanded neighborhood or pocket park facilities to serve the Downtown Plan Area would occur in an urban center. Construction of new parks would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new parks, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR. It is not foreseeable that impacts

from the construction of new or expanded parks in the Downtown Plan Area would have greater or different impacts than those identified in this EIR for construction or operations. Similar to other types of development, the construction of new or expanded park facilities could contribute to the significant historic resource and construction noise impacts identified in sections 4.4, *Cultural Resources*, and 4.11, *Noise*, of this EIR. Based on the urban location and the limited land available, the construction of a new park facilities would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and project specific design features or project specific mitigation measures identified through a project EIR or mitigated negative declaration. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Furthermore, the construction of a new park facility or expansion of an existing park facility would require a project-specific environmental analysis under CEQA to address any site-specific environmental concerns. Therefore, impacts related to fire protection and emergency services would be ***less than significant.***

## New Zoning Code Impact

The New Zoning Code Form Districts would include requirements for outdoor amenity spaces that are common to tenants of a building, with incentives to make the spaces publicly accessible through the outdoor amenity space standards and through the community benefits system. As such, the future application of the new Form Districts outside of the Downtown Plan Area has the potential to result in more privately-owned public space. In addition, the New Zoning Code would incorporate the requirements of the Quimby Act which requires that developers of future residential projects pay park mitigation fees (for non-subdivision projects), or dedicate land or pay Quimby in-lieu fees (for subdivision projects). However, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. The Proposed Project does not propose to implement the New Zoning Code outside of the Downtown Plan Area. Future site-specific approvals may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals.

Projecting the location and type of future growth as a result of the New Zoning Code outside of the Downtown Plan Area would be speculative at this time as this Project only includes an update to the Downtown Plan. In the event that a future proposed park would have the potential for significant environmental effects, the park would need to undergo project-level environmental review under CEQA. As such, the impact would be ***less than significant***.

## Mitigation Measures

Downtown Plan

None required.

New Zoning Code

None required.

# CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable recreation impacts includes the entire City of Los Angeles and surrounding areas. The *Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment*, published in May 2016 by the Los Angeles County Department of Parks and Recreation (LA County DPR), evaluated recreational needs in Los Angeles County, including the City of Los Angeles (LA County DPR 2016). The report identifies many areas of the City as having a "Very High" park need (average of 0.7 acres per 1,000 residents of park land) or "High" park need (average of 1.6 acres per 1,000 residents).

## Substantial Deterioration of Existing Parks

Future citywide development is expected to increase the City's residential population from just over 4 million persons in 2017 (DOF 2017) to more than 4.6 million persons in 2040 (SCAG 2016), an increase of about 600,000 residents. This increase would exacerbate the existing need for new or expanded recreational facilities over time. In the absence of new parks, the citywide increase in park demand would be expected to accelerate the deterioration of existing parks, which would be a potentially significant cumulative impact.

As discussed under Impact 4.14-1, the Downtown Plan would result in a potentially significant impact related to the deterioration of existing parks serving the Downtown Plan Area since there is not adequate space to provide sufficient park acreage to meet the projected increase in demand for parks based on the City's adopted standards. This would constitute a cumulatively considerable contribution to the significant cumulative impact related to park deterioration. The New Zoning Code, on the other hand, would not accommodate any specific development and would only be applied when a community plan is updated or through other discretionary review processes. Regardless, no provision of the New Zoning Code would be expected to increase demand for recreational facilities. Thus, this component of the Proposed Project would not contribute to this significant cumulative impact.

The Downtown Plan would make a substantial contribution to cumulative park impacts; thus, its cumulative impact is ***significant and unavoidable***.

## Construction/Expansion of Parks

With respect to the construction of new parks, the City is currently in the process of constructing new parks and recreational facilities to serve its residents, as exemplified by the 50 Parks Initiative, and is anticipated to continue to do so in the future to meet increasing demand for parks. Expansion or construction of new pocket, neighborhood, community, and regional parks, or other recreational facilities, would have physical impacts to the environment (e.g., emissions of air pollutants, aesthetics impacts, noise impacts) that may be cumulatively significant. However, the any prediction of the precise impact of these parks is speculative since the size, nature, and location of any new parks are not known at this time.

As discussed under Impacts 4.14-2 and 4.14-3, the Downtown Plan would not result in a significant impact because it would not involve the development of new parks with the potential to result in significant environmental effects. As such, the Downtown Plan would not substantially contribute to the potentially significant cumulative impact associated with new park construction. Similarly, the New Zoning Code would not involve any new park construction and, thus, would not contribute to this potentially significant cumulative impact. Cumulative impacts are ***less than significant***.

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# 4.15 TRANSPORTATION AND TRAFFIC

This chapter provides an overview of existing and potential future transportation and mobility conditions in the Downtown Plan Area. Topics addressed in this chapter include the environmental setting, circulation and mobility systems, regulatory framework, thresholds of significance, methodology, and mitigation measures related to transportation impacts.

# ENVIRONMENTAL SETTING

## EXISTING ENVIRONMENTAL SETTING

### Overview

Citywide Overview

The City of Los Angeles circulation system facilitates travel by multiple modes including walking, bicycling, public transit, and motor vehicles and includes an extensive network of freeways, highways, and local streets. (City of Los Angeles 2015a). These transportation networks, services, and systems are described in more detail in the following sections.

Downtown Plan Area Overview

The Downtown Plan Area is the Central City and Central City North Community Plan Areas (CPA), which covers the Downtown area of the City of Los Angeles. The analysis evaluates the transportation network within the boundaries of the Downtown Plan Area as well as the surrounding transportation network that could be potentially impacted by the Project. For the purposes of the EIR transportation impact analysis, Existing Conditions (baseline) is defined as Year 2017, which corresponds to the date of the release of the Downtown Plan Notice of Preparation (NOP).

Downtown Los Angeles, like many other urban areas throughout the country, experiences significant traffic congestion. Despite an extensive street network and transit options, vehicular circulation continues to deteriorate due to historical over-reliance on the car as the primary mode of transportation. The combination of many regional destinations, oversaturated roadways, and unreliable travel times for autos and bus transit underlie the need for creating a transportation network for the Downtown Plan Area that will better serve all modes of transportation, improve the efficiency of the overall system, and enhance the livability along major boulevards.

The Downtown Plan Area is served by a network of primarily gridded arterials, though the grid is less defined in the Central City North CPA. Rapid and local bus transit lines operate on most major and minor arterials. Metro, the primary transit provider in the region, also maintains a number of subway and light rail routes, including the Red Line, Purple Line, Gold Line, Blue Line, and Expo Line[1]. Metrolink regional commuter rail is available at Union Station, which serves the regional county area. Pedestrian facilities primarily consist of sidewalks adjacent to roadways, and a limited bicycle network is provided. The transportation network in the Downtown Plan Area is primarily auto- and bus transit-oriented.

[1] Starting as of late 2019,the Red Line is known as B Line, the Purple Line is known as the D Line, the Gold Line is known as the L Line, the Blue Line is known as the A Line, and the Expo line is known as the E Line.

Regional access is provided by the Ventura Freeway (US-101), the Santa Ana Freeway (I-5), the Santa Monica Freeway (I-10), and the Harbor Freeway (I-110/SR-110). There are several key boulevards and avenues, as well as collector and local streets.

**Highway and Street System**

Citywide Highway and Street System

The roadway network in the City includes seven freeways that traverse the approximately 472 square miles of the City's land area and connect the City to its outer regions. They include Interstate 5, 10, 105, 110, 210, 405, and US Highway 101. The City also includes 11 state highways (SR) including SR 1, 2, 47, 60, 90, 103, 110, 118, 134, 170, and 187 (City of Los Angeles 2015a).

The City contains over 7,500 miles of public streets that accommodate motorized vehicles, including private motorized vehicles, taxis, freight vehicles, and transit vehicles. Pedestrian and bicyclist travel are also important components of the local roadway network. A majority of roadways in the City are aligned on a grid system (City of Los Angeles 2015a). Below is a brief description of the types of facilities in the City based on the City's Mobility Plan 2035 and Complete Streets Design Guide (Los Angeles 2015).

- **Boulevard I (Major Highway Class I).** Class I Boulevards are generally defined as having three to four lanes in each direction along with a median turn lane. The width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 35 miles per hour (mph).
- **Boulevard II (Major Highway Class II).** Class II Boulevards are generally defined as having two to three lanes in each direction along with a median turn lane. The width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.
- **Avenue I (Secondary Highway).** Class I Avenues typically have one to two lanes in each direction, a roadway width of 70 feet, a sidewalk width of 15 feet and a target operating speed of 35 mph. An Avenue I typically includes streets with a high amount of retail uses and local destinations.
- **Avenue II (Secondary Highway).** Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a lively pedestrian environment.
- **Avenue III (Secondary Highway).** Avenue III streets are defined to have one to two lanes in each direction, with a roadway width of 46 feet, a sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway width in older, more historic parts of the City.
- **Collector Street.** Collector Streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for Collector Streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.
- **Industrial Collector Street.** Industrial Collector Streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.
- **Local Street Standard.** Local Street Standard roadways typically have one lane in each direction, and are designed to have a 36-foot width, 12-foot sidewalks, and a target operating speed of 20 mph. Such streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.

- **Local Street Limited.** Local Street Limited roadways typically have one lane in each direction, and are designed to have a 30-foot width, 10-foot sidewalks, and a target operating speed of 15 mph.
- **Industrial Local Street.** Although similar to the normal local streets, Industrial Local Streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an Industrial Local Street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.
- **Pedestrian Walkway.** Pedestrian Walkways are designed for pedestrian use but are also appropriate for slow-moving bicyclists. Pedestrian Walkways have a width of 10 to 25 feet.
- **Shared Street.** Shared Streets provide a slow-speed environment where cars, bike, pedestrians, and scooters are able to comfortably utilize the street. Shared Streets have a minimum width of 20 feet with 5-foot buffer zones and a target operating speed of 5 mph.
- **Access Roadway.** Access Roadways are designed to have a width of 20 feet and are limited to private streets only that access no more than four dwelling units and are a maximum of 300 feet in length.
- **One-Way Service Road – Adjoining Arterial Street.** One-Way Service Roads typically have a width of 12 to 18 feet with a 3-foot curb separation from arterial streets.
- **Bi-Directional Service Road – Adjoining Arterial Streets.** Bi-Directional Service Roads typically have a width of 20 to 28 feet with a 3-foot curb separation from arterial streets.
- **Hillside Collector Street.** Hillside Collector Streets vary from normal collector streets in that sidewalks have a width of 5 feet and the target operating speed is 15mph. On-street parking is provided on both sides of the street.
- **Hillside Local Street.** Hillside Local Streets vary from normal local streets in that sidewalks have a width of 4 feet and the target operating speed is 15 mph. On-street parking is provided on both sides of the street.
- **Hillside Street Standard.** Hillside Street Standard roadways typically have one lane in each direction and are designed to have a 28-foot width, 4-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.
- **Hillside Street Limited.** Hillside Street Limited roadways typically have one land in each direction and are designed to have a 20-foot width, 3-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.
- **Modified Streets.** Many streets are identified under a specific roadway classification, but with a modification generally due to available width on smaller, historic streets. In these cases, typical number of lanes and traffic volumes are similar to the non-modified versions, but lane widths or available parking may be diminished.
- **Signalized Intersections and Traffic Control Devices.** The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. This system allows monitoring and control of the signal from a central Traffic Operations Center at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay due to stops and enhances vehicle flow. Studies by LADOT and independent third parties have shown that the ATSAC system reduces congestion and increases average travel speeds (LADOT 2016a). The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. In addition, LADOT staff can manually adjust traffic signals

remotely from the department's command center to respond to collisions, weather, special events, and other emergencies. All signalized intersections in the Downtown Plan Area are currently operating under the City's ATSAC system and ATCS control.

Downtown Plan Area Highway and Street System

The roadway network in the Downtown Plan Area ranges from major freeways, such as US-101, I-5, I-10, and I-110/SR-110, to neighborhood-serving local roadways. **Figure 4.15-1**, Roadway Network, displays the roadways within the Downtown Plan Area and illustrates the classification of roadway facilities. The Downtown Plan Area contains the following types of facilities based on the City's Mobility Plan 2035 and Complete Streets Design Guide as described above: Boulevard I, Boulevard II, Avenue I, Avenue II, Avenue III, Collector Street, Local Street, and Modified Streets.

**Existing Transportation Operations**

This section presents existing transportation conditions by applying the newly approved method of studying vehicle miles traveled (VMT) to evaluate significant traffic impacts under CEQA. VMT is a measure of the number of miles driven within a defined area and are based on the number of vehicle trips (VT) multiplied by the average trip length in miles for various trip types. To obtain an average VMT per service population, the total VMT is divided by the total population and employees within the area of analysis. The section that follows provides a brief summary of these characteristics for the City of Los Angeles, and provides a detailed summary of these characteristics for the Downtown Plan Area. For more information on the use of VMT as an impact threshold, see the *Environmental Impacts* section.

Citywide Existing Transportation Operations

The City of Los Angeles' Travel Demand Forecasting Model estimates the mode split of existing (2017) peak period trips. It is estimated that nearly 80 percent of peak period person trips are made by automobile, over 13 percent by walking, almost 5 percent by transit, and over 1 percent by bicycle.

Downtown Plan Area Existing Transportation Operations

*Vehicle Miles Traveled*

The trip generation estimated by the Travel Demand Forecasting (TDF) model was categorized according to the origin and destination of each trip. In the following discussion regarding VMT calculation using origins and destinations, internal trips are referred to with an "I" and external trips are referred to with an "X". Internal-to-internal (II) trips remain within the Downtown Plan Area. Internal-to-external (IX) trips originate within the Downtown Plan Area and terminate at an outside destination. External-to-internal (XI) trips originate outside the Downtown Plan Area and terminate within it. The VMT calculation accounts for all internal (II) trips and trips that begin or end (IX or XI) within the Downtown Plan Area, as these trips are generated by or attracted to land uses within the Downtown Plan area. The travel behavior effects of land use and network changes within Downtown can be understood by measuring the VMT of trips originating in and/or destined for the Downtown Plan Area.

VMT is reported as Total Daily VMT per Service Population, which equates to all VMT for the Plan Area divided by the number of people living and working within the Plan Area. For more information on the use of VMT and service population, see the *Environmental Impacts* section.

An alternative method for measuring VMT is known as the "boundary method", which accounts for all vehicle miles traveled strictly within the border of a defined area. This method would include VMT for trips passing through, but not originating in or destined for, the Downtown Plan Area. Although a valid method for measuring VMT, it less effectively measures the regional travel effects of Downtown land uses,

**Figure 4.15-1 Existing Roadway Network**

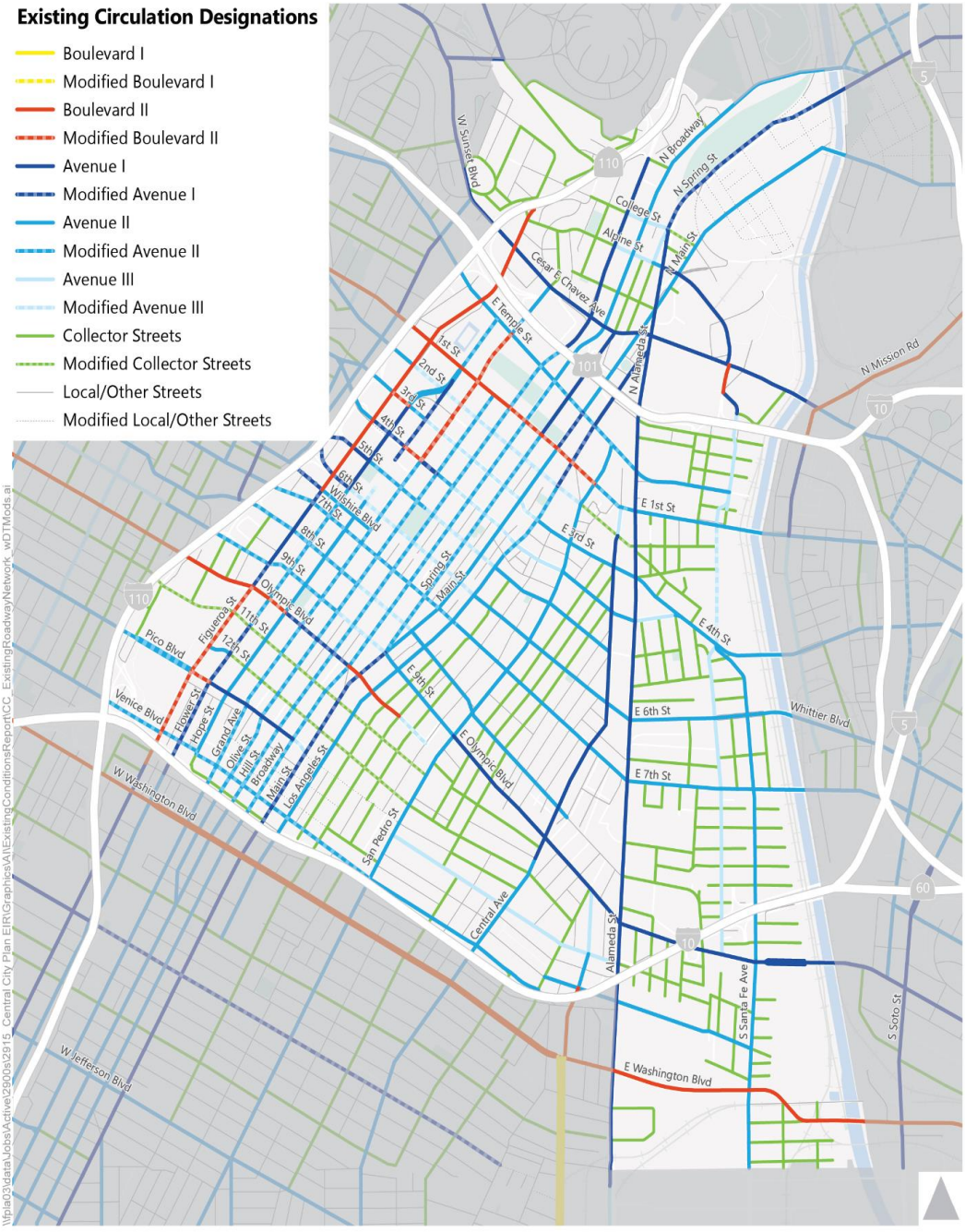



Figure 4.15-1
Existing Roadway Network

and includes travel that passes through Downtown, which is unrelated to the Community Plan land uses. This method was not used to calculate VMT for the purposes of this report.

The tables below summarize the travel characteristics under Existing Conditions for the Downtown Plan Area. **Table 4.15-1** presents the model estimates of vehicle mode split for automobiles, transit, bicycles and walk trips. According to model estimates, approximately 28% of all trips within the Downtown Plan Area are made by transit, walking or biking. This is 8% more than trips across the City of Los Angeles at large.

**TABLE 4.15-1 2017 MODE SPLIT**

| Travel Mode | Downtown Plan Area Percentage (%) | Citywide Percentage (%) |
|---|---|---|
| Automobile | 72% | 80% |
| Non-Automobile (transit/bike/walk) | 28% | 20% |
| **SOURCE**: Fehr & Peers, *Downtown Subarea TDF Model*, 2019. | | |

**Table 4.15-2** summarizes the Daily vehicle trips (VT) and VMT within the Downtown Plan Area. **Table 4.15-3** summarizes the Daily vehicle trips (VT) and VMT Citywide. **Table 4.15-4** summarizes the Daily vehicle trips (VT) and VMT Regional-wide based on 2016 SCAG TDF model.

**TABLE 4.15-2 2017 DOWNTOWN PLAN DAILY VEHICLE TRIPS AND VEHICLE MILES TRAVELED**

| Transportation Metrics | Daily Total |
|---|---|
| Vehicle Trips (VT) | 758,000 |
| Total Vehicle Miles Traveled (VMT) | 5,767,000 |
| Vehicle Miles Traveled per Service Population | 19.6 |
| **SOURCE**: Fehr & Peers, *Downtown Subarea TDF Model*, 2019. | |

**TABLE 4.15-3 2017 CITYWIDE DAILY VEHICLE TRIPS AND VEHICLE MILES TRAVELED**

| Transportation Metrics | Daily Total |
|---|---|
| Vehicle Trips (VT) | 17,197,000 |
| Total Vehicle Miles Traveled (VMT) | 133,424,000 |
| Vehicle Miles Traveled per Service Population | 23.1 |
| **SOURCE**: Fehr & Peers, *Downtown Subarea TDF Model*, 2019. | |

**TABLE 4.15-4 2016 SCAG REGIONWIDE DAILY VEHICLE TRIPS AND VEHICLE MILES TRAVELED**

| Transportation Metrics | Daily Total |
|---|---|
| Vehicle Trips (VT) | 82,283,000 |
| Total Vehicle Miles Traveled (VMT) | 908,573,000 |
| Vehicle Miles Traveled per Service Population | 33.9 |
| **SOURCE**: Fehr & Peers, *SCAG 2016 RTP Model*, 2016. | |

The Daily VMT generated by uses from, to, and within the Downtown Plan Area is approximately 5,767,000 miles, which equates to 19.6 VMT per service population. Citywide, the TDF Model estimates a total of 17,197,000 daily vehicle trips for a total of 133,424,000 daily vehicle miles traveled. This results in an average daily VMT per service population of 23.1. Regional-wide, the SCAG Model estimates a total of 82,283,000 daily vehicle trips for a total of 908,573,000 daily vehicle miles traveled. This results in an average daily VMT per service population of 33.9.

*Level of Service (LOS)*

Another way to understand existing traffic conditions is to study existing traffic volumes with an analysis of the operating conditions, indicated through volume-to-capacity (V/C) ratios and Level of Service (LOS). LOS was used previously as the primary method for determining CEQA transportation-related impacts but is now being used for informational purposes. Recent changes in state legislation and the related guidance from OPR have moved analysis to VMT in order to support statewide GHG goals and encourage multi-modality in our cities. Traditional mitigation measures to address increases in vehicle delay often involved increasing capacity (i.e., the width of a roadway or intersection), which has the potential to induce more trips/VMT and does not support State goals.

As an informational metric, LOS is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS can be determined by dividing the number of vehicles (i.e., volume (V)) by roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS. To determine the operations of the roadway network during peak commute hours, a LOS analysis was conducted for the roadways in the Downtown Plan Area.

The highest peak period traffic volume during the AM peak period (6AM – 9 AM) or PM peak period (3 PM – 7PM) on roadways within the Downtown Plan Area are displayed in **Figure 4.15-2** and **Figure 4.15-3**, AM Peak Period Level of Service and PM Peak Period Level of Service, respectively. It should be noted that because traffic volumes are a result of the collective travel choices of thousands of individual drivers, variation in the daily and peak period volumes on any given facility is both expected and observed. The Federal Highway Administration (FHWA) guidelines recommend traffic models are calibrated to within 7 to 15% for freeway and arterial volumes to account for this regular variation. This range is based on studies that show that this range represents the average daily fluctuation in traffic for major roadways. Accordingly, the estimates of both existing and future conditions are subject to regular variation due to fluctuations in travel demand (or the travel choices of the thousands of individual drivers using the Downtown Plan Area roadways).

The LOS of the study corridors was determined based on the V/C ratio using the Downtown Plan subarea TDF model. This ratio was calculated by comparing peak period traffic volumes to the roadway capacity for each facility. The roadway capacities reflect the operating characteristics of the study corridors, such as functional classifications, number of lanes, and travel speeds. Functional classification is a scale that determines the vehicles-per-lane-per-hour capacity; higher classifications generally have more and wider lanes and are designed to facilitate a higher volume of vehicles per hour. **Table 4.15-5** summarizes the typical travel conditions for the roadway network (using a weighted average V/C ratio) and the percentage of roadway segments operating at LOS E or F. The weighted average V/C ratio represents typical travel conditions for the roadway network in the Downtown Plan Area.

**TABLE 4.15-5 EXISTING 2017 ROADWAY SEGMENT LEVEL OF SERVICE (LOS)**

| Transportation Metrics | Analyzed Time Period | |
|---|---|---|
| | AM Peak Period | PM Peak Period |
| Weighted Average V/C | 0.63 (LOS B) | 0.65 (LOS B) |
| Percentage (%) of Street Segments at LOS E or F | 14% | 16% |
| **Weighted Average V/C by Facility Type** | | |
| Avenue | 0.63 (LOS B) | 0.65 (LOS B) |
| Boulevard | 0.64 (LOS B) | 0.68 (LOS B) |
| Local / Collector | 0.57 (LOS A) | 0.58 (LOS A) |

**SOURCE**: Downtown Subarea TDF Model, Fehr & Peers, 2019.

Approximately 14-16% of the roadways operate at an LOS E or F during the AM and PM peak periods. The weighted average V/C ratio is 0.63 (LOS B) in the AM peak period and 0.65 (LOS B) in the PM peak period. As a general matter, this means approximately 14-16% of the road network (Avenues, Boulevards, and Local/Collector streets) in the Central City and Central City North area experiences substantial delay during the peak period, and while much of the network is far from reaching the limits of its capacity.

## Reliability

Citywide and Downtown Plan Area Reliability

The VMT results presented in this section reflect typical weekday (Tuesday through Thursday) conditions within the Los Angeles Model and the Downtown Plan Area without major incidents and under mild weather conditions. Atypical traffic conditions, such as a collision on the freeway, rainy weather or a special event, can impact travelers in a given plan area. The reliability of the roadway network can be impacted by these occurrences and is a common frustration for drivers. The bus transit system can also be affected by these events.

## Emergency Access

Citywide Emergency Access

California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. In addition, the LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles travelling on designated streets in the City (LADOT 2016a). The City has over 205 miles of routes equipped with FPS (LAFD 2008).

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD. New development projects in the City may increase the demand for fire protection and emergency medical services, and the LAFD evaluates new project impacts on a project-by-project basis. Consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials (Los Angeles 2006). The adequacy of emergency service may be influenced by factors such as staffing levels, emergency response times, and technology improvements, management strategies, and mutual aid agreements. Every year, LAFD assesses its resources and reallocates them based on demand and need citywide. The provision of new fire stations varies as a function of not only the geographic distribution of physical stations but also due to the availability of fire trucks, ambulances, and other equipment as well as access to reciprocal agreements with neighboring jurisdictions. The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing City regulations.[2]

[2] LAMC Section 12.21.A.5 “Design of Parking Facilities”.

**Figure 4.15-2 Existing AM Peak Period Level of Service**

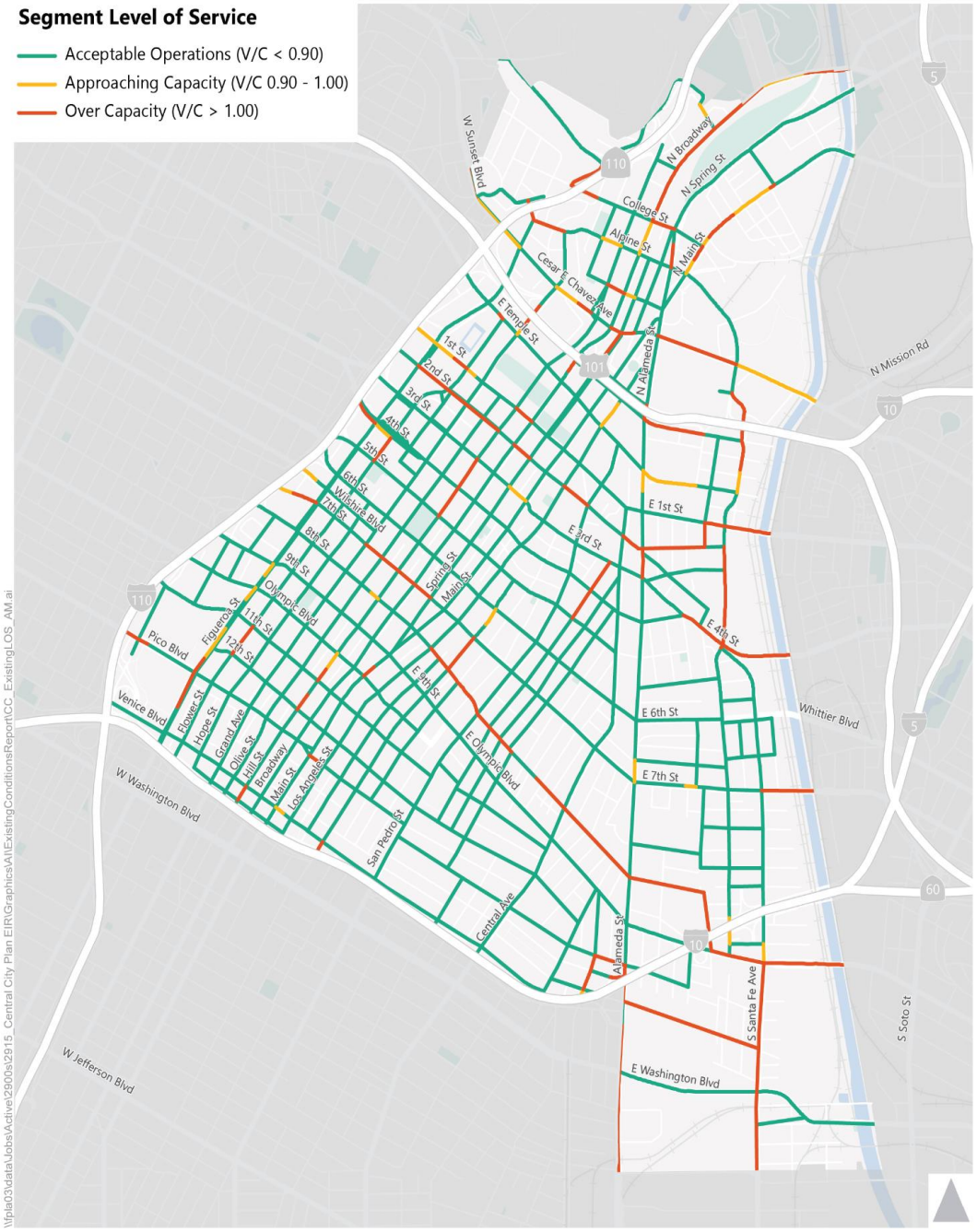



Figure 4.15-2

Existing AM Peak Period Level of Service

**Figure 4.15-3 Existing PM Peak Period Level of Service**

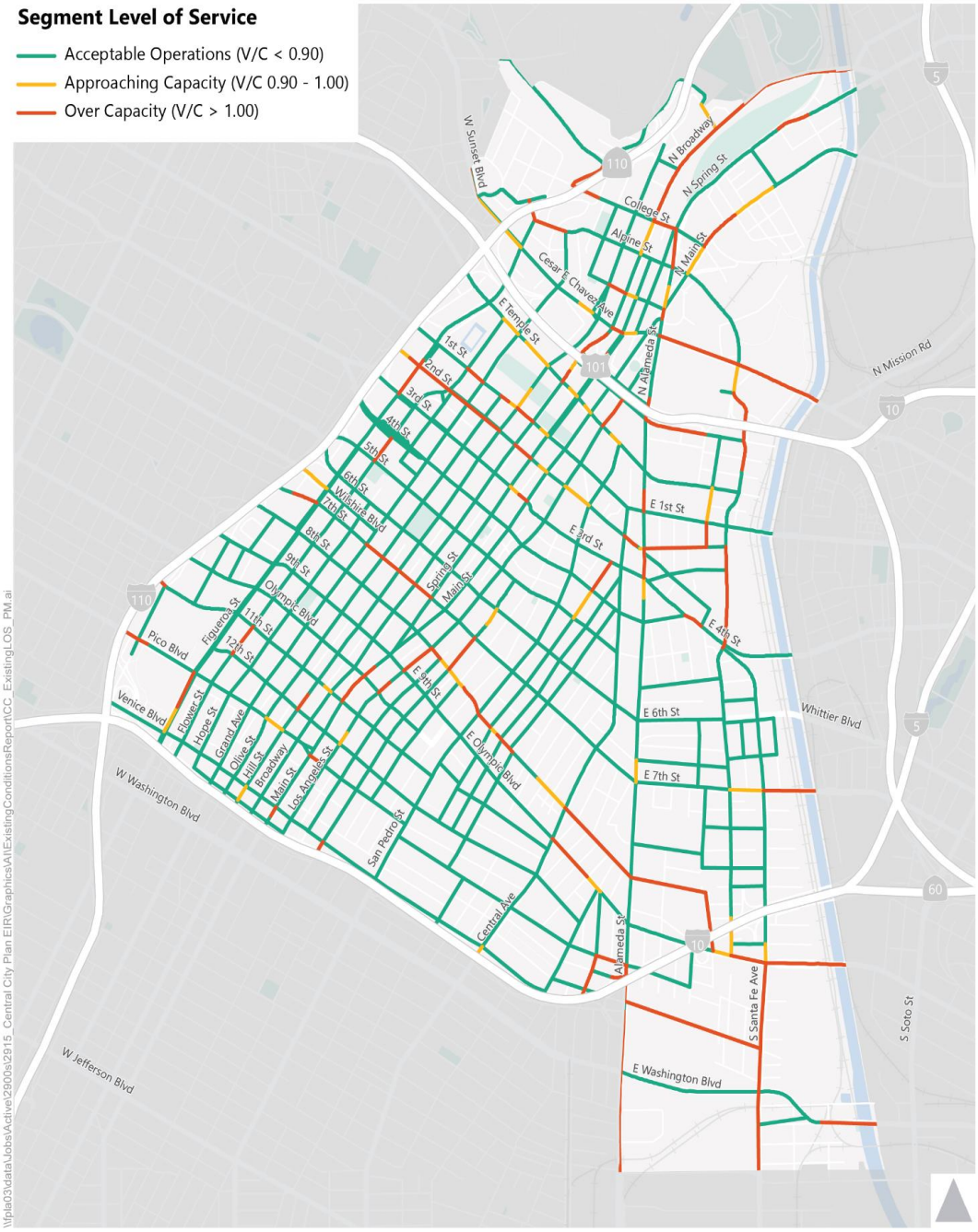



Figure 4.15-3

Existing PM Peak Period Level of Service

Downtown Plan Area Emergency Access

As discussed above, multi-lane roadways allow emergency vehicles to travel at higher speeds and allow other traffic to maneuver out of the path of emergency vehicles. Within the Downtown Plan Area, multi-lane roadways include:

**North-South Multi-Lane Roadways**

- Figueroa Street*
- Flower Street*
- Hope Street
- Grand Avenue
- Olive Street
- Hill Street
- Broadway †
- Spring Street*
- Main Street* †
- Los Angeles Street
- San Pedro Street
- Central Avenue
- Alameda Street

**East-West Multi-Lane Roadways**

- Sunset Boulevard/Cesar Chavez Avenue
- Temple Street
- 1st Street
- 3rd Street*
- 4th Street*
- 5th Street*
- 6th Street*†
- Wilshire Boulevard
- 7th Street
- 8th Street*†
- 9th Street*†
- Olympic Boulevard
- 11th Street*
- 12th Street*
- Pico Boulevard
- Venice Boulevard
- Washington Boulevard

*One-way roadways with multiple lanes
†Roadways with segments that narrow or change from one-way to two-way

Additionally, the US-101, I-110 and I-10 freeways provide primary emergency access to and from locations within the Downtown Plan Area. Secondary emergency access routes include Sunset Boulevard/Cesar Chavez Avenue, 1st Street, Figueroa Street, San Pedro Street, and Alameda Street.

**Table 4.15-6**, following, identifies the existing fire stations in the Plan Area and provides the 2019 average response times for Non-EMS and EMS calls.

**TABLE 4.15-6 LAFD FIRE STATIONS SERVING THE DOWNTOWN PLAN AREA**

| Fire Station | Address | LAFD Community | 2019 Average Response Times (mins) /a/ | |
|---|---|---|---|---|
| | | | Non-EMS | EMS |
| 3 | 108 N Fremont Ave, Los Angeles, CA 90012 | Central Bureau | **06:02** | **06:44** |
| 4 | 450 E Temple St, Los Angeles, CA 90012 | Central Bureau | **6:09** | **6:26** |
| 9 | 430 East 7th Street Los Angeles, CA 90023 CA | Central Bureau | **06:23** | **06:39** |
| 10 | 1335 South Olive Street Los Angeles, CA 90015 CA | Central Bureau | **06:23** | **06:23** |
| 17 | 1601 South Santa Fe Avenue Los Angeles, CA 90021 CA | Central Bureau | **06:23** | **06:39** |

**Note**: Non-EMS = fire and other services; EMS = Emergency Medical Services
/a/ Average response metrics for January-October 2019.
**SOURCE**: LAFD, *FireStatLA*, www.lafd.org, Navigate LA, 2019.

## Public Transit Service

Citywide Public Transit Service

The primary origin/destination for transit in Downtown Los Angeles and the city at large is Los Angeles Union Station. Located in the north east portion of the Downtown Plan area, Union Station was built in 1939 to serve as a terminal for local railroads. Today, it serves as a major transportation hub for the region, with Metro, Metrolink, and Amtrak train service, as well as bus service from multiple operators.

Services are provided by multiple transit operators, including Metro Rail, Rapid buses, Express buses, Local buses, LADOT Commuter Express buses, Downtown Area Short Hop (DASH) buses, and other local operators. Below are brief descriptions of the transit operators that provide service within the City:

*Metro*

Metro is the primary transit operator in Los Angeles County, providing bus, light rail, and subway services as described below.

- Rail & Bus Rapid Transit: There are two Metro heavy rail lines (Red and Purple), four Metro light rail lines (Blue, Green, Gold, Expo) and two bus rapid transit (BRT) lines (Orange and Silver) operating in exclusive rights-of-way. Headways for Metro rail and bus rapid transit lines are typically as frequent as 15 minutes or less. Bicycles are allowed in designated areas on Metro trains at no extra charge.
- Rapid, Express & Local Bus Lines: Metro also operates approximately 180 bus routes in mixed traffic, with services varying considerably in speed, frequency and capacity. Headways for Metro Rapid buses are typically 10 minutes during peak hours, and 20 minutes during off-peak times. Metro Express buses operate during peak hours only. All buses are equipped with two bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

*LADOT*

LADOT provides local Downtown Area Short Hop (DASH) buses and Commuter Express bus services in the City of Los Angeles. DASH operates 32 community circulator routes covering Downtown Los Angeles and many outlying communities within the City. DASH buses provide local access in addition to first/last-mile connections to and from Metro Rail stations. Headways for DASH buses vary between 5-20 minutes depending on the selected route. The Commuter Express operates 14 routes, making a limited number of stops and transporting passengers between Downtown Los Angeles and other major centers within the City. Most Commuter Express routes operate during the peak hours only in the peak direction. All LADOT buses are equipped with three bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

*Metrolink*

Metrolink operates on seven routes across six-counties, including Los Angeles, Orange, Riverside, San Bernardino, Ventura, and a portion of northern San Diego County. Each Metrolink train accommodates three bicycles on the lower level at no extra charge. To accommodate more bicycles on select trains, "bike cars" (identified with yellow decals on the side of the train) have been added to hold up to nine bikes on the lower level. All Metrolink lines operate during the peak hours only in the peak direction. The following Metrolink services operate within and through the City:

- Antelope Valley Line
- Inland Empire – Orange County Line
- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line
- 91/Perris Valley Line

*Amtrak – Pacific Surfliner*

Amtrak is a nationwide rail network, serving more than 500 destinations in 46 states, the District of Columbia and three Canadian provinces. The Pacific Surfliner, which operates within and through the Downtown Plan Area, connects San Luis Obispo and San Diego through Los Angeles and Santa Barbara. This line offered 11 daily round-trip services between San Diego and Los Angeles as of 2017, and five between Santa Barbara and San Diego. Each Amtrak train can accommodate 6 bicycles per train and must be stored in designated racks. Passengers are recommended to make reservations for bicycle racks at no extra cost.

*LAX FlyAway – Union Station*

The LAX FlyAway buses offer daily, regularly scheduled round-trips between each terminal at LAX and six locations (Hollywood, Long Beach, Orange Line, Union Station, Van Nuys, and Westwood). FlyAway buses provide services every 30 minutes to an hour. Bicycle racks are not provided on these buses. In Downtown Los Angeles, Flyaway buses depart from Union Station at the Patsaouras Transit Plaza on the east side of the facility.

*Other Transit Operators*

There are several other transit operators with routes throughout the City: Antelope Valley Transit Authority, Foothill Transit, Gardena GTrans, Greyhound Buses, Montebello Bus Lines, Orange County Transit Authority Express, Santa Clarita Transit Commuter Express, Santa Monica Big Blue Bus, and Torrance Transit.

Downtown Plan Area Public Transit Service

**Figure 4.15-4**, Existing Transit Service, shows Metro and LADOT transit service coverage in the Downtown Plan Area.

*Metro*

The following Metro lines currently provide transit service in and through the Downtown Plan Area:

**Metro Rail**

- Red Line, Purple Line, Blue Line, Expo Line, Gold Line

**Metro Bus Rapid Transit (with exclusive rights-of-way)**

- Silver Line

**Metro Rapid Lines (in mixed traffic)**

- 704
- 720
- 728
- 733
- 745
- 760
- 770
- 794

**Metro Express Lines (peak-hours only)**

- 442
- 460
- 487/489

**Metro Local Lines**

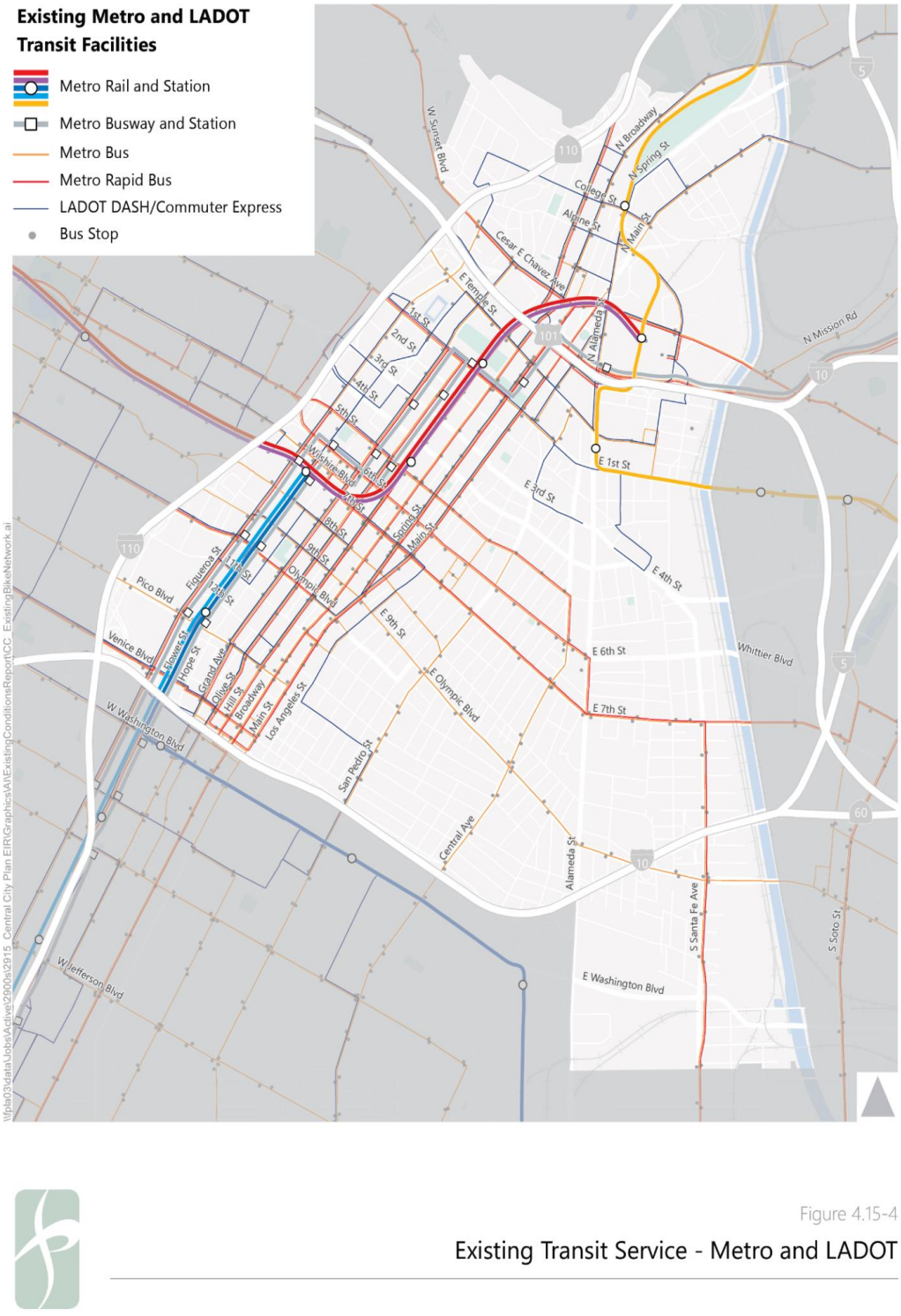
- 2/302
- 4
- 10
- 14
- 16/17/316
- 18
- 20
- 28
- 30/330
- 33
- 35
- 37
- 38
- 40
- 45
- 48
- 51/52/351
- 53
- 55/355
- 60
- 62
- 66
- 68
- 70
- 71
- 76
- 78/79/378
- 81
- 83
- 90/91
- 92
- 94
- 96

*LADOT*

The following LADOT services operate within and through the Downtown Plan Area:

- DASH A (Little Tokyo, City West)
- DASH B (Chinatown, Financial District)
- DASH D (Union Station, South Park)
- DASH E (City West, Fashion District)
- DASH F (Financial District, Exposition Park, USC)
- DASH Lincoln Heights/Chinatown
- DASH Commuter Express 409, 419, 422, 423, 431, 437, 438, 448, 534

**Figure 4.15-4 Existing Transit Service – Metro and LADOT**




Note: This map represents the Existing Conditions year for the purposes of this study as 2017, consistent with the analysis for the scoping year of the project. DASH lines may have since been updated.

*Other Transit Operators*

Other transit operators with routes to and from Downtown Los Angeles include:

- Antelope Valley Transit Authority, Route 785
- Foothill Transit, Lines 493, 495, 497, 498, 499, 699
- Gardena GTrans, Line 1X
- Greyhound Buses, Los Angeles Bus Station
- Montebello Bus Lines, Route 40, 50 and 90
- Orange County Transit Authority Express, Route 701 and 721
- Santa Clarita Transit Commuter Express, Route 799/794
- Santa Monica Big Blue Bus, Rapid 10
- Torrance Transit, Line 4X

## Bicycle and Pedestrian Facilities

Citywide Bicycle and Pedestrian Facilities

The City's existing bicycle network consists of approximately 500 miles of on- and off-street facilities including approximately 58 miles of Class I bikeways (bicycle paths), 324 miles of Class II bikeways (bicycle lanes), and 121 miles of Class III bikeways (bicycle routes and bicycle friendly streets) (City of Los Angeles 2015a). Bicycle facilities are defined as off-street bicycle paths (Class I), on-street signed and striped bicycle lanes (Class II), on-street signed bicycle routes (Class III), and protected bicycle lanes or cycle tracks (Class IV). The design features of the various types of bicycle facilities are summarized below.

- **Bicycle Path:** A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchairs users, joggers, and other non-motorized users. Caltrans refers to this facility as Class I Bikeway, which "provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."
- **Buffered Bike Lanes:** Buffered bicycle lanes provide on-street right-of-way in the form of a painted buffer that directs motorists to travel away from the bike lane and provides room for bicyclists to pass another bicyclist without entering the adjacent motor vehicle travel lane. A buffered bicycle lane is considered a Class II bikeway.
- **Bicycle Lane:** A striped lane for 1-way bicycle travel on a street or highway. Caltrans refers to this facility as a Class II bikeway.
- **Bicycle Route:** is a shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this facility as a Class III Bikeway.
- **Protected Bicycle Lane (Cycle Track):** A bicycle lane that provides further protection from other travel lanes with a physical roadway intervention. This is considered a Class IV Bikeway.

Pursuant to the California Vehicle Code, bicycles are allowed on any street within the local street system. Pursuant to Los Angeles City Code, bicycles are also allowed on the sidewalk (LAMC 56.15). Bicyclists are able to bring their bikes on board transit in designated areas on Metro trains and on most Metro and LADOT buses on bicycle racks at the front of the bus at no extra cost (City of Los Angeles 2015a). Metrolink and Amtrak also allow bicycles on board.

There are approximately 40,000 intersections in the City, of which 4,300 are signalized and approximately 22,000 contain marked crosswalks (City of Los Angeles 2015a). Conditions vary widely in terms of sidewalk condition, pavement marking visibility, and obstructions in the sidewalk realm. An estimated 42%

of the City's 10,750 miles of sidewalks are in disrepair (Times 2012). In April 2015, the City of Los Angeles agreed to spend $1.3 billion over the next 30 years to fix sidewalks throughout the City and produce two reports per year to document its progress in repairing substandard sidewalks.

Pedestrian travel in the City varies based on the circulation network in any given area. Areas that have pedestrian-oriented uses fronting the sidewalk offer a pedestrian-friendly atmosphere whereas other areas characterized by long blocks fronting surface parking lots and industrial land uses offer little pedestrian amenities. In general, sidewalks range from 10 to 12 feet wide. The City of Los Angeles General Plan designates commercial and neighborhood activity centers that are characterized by ground floor retail and service uses oriented to pedestrians along the sidewalk as Pedestrian Priority Street segments. Pedestrian Priority Street segments are recommended to have wider sidewalks of 15 to 17 feet in width and other pedestrian friendly features such as curb side parking, wide crosswalks with a minimum width of 15 feet, and traffic signal modifications (City of Los Angeles 2015a).

Downtown Plan Area Bicycle and Pedestrian Facilities

The Downtown Plan Area includes of a network of bicycle facilities; pedestrian facilities primarily consist of sidewalks adjacent to roadways. Pedestrian access to transit in the Downtown Plan Area ranks above average for major transit stops/stations in Los Angeles County, with an average rating of 98 out of 100, as reported by WalkScore.com (WalkScore 2018). Walk Score is a company that provides walk scores, transit scores, and bike scores for neighborhoods ranging from 0-100. A walk score is created by assessing the walkability of an area dependent upon how many errands can be completed by foot. Walking routes available in the area are assessed. Amenities with a five-minute walk proximity are scored the highest. Bike scores are created by evaluating available bicycle infrastructure available in an area, frequency of hills, the number of bicycle commuters, and road connectivity. All four components are weighted equally to create a bike score. Bicycle access to major transit stops in the area is less robust, receiving an average score of 78 out of 100, as reported by WalkScore.com. Most roadways are aligned on a grid system providing multiple route options for traveling throughout the Downtown Plan Area.

Within the Downtown Plan Area, there are several existing bicycle facilities in addition to bicycle racks provided at various public and private locations throughout the Downtown Plan Area. **Figure 4.15-5**, Existing Bicycle Network, shows the locations of the existing bicycle facilities within the Downtown Plan Area.

The pedestrian network includes sidewalks, crosswalks, and curb ramps, as well as pedestrian amenities such as street trees and benches in some areas. Similar to many areas in the City, the Downtown Plan Area has an aging network of pedestrian facilities including sidewalks of varying widths. Many areas have pedestrian-friendly features such as curb-side parking, wide crosswalks at most major intersections and traffic signal modifications to ensure longer pedestrian crossing times, where warranted.

**Special Event Transportation Operations**

Citywide Special Event Transportation Operations

Special events such as the Los Angeles Marathon, Chinese New Year Festival & Parade, AIDS/Lifecycle bike ride, CicLAvia, weekly farmers' markets, organized marches, races, block parties and similar events frequently require partial or full closure of city streets, including sidewalks and crosswalks, for periods of several hours to several days at a time.

Downtown Plan Area Special Event Transportation Operations

In addition to Citywide street closures, several destinations within the Downtown Plan Area host special events that attract large crowds. These venues include but are not limited to:

*L.A. LIVE*

L.A. LIVE is a sports and entertainment district that surrounds Staples Center, Microsoft Theater, and the Los Angeles Convention Center. Situated along Figueroa Street, between Olympic Boulevard and Pico Boulevard, the campus is a destination for sports and music venues, with some of the city's iconic restaurants, museums, nightclubs, hotels and movie theaters. Venues include the Microsoft Theater, a 7,100-seat capacity theater for concerts and awards shows, and The Novo by Microsoft, a 2,300-person entertainment and event space. The district provides several parking garage structures for visitors. Specific parking structures are recommended depending on restaurant, movie or event parking.

Visitors are encouraged to take advantage of several transportation options to L.A. LIVE. Access by public transportation include the Metro Blue or Expo Line to Pico Station or the Metro Red or Purple Line to 7th St/Metro Center Station. Metro Bus lines 30, 81, 442, 260, the Silver Line, and DASH Bus Route F provide services that stop near the district. Free connections to the Metro bus and rail lines for Metrolink riders is provided on weekends. For bicyclists, bike racks are available in the East Garage, located at Olympic Blvd and Francisco Street.

*STAPLES Center*

The STAPLES Center, located at 1111 S Figueroa Street, is most notable as the home of four professional sports franchises—NBA's Los Angeles Lakers and Los Angeles Clippers, NHL's Los Angeles Kings, and WNBA's Los Angeles Sparks. With a seating capacity of 20,000, the arena has also been known to host several high-profile events ranging from professional sports, live music, family shows, boxing and special events. It puts on approximately 250 events and attracts over 4 million guests annually. There are 3,300 on-site parking spaces at STAPLES Center-owned parking lots, and additional parking is available on nearby lots within a short walking distance. These lots may also be shared by L.A. LIVE visitors. Public transportation access for the STAPLES Center visitors is similar for those visiting L.A. Live.

*Los Angeles Convention Center*

The Los Angeles Convention Center (LACC) located at 1201 South Figueroa Street is a leading destination for conventions, trade shows, and exhibitions that hosts approximately 350 events and attracts more than 2 million visitors annually. The LACC complex is incorporated into the L.A. Live entertainment campus and has been known to host several high-profile entertainment events, including the Emmy Awards Governors Ball, the Grammy Awards Celebration, and the BET Experience. Situated where the I-110 and I-10 freeways meet, LACC provides convenient access by car with 5,400 available on-site parking spaces, with additional parking available in surrounding structures and surface lots shared by L.A. LIVE visitors. Public transportation access for LACC visitors is similar for those visiting L.A. Live.

*Los Angeles State Historic Park*

Los Angeles State Historic Park is located at 1245 North Spring Street and sits on 34 acres of open space directly adjacent to Chinatown. Reopened in April 2017, the park continues to host several outdoor concerts, weekend-long music festivals, evening movie screenings, educational events and exhibitions, craft fairs, and other special events. Additionally, visitors just wishing to enjoy the park can wander and hike its pathways, go for a bike ride, and enjoy a view of Downtown.

The park is accessible by the Metro Gold Line to the Chinatown stop, and Metro Bus lines 76 (Main & Anne stop), 84, 83, and 81. By car, nearby on-street parking and off-street lots are available.

**Figure 4.15-5 Existing Bicycle Network**

Figure 4.15-5
Existing Bicycle Network

*Civic Center*

The Civic Center includes the Los Angeles Street Civic Building, Los Angeles City Hall, the Los Angeles Police Department Headquarters, the Los Angeles Department of Transportation, and the United States District Courthouse, Metro Detention Center, Japanese American National Museum, Geffen Contemporary, and Los Angeles Fire Station No. 4. Civic Center primarily serves government employees but includes museums within its vicinity.

Civic Center is accessible by Metro Red and Purple Lines, multiple Metro bus lines, LADOT Commuter Express, DASH, Foothill Transit, Torrance Transit, and Antelope Valley Transit Authority bus lines.

*Pershing Square*

Pershing Square located at 532 South Olive Street is a small public park on square block in size in downtown Los Angeles. Pershing Square hosts a variety of public events, including an eight-week free summer concert series, an annual outdoor ice skating rink November through January of each year, and an outdoor farmer's market on Wednesdays.

Pershing Square is accessible by Metro Red and Purple Lines, Metro bus lines, DASH, Foothill Transit, and the Antelope Valley Transit Authority bus lines.

*Grand Park*

Grand Park is located at 200 N Grand Avenue and sits on 12 acres of open space directly adjacent to Los Angeles City Hall. Grand Park is divided into four distinct areas featuring amenities such as restored historic Arthur J. Will Memorial Fountain with a new wade-able membrane pool, a small intimate performance lawn, a community terrace, and a grand event lawn.

Grand Park is accessible by Metro Red and Purple Lines, Metro bus lines, DASH, Foothill Transit, and the Antelope Valley Transit Authority bus lines.

*Olympics 2028*

The City of Los Angeles has agreed to host the 2028 Olympic and Paralympic Games. Los Angeles will maximize its existing sports infrastructure all over the city to ensure a sustainable long-term impact on the city. The City of Los Angeles had a goal of completing twenty-eight new transportation infrastructure by 2028.

# REGULATORY FRAMEWORK

## FEDERAL

### Americans with Disabilities (ADA) Act of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

## STATE

### Complete Streets Act

Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

### Complete Streets Directive

California Department of Transportation (Caltrans) enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive) in October 2008, which required cities to plan for a "balanced, multimodal transportation network that meets the needs of all users of streets" (Caltrans 2014a). A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

### Statewide Transportation Improvement Program (STIP)

Caltrans administers transportation programming for the State. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

## Senate Bill (SB) 743

SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the California Environmental Quality Act (CEQA) Guidelines by July 1, 2014 to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS. On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. These changes will include elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Further, parking impacts are not considered significant impacts on the environment for particular types of development projects within certain infill areas with nearby frequent transit service. According to the legislative intent contained in SB 743, these changes to current practice were necessary to "…more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which was an update to Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, which had been released August 6, 2014.

In November 2017, OPR submitted the final guidelines to the Natural Resources Agency. The subsequent "rulemaking" process took just over one year, with the guidelines certified and adopted in December 2018. SB 743 will now go into effect, with agencies having an opt-in period until July 1, 2020.

## Parking Cash Out

Assembly Bill (AB) 2109, is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space.

## Assembly Bill 32 (AB32) and Senate Bill 375 (SB 375)

With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (California ARB) is coordinating the response to comply with AB 32.

On December 11, 2008, California ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: California ARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization (MPO) in the state. These targets, which MPOs may propose themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50% residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

### California Vehicle Code (CVC)

The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

## REGIONAL

A number of regional improvement plans affect transportation in the City of Los Angeles. They include the Los Angeles County Congestion Management Program (CMP) and the Long Range Transportation Plan (LRTP) prepared by Los Angeles County Metropolitan Transportation Authority (Metro), the RTP/SCS, the Regional Transportation Improvement Plan (RTIP), prepared by the Southern California Association of Governments (SCAG), and the City of Los Angeles General Plan, which includes the Mobility Plan 2035.

### Metro 2009 Long Range Transportation Plan

The 2009 LRTP includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in Los Angeles County. Metro also has a Short Range Transportation Plan to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, Metro has recently adopted a Complete Streets Policy and a First Last Mile Strategic Plan.

### Metro Complete Streets Policy

Metro's recently adopted Complete Streets policy is reinforcing the California Complete Streets Act (AB 1358). Effective January 1, 2017, Metro is requiring that all local jurisdictions within LA County must adopt a Complete Streets Policy, an adopted city council resolution supporting Complete Streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grant funding programs, starting with the 2017 grant cycles.

### Metro Short Range Transportation Plan (SRTP)

The 2014 Metro SRTP is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 Metro LRTP. The SRTP identifies the short-term challenges, provides an analysis of our financial resources, proposes action plans

for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance (Metro 2014).

### Southern California Association of Governments 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy and Regional Transportation Improvement Program.

SCAG adopted the 2016-2040 RTP/SCS in April 2016. The RTP/SCS is a planning document required under state and federal statute that encompasses the SCAG region, including six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The RTP/SCS forecasts long-term transportation demands and identifies policies, actions, and funding sources to accommodate these demands. The RTP/SCS consists of the construction of new transportation facilities, transportation systems management strategies, transportation demand management and land use strategies. The RTIP, also prepared by SCAG based on the RTP/SCS, lists all of the regional funded/programmed improvements over a 6-year period.

## LOCAL

### City of Los Angeles General Plan Framework and Safety Elements

The Citywide General Plan Framework (Framework), an element of the City of Los Angeles General Plan, is a guide for Community Plans to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Chapter 9 Infrastructure and Public Services of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City. The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, and policies that are applicable to emergency services.

### Los Angeles Municipal Code

LAMC Section 12.26 contains required Transportation Demand Management (TDM) and Trip Reduction Measures. TDM is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below:

- Development in excess of 25,000 square feet of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest numbers of employees are likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ridesharing promotion material supplied by commuter-oriented organizations; regional/local bicycle route and facility information; and a listing of on-site services or facilities that are available for carpoolers, vanpoolers, bicyclists, and transit riders.

- Development in excess of 50,000 square feet of gross floor area shall provide the above plus: (1) designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.
- Development in excess of 100,000 square feet of gross floor area shall provide the above plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on-site.
- The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013 and will continue through 2020, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of this Project. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code. Relevant components of re:code LA are described in detail in Chapter 3.0, *Project Description*.

## City of Los Angeles Mobility Plan 2035

The City updated the Transportation Element of the City's General Plan, now referred to as Mobility Plan 2035 or MP 2035, to reflect policies and programs that lay the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles. The MP 2035 and Final EIR were adopted on August 11, 2015. MP 2035 is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. The goals and objectives of MP 2035 that are relevant to the Proposed Project are as follows:

- **Safety First:** focuses on topics related to crashes, speed, protection, security, safety, education, and enforcement.
    - Objective: Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- **World Class Infrastructure:** focuses on topics related to the Complete Streets Network (walking, bicycling, transit, vehicles, green streets, and goods movement), Great Streets, Bridges, Street Design Manual, and demand management.
    - Objective: Provide 95% on-time arrival reliability of buses traveling on the Transit Enhanced Network by 2035. Establish an off-peak 5-minute bus frequency on 25% of the Transit Enhanced Network by 2035.
    - Objective: Increase vehicular travel time reliability on all segments of the Vehicle Enhanced Network by 2035.

  - Objective: Maintain the Automated Traffic Control Surveillance and Control System (ATSAC) Communications Network.
- **Access for all Angelenos**: focuses on topics related to affordability, least cost transportation, land use, operations, reliability, demand management, and community connections.
  - Objective: Ensure that 90% of households are within one mile of the Transit Enhanced Network by 2035.
  - Objective: Ensure that 90% of all households have access within one-half mile of high quality bicycling* facilities by 2035 (*protected bicycle lanes, paths, and neighborhood enhanced streets).
  - Objective: Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.
- **Collaboration, Communication & Informed Choices:** focuses on topics related to real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and data base management.
  - Objective: Install street parking occupancy-detection capability at 50% of on-street parking locations by 2035.
  - Objective: Implement coordinated wayfinding at all major transit stations by 2035.
- **Clean Environment and Healthy Communities:** focuses on topics related to environment, health, clean air, clean fuels and fleets, and open street events.
  - Objective: Decrease vehicle miles traveled (VMT) per capita by 5% every five years, to 20% by 2035.
  - Objective: Meet a 9% per capita GHG reduction for 2020 and a 16% per capita reduction for 2035 (SCAG RTP).
  - Objective: Reduce the number of unhealthy air quality days to zero by 2025.

California's Complete Streets Act (AB 1358) was signed into law in 2008 and mandates that complete street policies and standards be incorporated into a city's general plan. The idea behind Complete Streets is to make streets safe, comfortable, and convenient for people of all mode types. Mobility Plan 2035 also sets forth street designations and related standards in a Complete Street Design Guide. The Guide provides a compilation of design concepts and best practices that promote the major tenets of Complete Streets, safety and accessibility. The Guide is not meant to supersede existing technical standards provided for in other City or national manuals. Rather, it is meant to supplement existing engineering practices and requirements in order to meet the goals of Complete Streets.

Due to specific site and operational characteristics associated with any given street, any proposed street improvement project must still undergo detailed technical analyses by the appropriate city departments. Overall, this Design Guide will indoctrinate the concept of Complete Streets into Los Angeles' present and future street design so that all stakeholders are able to plan for, implement, and maintain safe and accessible streets for everyone.

## Great Streets for Los Angeles/LADOT Strategic Plan

In September 2014, the Mayor's Office and LADOT released the Great Streets for Los Angeles, LADOT's first strategic plan to turn the city's essential infrastructure -- its streets and sidewalks -- into safer, more livable 21st century public spaces that accommodate everyone who uses them. The plan builds upon Mayor Garcetti's Great Streets Initiative, which looks at Los Angeles's streets as valuable assets that can help revitalize neighborhoods across the City and make it easier for Angelenos to get around whether they walk,

bike, drive, or take transit. The plan also stresses the importance of working closely with other city and regional agencies, such as the Bureau of Street Services and Metro, to improve safe, accessible transportation services and infrastructure.

The plan focuses on Mayor Garcetti's priorities of making the city safe, prosperous, and livable with a well-run government and includes the following key goals:

- **Vision Zero:** Eliminate traffic deaths by 2025 and design streets to increase the safety of pedestrians, including adding 100 new high-visibility continental crosswalks.
- **Great Streets:** Implement changes to the 15 Great Street corridors and launch programs to reduce dangerous speeding in residential neighborhoods. Increase bike infrastructure and launch a regional bikeshare program. Expand bus service and improve its quality and connectivity with surrounding neighborhoods.
- **A 21st Century DOT:** Streamline LADOT's operations to implement needed safety and mobility projects quickly and efficiently. Enhance technologies to manage traffic, meters, and parking operations.
- **World-Class Streets for a World-Class Economy:** Real-time traffic information and more efficient allocation of the street to support local foot traffic and better manage freight traffic. Build Great Streets for vibrant and prosperous neighborhood business districts.

## Los Angeles Department of Transportation (LADOT)

As part of project review, LADOT determines whether a project requires a traffic study and evaluates project site plans to ensure that they follow standard engineering practice and City design regulations. In 2019, LADOT published the Transportation Assessment Guidelines (TAG) to effectuate a review process that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG to replaces the former Transportation Impacts Study Guidelines to clarify the new transportation impact methodology using vehicle miles traveled (VMT). On July 30, 2019, the City adopted VMT as the transportation impact criteria under CEQA in compliance with SB 743.

The TAG establishes the methodology that transportation planning practitioners are to follow to understand VMT impacts of land use and transportation investment decisions. Through the TAG, LADOT also provides direction on to evaluate potential operational constraints that land use projects may impose on circulation, access, and safety, and how to address those constraints so that LADOT can deliver a safe, livable, and well-run transportation system in the city and region.

## Los Angeles Fire Department (LAFD) Strategic Plan 2018-2020

The Strategic Plan focuses on nine goals and corresponding strategic actions that guide the LAFD. The primary goals that apply to the Proposed Project include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD Emergency Medical Service (EMS) response capabilities for special events and addressing period of high vehicle traffic; and

- Implementing advanced technologies by developing performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).
- The Strategic Plan also focuses on the development of an even more professional workforce and promotion of a positive work environment to address risk management issues and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

# ENVIRONMENTAL IMPACTS

This section explains the metrics used to measure the impacts of the Proposed Project to VMT. The metrics used are from the proposed CEQA Guidelines from the California State Office of Planning and Research (OPR) from December 2018.

## HISTORY

Senate Bill 743 directed OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas… Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…"[3]

On January 20, 2016, OPR updated the CEQA Guidelines "Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA," the evaluation of vehicle miles traveled (VMT) was recognized as "generally the most appropriate measure of transportation impacts." OPR also states that lead agencies may tailor their analysis to include other measures.

On November 2017, OPR proposed a new section, 15064.3, to help determine the significance of transportation impacts. This section was updated July 2, 2018 and finalized on December 28, 2018 with criteria for analyzing transportation impacts and is seen below in the section *Thresholds of Significance*. Its purpose is to describe specific elements for considering the transportation impacts of a given project given the use of VMT as the primary measurement.

Per the guidance from OPR, "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide" (CNRA 2018). In order to comply with the guidelines understood to become the standard in our state, this EIR evaluates vehicle trips and VMT consistent with the intent of SB 743. This EIR also includes vehicular level of service (LOS) for its primary impacts for historical comparison and informational purposes. As discussed below, it is also considered for its secondary impacts to emergency services under Threshold 4.15-4.

### PERFORMANCE METRICS

The current metrics shift the focus from level of service (LOS) to vehicle trips (VT) and vehicle miles traveled (VMT). These are defined as follows, with methodology specifics outlined in the following *Methodology* section:

**Vehicle Trips (VT).** VT are defined as the number of trips undertaken in an automobile, such as in single occupancy vehicles, private automobiles, and vehicles that contain two or more travelers, such as carpools,

[3] SB 743, 2013-2014 CA State Cong. § 386 (2013)

taxis, or ride-share vehicles. A reduction in VT over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by carpools.

**Vehicle Miles Traveled (VMT).** VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) by all land uses (e.g., residential, retail, office) in the Downtown Plan Area. To compare scenarios, VMT per service population is used. A reduction in VMT overall and in VMT per service population can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles.

**Service Population.** Service Population is the sum of population and employment. It is used in this study to represent both residents and employees. Some VMT metrics focus on VMT per capita and VMT per employee as separate markers of these indications; however, VMT per service population showcases the effects of all vehicular movement in an area. It includes not only trips that are attracted and produced by home and work trips, but those that fit in neither category (i.e. school to grocery store) as well as truck trips. It is therefore more representative of the effect of users and trips on the roadways in this CPA.

# THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the aforementioned CEQA Guidelines, the Proposed Project would have a significant impact related to transportation if it would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities (Threshold 4.15-1).
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (Threshold 4.15-2).
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Threshold 4.15-3).
- Result in inadequate emergency access (Threshold 4.15-4).

Text of CEQA Guidelines Section 15064.3, Subdivision (b):

***Land Use Projects.*** *Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*

***Transportation Projects.*** *Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*

***Qualitative Analysis.*** *If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*

***Methodology.*** *A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

The Proposed Project would have an impact related to transportation if it would result in VMT per service population that exceeded an applicable threshold of significance. OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development regionally may be a reasonable threshold. However, the "region" identified for the City of Los Angeles is the six-county SCAG region, which is very large and not representative of the Downtown Plan area. Holding this Plan Area to that as a threshold would not accurately disclose a relevant change in VMT outputs to the Plan, as it is significantly lower than the region's VMT already. Additionally, the use of per capita and per employee is not as representative of all travel in the area as per service population. As "CEQA generally defers to lead agencies on the choice of methodology to analyze impacts" (OPR 2018), the City of Los Angeles is choosing to use the following as part of a two-pronged threshold:

- The Proposed Project would result in average total VMT per service population in the plan horizon year that exceeds 15% below the regional average total VMT per service population from the most recent regional metric available.
- The Proposed Project would result in average total VMT per service population in the plan horizon year that exceeds the average total VMT per service population for the "project area" for the baseline year.

# METHODOLOGY

The transportation analysis for the Downtown Plan component of the Proposed Project has been developed through a process that includes the use of the City of Los Angeles Travel Demand Forecasting (TDF) Model and developing the Downtown Subarea Travel Demand Forecasting (TDF) Model for the analysis of the 2017 baseline year and the future 2040 scenario, as well as the use of the SCAG TDF Model for the analysis of the 2016 SCAG RTP/SCS to represent the region. This *Methodology* section describes the procedures used to assess impacts on the transportation system. It includes an overall discussion of methodology and assumptions, followed by a discussion of how the Proposed Project is expected to perform in comparison to the thresholds described above. Citywide impacts of the New Zoning Code are assessed qualitatively for each threshold.

## Study Area and Reporting Framework

The Downtown Plan Area is defined by the boundaries of the Central City and Central City North Community Plan Areas in the City of Los Angeles, as shown in **Figure 4.15-6**. This study is defined by the potential impacts of the Proposed Project to transportation and its related elements in the study area, which includes the CPA, the City, and the surrounding areas.

## VMT Methodology

In order to determine whether the socio-economic and transportation network included in the Downtown Plan would result in an impact (as outlined in the *Environmental Impacts* section previously), VMT calculated for 2017 Baseline and 2016 SCAG Region is compared to the 2040 Downtown Plan. This is calculated using the following outputs from the City of Los Angeles, Downtown Subarea, and SCAG TDF Models.

**Figure 4.15-6 Central City and Central City North Community Plan Areas**

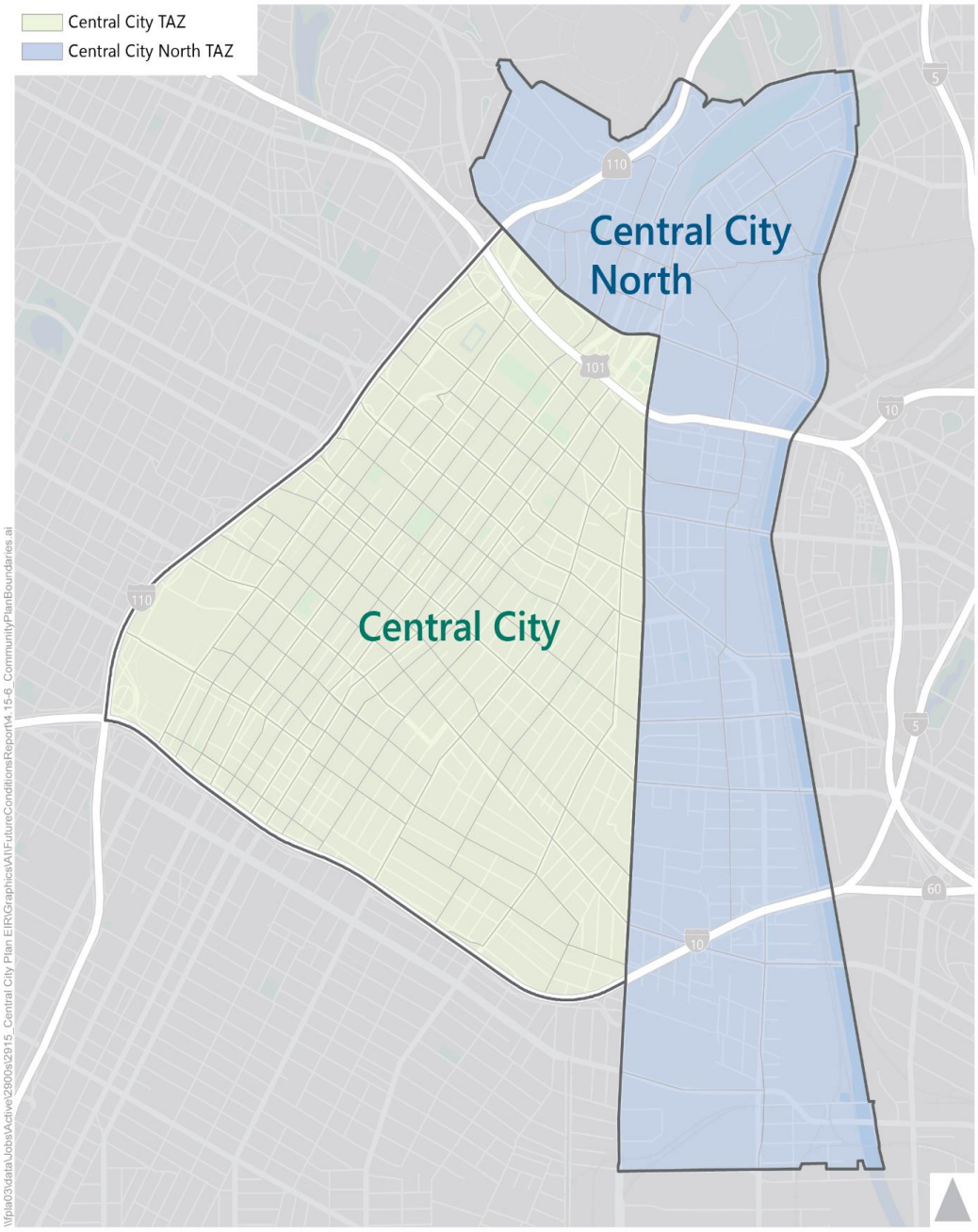



Figure 4.15-6

Central City and Central City North Community Plan Areas

## Vehicle Trips (VT)

Vehicle Trips are defined as the number of trips undertaken in an automobile or a truck, such as in single-occupancy private automobiles, vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles, and trucks including light truck, medium truck, and heavy truck. While the total number of vehicle trips is expected to increase as growth occurs in the Downtown Area and in the region, a reduction in vehicle trips per service population over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by walk, bike, take transit, carpools, etc. A reduction in the number of vehicle trips per service population also helps meet the State's goal of reducing GHG emissions, as mandated by AB 32 and SB 375. An increase in the number of daily vehicle trips per service population would be an undesirable outcome of the Downtown Plan, but would not constitute a significant impact.

Vehicle trips are calculated from outputs of the Downtown TDF model and SCAG TDF model. With estimated population relevant to each model's year, household and employment values input into each model Traffic Analysis Zone (TAZ), the models develop a vehicle trip calculation for the Downtown Area and SCAG Region. A Traffic Analysis Zone is a spatial unit that includes socioeconomic data such as population, households, and employees of a particular region.

## Vehicle Miles Traveled (VMT)

VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) generated by all land uses (e.g., residential, retail, office). While the total VMT is expected to increase as growth occurs in the Downtown Area and in the region, a reduction in VMT per service population over time can be used as an indicator of reduced reliance on the automobile. Reducing VMT helps meet the State's goals of reducing GHG emissions, as mandated by AB 32 and SB 375. Any increase in the total number of VMT per service population would be an undesirable outcome of the Downtown Plan, and would constitute an impact. VMT was forecasted for the Plan Area with the Downtown Subarea TDF model.

For this analysis, VMT is reported as Total Daily VMT per Service Population. The Total Daily VMT per Service Population is the total VMT divided by the number of people living or working within the community plan area. This VMT is generated by both downtown residents and employees within downtown as well as travel between downtown and other areas.

The reported VMT results include both personal vehicles and truck VMT. The VMT calculation accounts for internal trip ends and trips that begin or end within the Downtown Area, as these trips are generated by or attracted to land uses within the Downtown Area. The travel behavior effects of land use changes in Downtown can be understood by measuring the VMT of trips originating in and/or destined for the Downtown Area and comparing them to the 2017 Baseline and 2016 SCAG Region outputs.

VMT is calculated by multiplying the vehicle trip length by the number of trips estimated through the Downtown TDF model. VMT takes in consideration population, household, and employment values, as well as travel patterns of origins and destinations, including all of these inputs in the Downtown and SCAG TDF models, which makes them sensitive to each land use and network scenario tested.

## Roadway Segment and Freeway Mainline Level of Service Methodology

In addition to the VMT methodology, the Downtown Plan component of the Proposed Project was also analyzed using LOS changes on road segments, as described below. As discussed above, under SB 743, LOS as metric for traffic congestion is not used to determine CEQA impacts. However, congestion may still be considered for safety and therefore, this information is used to inform the analysis related to

emergency access in Impact Threshold 4.15-4, as well as for informational and historical comparison purposes.

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in **Table 4.15-7.** LOS can be determined by dividing demand V/C, and the resulting V/C ratio is then used to obtain the corresponding LOS. The capacity values for analyzed roadway segments were obtained from the Downtown Subarea TDF Model.

**TABLE 4.15-7: ROADWAY SEGMENT LEVEL OF SERVICE (LOS) DEFINITIONS**

| Level of Service (LOS) | Volume to Capacity Ratio (V/C) | Description |
|---|---|---|
| A | 0.00 – 0.60 | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation. |
| B | >0.60 – 0.70 | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form. |
| C | >0.70 – 0.80 | Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted. |
| D | >0.80 – 0.90 | Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. This level is typically associated with design practice for peak periods. |
| E | >0.90 – 1.00 | Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes. |
| F | >1.00 | Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow. |

**SOURCE**: Transportation Research Board, *Highway Capacity Manual, Special Report 209*, Washington, D.C., 2000.

Plans that involve large areas and are not expected to be fully implemented until 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. In addition, detailed roadway designs for improvements to individual intersections are not yet available. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. Street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known.

LOS can be determined by dividing the number of vehicles (i.e., volume (V)) by roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS. The volume-weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The weighted average V/C ratio represents typical travel conditions for the roadway network in the Downtown Plan Area. The volume-weighted average V/C ratio is calculated by taking the volume of each street segment and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the roadway network in the Downtown Plan Area.

## Travel Demand Model Development

The City of Los Angeles TDF Model provides the ability to evaluate the transportation system, use performance indicators for land use and transportation alternatives, provide information on regional pass-through traffic versus locally generated trips, and graphically display these results. The model considers forecast growth in City of Los Angeles and surrounding areas, including special generators, such as airports and universities, and is sensitive to emerging land use trends through improved sensitivity to built environment variables. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network in the City. In essence, the travel demand model serves as a tool to implement, manage and monitor the City of Los Angeles' transportation plans, projects, and programs, providing a suitable starting point for additional refinement as part of a more local application, such as the Downtown Plan.

The potential impacts associated with implementation of the Downtown Plan are evaluated using a refined version of the City of Los Angeles' Travel Demand Model within the Downtown Plan area and the adjacent Boyle Heights Plan Area. The reason for including refinements to the Boyle Heights Plan Area is that both Community Plans are being developed in conjunction, and as such the future network modifications for each Plan Area were included in the each other's refining process. The Downtown Subarea Travel Demand Forecasting Model (referred to as the Downtown Subarea Model) utilizes the TransCAD Version 7.0 R4 Build 12410 modeling software (consistent with the citywide model). The Downtown Subarea Model builds on the citywide model update and refines the level of detail within the Downtown Area for improved sensitivity in measuring the effect of land use development and transportation network changes. The model has a future horizon year of 2040 and was designed to produce daily and AM and PM peak hour vehicle and transit flows on roadways within the Downtown Plan Area based on comprehensive land use and socioeconomic data (SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split and assignment. For modeling purposes, the Los Angeles model area is divided into 4,192 Transportation Analysis Zones (TAZs) and the Downtown Plan Area is divided into 233 TAZs, each with corresponding SED and connections to the roadway and transit networks.

The Downtown Subarea Model was built from the City of Los Angeles model (consistent with 2016-2040 RTP/SCS model) and contains City of Los Angeles SED and updates to the transportation network based on Mobility Plan 2035, which is discussed in detail in the section below titled *Downtown Plan Mobility Network*. The Downtown Subarea Model was used to generate the 2017 Baseline and 2040 Downtown Plan data for the transportation impact analysis. The Downtown Subarea Model Development Report is contained in Appendix K. The SCAG TDF Model, developed by SCAG, was used to generate the 2016 SCAG Region scenario.

## Impact Analysis

The purpose of the transportation analysis is to identify potential transportation system deficiencies resulting from vehicle trips generated by the employment and population growth anticipated under the Downtown Plan and the proposed transportation network improvements, and to identify feasible mitigation measures. The Downtown Plan is a long-term plan that will be implemented over many years in conjunction with already approved development projects in the study area, and regional growth and transportation projects outlined in the 2016-2040 RTP/SCS. The Downtown Plan is represented by the 2040 Downtown Plan scenario and is compared to 2017 Baseline and 2016 SCAG Region scenarios in order to show the potential impacts of the plan.

The Downtown Subarea Model is built upon and includes the entirety of the City of Los Angeles Travel Demand Forecasting Model, which is consistent with the 2016-2040 SCAG RTP/SCS model and includes all reasonably foreseeable development and regional transportation improvements for the year 2040 in the City of Los Angeles as well as the adjacent Cities, such as West Hollywood, Burbank and Glendale. Thus,

the Downtown Subarea Model includes the regional growth forecast for both inside and outside of the Plan area for the purpose of analyzing 2040 Downtown Plan conditions. The Downtown Subarea Model refines the level of detail within the Plan Area for improved sensitivity in measuring the effects of land use and transportation network changes for the 2040 Downtown Plan.

The analysis tools used to forecast future travel patterns are long-range models of travel demand. Long-range travel demand models primarily focus on forecasting auto use, with limited sensitivity to other modes of travel such as transit, bicycling, and walking. This is consistent with the traffic forecasting methods used by most cities and is consistent with the state of the transportation and traffic engineering practice. Recently, new travel behavior trends have emerged that traditional travel demand models are not designed to accommodate. Transportation and traffic experts continue to evaluate the anticipated longevity of these trends and the impact they may have on travel behavior in the future. Factors that affect long-term trends in travel behavior include recessionary effects on employment, changes in younger generations' interest in driving and vehicle ownership, baby boomer retirement choices and their continued participation in the workforce, increasing preference across generations for urban living, fuel prices, increased availability of on-demand delivery of goods and services, and greater travel options through autonomous vehicles and shared use mobility (e.g., Lyft, Uber, bikeshare programs).

The transportation analysis approach used in this EIR applies established traffic forecasting tools that have been empirically proven and previously accepted under CEQA. However, these may prove to be conservative if some of the recent trends in travel persist. It is not clear what direction the trends will take at this point. VMT per capita has been generally dropping since around 2004 but increased for many decades prior. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in the EIR, this could result in fewer driving-related impacts than the plan conservatively accounts for in the EIR. It is possible, however, that innovations in autonomous and driverless vehicles, transportation network companies (e.g., Lyft and Uber), and same-day delivery will increase future VMT per capita. A variety of factors contribute to VMT, and transportation technologies along with demographic trends will influence future travel behavior. It would be speculative to make assumptions about how these new technologies and changes in transportation may affect travel behavior long-term; therefore, the methodologies and travel forecasts applied in this analysis rely on the state-of-the-practice at this time as previously accepted under CEQA.

## Downtown Plan Mobility Network

Mobility Plan 2035 (MP 2035) is the Mobility Element of the City of Los Angeles' General Plan. MP 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to be realized by 2035. The MP 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Downtown Plan Area. MP 2035 was adopted by the City in August 2015 and updated in 2016. It is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a City's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The transportation improvements planned for the Downtown Plan primarily originated from the MP 2035. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Downtown Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Downtown Plan Area.

The Downtown Plan Transportation Improvement Project List is presented in **Table 4.15-8**. The Project List is not exhaustive but is representative of the types of improvements proposed for inclusion in the Community Plan. In addition, the Downtown Plan would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, potential impacts of implementing the transportation improvements contained in the Project Lists were analyzed at a programmatic level as part of the Downtown Plan. Similar to the MP 2035, the Downtown Plan does not prescribe how the enhanced network treatments will be implemented within each community plan. Therefore, the enhanced network treatments in the Plan Area were reviewed in relation to the roadway characteristics, such as roadway width, right-of-way, street designations and adjacent land uses. **Figure 4.15-5**, Downtown Plan Network, shows the following enhanced network treatments for roadways in the Downtown Plan. The Downtown Plan Network in the Downtown Plan Area reflects the refinements to MP 2035 (**Table 4.15-9**).

- **Bicycle Enhanced Network (BEN)**
  - Tier 1 Protected bike lane: bicycle facilities with a physical separation from the vehicular lanes
  - Tier 2 bike lane: bicycle lanes painted on the roadway and adjacent to vehicular lanes, anticipated to be built by 2035
  - Tier 3 bike lane: bicycle lanes painted on the roadway and adjacent to vehicular lanes, not anticipated to be built by 2035
- **Transit Enhanced Network (TEN)**
  - Moderate: stop enhancements and increased service; bus operates in mixed-flow with vehicles
  - Moderate Plus: moderate treatments, plus peak-period bus-only lanes
  - Comprehensive: moderate treatments, plus full-time bus-only lanes
- **Vehicle Enhanced Network (VEN)**
  - Peak period or full-time parking and turning movement restrictions

## Parking

Parking deficits are not CEQA impacts. They are considered socio-economic impacts, rather than impacts on physical environment as defined by CEQA, unless there are secondary impacts, such as safety impacts.

**TABLE 4.15-8 DOWNTOWN PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST**

| Project Location | Endpoints | Project Description |
|---|---|---|
| Figueroa St | 10 FWY to 7th St | BEN: Protected bike lane; TEN: Comprehensive treatments |
| Figueroa St | Wilshire Blvd to Cesar E Chavez Blvd | BEN: Tier 2 bike lane |
| Flower St | 10 FWY to 2nd St | BEN: Tier 3 bike lane |
| Hope St | Pico Blvd to 6th St | BEN: Tier 3 bike lane |
| Grand Ave | 10 FWY to 5th St | BEN: Protected bike lane |
| Olive St | 10 FWY to 5th St | BEN: Protected bike lane |
| Hill St | 10 FWY to 4th St | TEN: Comprehensive treatments |
| Broadway | 10 FWY to Pasadena Ave/LA River | TEN: Moderate Plus treatments |
| Spring St | 9th St to Cesar E Chavez Ave | BEN: Protected bike lane |
| Spring St | College St to Broadway | BEN: Tier 2 bike lane |
| Main St | 10 FWY to Venice Blvd | BEN: Protected bike lane |
| Main St | Venice Blvd to 9th St | BEN: Protected bike lane; TEN: Moderate treatments |
| Main St | 9th St to Cesar E Chavez Ave | BEN: Protected bike lane |
| Main St | Cesar E Chavez Ave to Albion St/LA River | BEN: Protected bike lane; TEN: Moderate treatments |
| Los Angeles St | 2nd St to Alameda St | BEN: Protected bike lane |
| San Pedro St | 10 FWY to 1st St | BEN: Protected bike lane; TEN: Moderate treatments |
| San Pedro St | 1st St to Temple St | BEN: Protected bike lane |
| Central Ave | 10 FWY to 2nd St | BEN: Protected bike lane; TEN: Moderate treatments |
| Central Ave | 2nd St to 1st St | BEN: Tier 2 bike lane; TEN: Moderate treatments |
| Alameda St | 10 FWY to Temple St | VEN |
| Mateo St | Olympic Blvd to 7th St | BEN: Tier 3 bike lane |
| Mateo St | 7th St to 4th St | BEN: Tier 2 bike lane |
| Santa Fe Ave | Washington Blvd to 4th St | BEN: Tier 3 bike lane |
| Santa Fe Ave | 4th St to 2nd St | BEN: Tier 2 bike lane (one side) |
| Santa Fe Ave | 2nd St to 1st St | BEN: Protected bike lane |
| Center St | 1st St to 101 FWY | BEN: Protected bike lane |
| Ramirez St/ Center St | Ramirez St to Vignes St | BEN: Protected bike lane |
| Vignes St | Ramirez St to Main St | BEN: Protected bike lane |
| Alpine St | Main St to Broadway | BEN: Protected bike lane |
| College St | Hill St to Main St | BEN: Tier 3 bike lane |
| Cesar E Chavez Ave | Beaudry Ave to Spring St | BEN: Tier 2 bike lane; TEN: Moderate Plus treatments |
| Cesar E Chavez Ave | Spring St to Mission Rd/LA River | TEN: Comprehensive treatments |
| 1st St | 110 FWY to Spring St | BEN: Tier 2 bike lane; TEN: Comprehensive treatments |
| 1st St | Spring St to Alameda St | BEN: Protected bike lane; TEN: Moderate treatments |
| 1st St | Alameda to Myer St/LA River | BEN: Protected bike lane |
| 2nd St | 110 FWY to Main St | BEN: Protected bike lane |
| 2nd St | Main St to Central Ave | BEN: Tier 2 bike lane |
| 3rd St | Spring St to Los Angeles St | BEN: Protected bike lane |
| 3rd St | Los Angeles St to Alameda St | BEN: Tier 2 bike lane |
| 4th St | Spring St to Mission Rd/LA River | BEN: Protected bike lane |
| 5th St | 110 FWY to Central Ave | TEN: Moderate Plus treatments |
| 6th St | 110 FWY to Central Ave | TEN: Moderate Plus treatments |
| 6th St | Central Ave to Mission Rd/LA River | BEN: Protected bike lane; TEN: Moderate Plus |
| 7th St | 110 FWY to Los Angeles St | BEN: Protected bike lane |
| 7th St | Los Angeles St to Mission Rd/LA River | BEN: Protected bike lane |
| 9th St | Main St to San Pedro St | TEN: Moderate treatments |
| Olympic Blvd | San Pedro St to Central Ave | TEN: Moderate treatments |

**TABLE 4.15-8 DOWNTOWN PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST**

| Project Location | Endpoints | Project Description |
|---|---|---|
| Olympic Blvd | Central Ave to LA River | BEN: Tier 3 bike lane; TEN: Moderate treatments |
| 10th St | Main St to Central Ave | BEN: Tier 3 bike lane |
| 11th St | Figueroa St to Main St | BEN: Protected bike lane |
| 12th St | Figueroa St to Flower St | BEN: Protected bike lane |
| Pico Blvd | 110 FWY to Central Ave | BEN: Tier 3 bike lane |
| Venice Blvd | 110 FWY to Figueroa St | BEN: Tier 2 bike lane; TEN: Comprehensive treatments |
| Venice Blvd | Figueroa St to Main St | BEN: Tier 2 bike lane; TEN: Moderate Plus treatments |
| 16th St | Main St to Hooper Ave | BEN: Tier 2 bike lane |
| Washington Blvd | Alameda St to LA River | BEN: Tier 3 bike lane |

**TABLE 4.15-9 DOWNTOWN PLAN CHANGES TO MP 2035**

| Project Location | Endpoints | Removed | Added |
|---|---|---|---|
| Hope St | Pico Blvd to 6th St | | BEN: Tier 3 bike lane |
| Grand Ave | 7th St to 5th St | | BEN: Protected bike lane |
| Olive St | 7th St to 5th St | | BEN: Protected bike lane |
| Hill St | 10 FWY to 4th St | BEN: Tier 3 bike lane | TEN: Comprehensive |
| Broadway | 10 FWY to College St | TEN: Comprehensive | TEN: Moderate Plus |
| Spring St | Ord St to College St | BEN: Tier 2 bike lane | |
| Main St | Venice Blvd to 9th St | TEN: Moderate Plus | TEN: Moderate |
| Los Angeles St | 2nd St to Alameda St | BEN: Tier 2 bike lane | BEN: Protected bike lane |
| San Pedro St | 10 FWY to Temple St | | BEN: Protected bike lane |
| Central Ave | 2nd St to 1st St | BEN: Protected bike lane | BEN: Tier 2 bike lane |
| Mateo St | Olympic Blvd to 7th St | | BEN: Tier 3 bike lane |
| Santa Fe Ave | Washington Blvd to 4th St | | BEN: Tier 3 bike lane |
| Santa Fe Ave | 4th St to 2nd St | | BEN: Tier 2 bike lane (one side) |
| College St | Hill St to Main St | | BEN: Tier 3 bike lane |
| Cesar E Chavez Ave | Beaudry Ave to Spring St | BEN: Protected bike lane | BEN: Tier 2 bike lane |
| Cesar E Chavez Ave | Spring St to Mission Rd/LA River | BEN: Tier 2 bike lane<br>TEN: Moderate Plus | TEN: Comprehensive |
| 1st St | 110 FWY to Spring St | TEN: Moderate Plus | TEN: Comprehensive |
| 1st St | Spring St to Alameda St | TNE: Moderate Plus | TEN: Moderate |
| 3rd St | Los Angeles St to Alameda St | BEN: Protected bike lane | BEN: Tier 2 bike lane |
| 4th St | Spring St to Mission Rd/LA River | | BEN: Protected bike lane |
| 5th St | 110 FWY to Central Ave | TEN: Comprehensive | TEN: Moderate Plus |
| 6th St | 110 FWY to Mission Rd/LA River | TEN: Comprehensive | TEN: Moderate Plus |
| 7th St | Central Ave to Mission Rd/LA River | BEN: Tier 2 bike lane | BEN: Protected bike lane |
| 9th St | Main St to San Pedro St | TEN: Moderate Plus | TEN: Moderate |
| Olympic Blvd | San Pedro St to LA River | TEN: Moderate Plus | TEN: Moderate |
| 12th St | Figueroa St to Flower St | | BEN: Protected bike lane |
| Venice Blvd | Figueroa St to Main St | TEN: Comprehensive | TEN: Moderate Plus |

**Figure 4.15-7 2040 Downtown Plan Network**

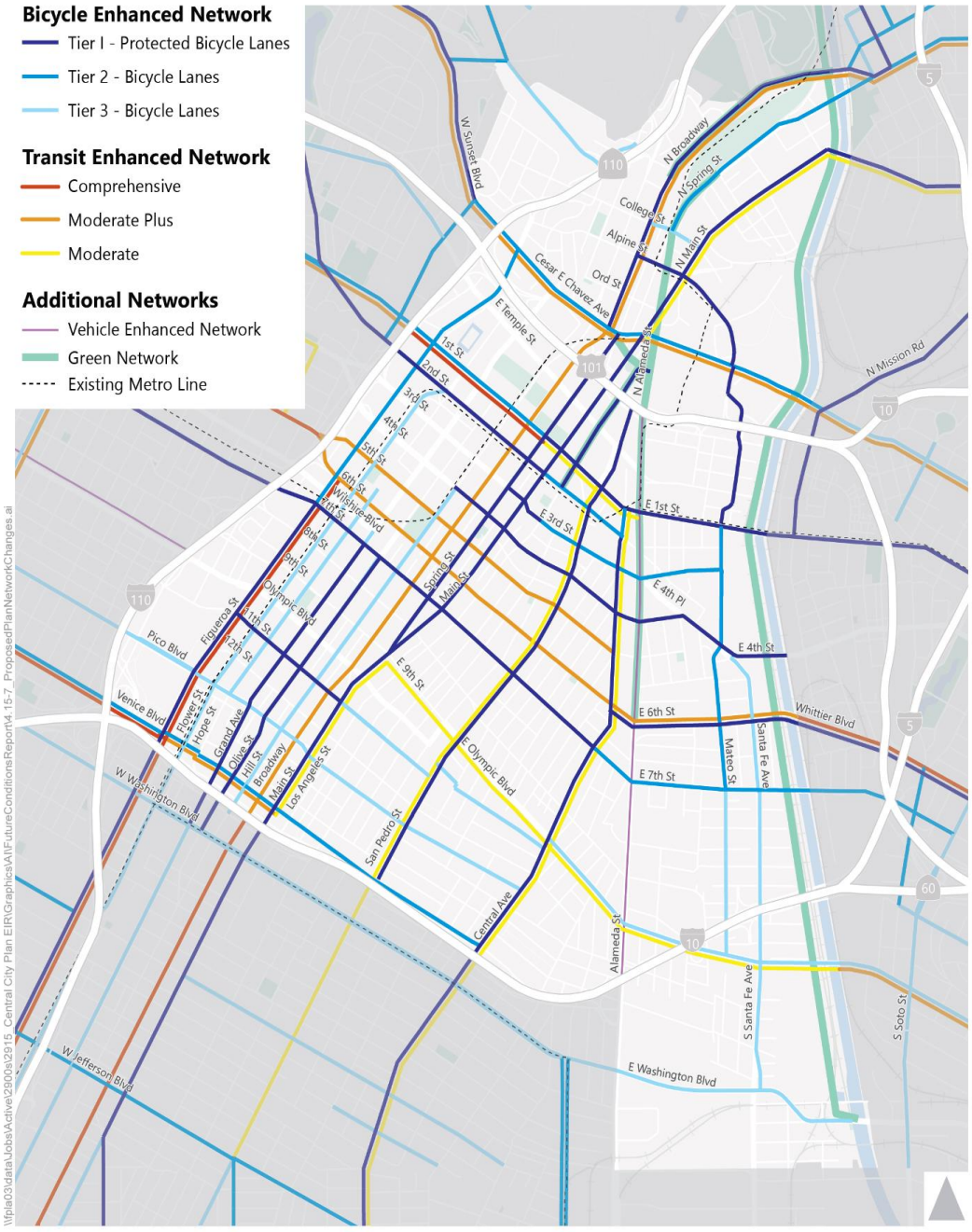



Figure 14.5-7
2040 Proposed Plan Network

# PROJECT IMPACTS

The impacts and mitigation discussion presented below reflects proposed CEQA requirements as finalized on December 28, 2018. Delay-based metrics are included in some cases for informational purposes, and are not discussed in mitigation.

| | |
|---|---|
| **Threshold 4.15-1** | Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities |

**Impact 4.15-1**

**Downtown Plan:** The Downtown Plan would not conflict with adopted City and state policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance of safety of such facilities. This impact would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would conflict with the goals and policies of the MP 2035 or SCAG 2016-2040 RTP/SCS. Furthermore, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan seeks to enhance access to all modes in the local circulation system, improving access on transit, roadways, bicycle and pedestrian facilities. This is accomplished through applying new land use and zoning regulations to encourage mixing and scales of use as well as site design supportive of all modes. The Downtown Plan also implements MP 2035 with a refined lens on the Downtown Area, and is consistent with the objectives of the SCAG 2016-2040 RTP/SCS.

The types of transportation improvements envisioned as part of the Downtown Plan are within the framework established in MP 2035. The proposed updates to the Plan are consistent with the City's municipal approach to transportation planning and apply such principles to the Downtown Plan. The proposed mobility improvements would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system.

In addition to MP 2035, the Downtown Plan would support the City's Plan for a Healthy LA by creating more opportunities for people to live and work in areas of the City where travel by active transportation can be part of daily life. The implementation of active transportation facilities is anticipated to improve safety and is in alignment with the City's Vision Zero Action Plan. The existing subway stations create opportunities for the City to further enhance first- and last-mile opportunities through the creation of mobility hubs. In addition, individual development projects will need to adhere to the requirements in LADOT's recently adopted Transportation Assessment Guidelines. The Downtown Plan would not conflict with adopted City and state policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. Therefore, a ***less than significant impact*** related to consistency with other plans with respect to this impact category may occur.

## New Zoning Code Impact

The New Zoning Code would provide zone districts for a range of densities, ranging from no maximum density required to restricting the permitted density to one unit per lot, which could be applied elsewhere in the City through future community plan updates or amendments. As such, due to the modulatory nature of the New Zoning Code, it is not known where or to what extent future development and associated circulation may occur as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments.

Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing policies related to the circulation system, such as the Transportation Demand Management (TDM) ordinance. The intent of the existing TDM standard is to reduce vehicle trips generated by development by encouraging the use of alternatives to single-occupant vehicles, which is consistent with the goals and policies of MP 2035 and the SCAG 2016-2040 RTP/SCS, and is an implementation program of the MP 2035. No substantive changes to the content or standards of the existing TDM standards are proposed as part of the Proposed Project; however, the Department of City Planning is, through a separate effort, updating the TDM ordinance.

The New Zoning Code includes zoning districts that, if applied outside the Downtown Plan Area, have the ability to implement the goals and policies of MP 2035, the SCAG 2016-2040 RTP/SCS, and other plans, policies, and ordinances discussed above in the Regulatory Framework section. For example, most of the new Form, Frontage, Standards, Use, Density Districts and Development Standards sets intended for application in the Downtown Plan Area are tailored for application near transit and have the potential to reduce vehicular traffic and accommodate multiple modes of transportation. In addition, many new Use Districts encourage a wide-range of uses within the same geographic area. This has the potential to result in residential uses near commercial and employment uses which would encourage more walking and biking, consistent with the objectives of MP 2035 and the SCAG 2016-2040 RTP/SCS. In areas where there are existing transit facilities, locating a wide-range of uses in the same area has the potential to result in enhanced access to transit to a variety of employment, shopping, entertainment, and residential uses.

Many parts of the Downtown Plan Area are served by high-quality transit and other multi-modal options. A potential reduction in off-street parking may result in a reduction to VMT, as it encourages other modes of transportation such as transit, bicycling, and walking.

If applied outside of the Downtown Plan Area, the New Zoning Code has the potential to implement the goals and policies of MP 2035, SCAG 2016-2040 RTP/SCS, and other plans, policies, and ordinances discussed above in the Regulatory Framework section. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential conflicts with MP 2035 and the SCAG 2016-2040 RTP/SCS. The impact would be ***less than significant.***

## Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.15-2** | Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) |
|---|---|

**Impact 4.15-2**

**Downtown Plan:** The Downtown Plan would not conflict with CEQA Guidelines section 15064.3, subdivision (b) related to VMT thresholds. There would be ***no impact.***

**New Zoning Code:** The New Zoning Code does not include any standards that would conflict or be inconsistent with the VMT projections established in the SCAG 2016-2040 RTP/SCS, pursuant to CEQA Guidelines section 15064.3. Furthermore, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan would have an impact if its VMT exceeds either of the following:

- The Downtown Plan results in average VMT per service population for the 2040 Downtown Plan that exceeds 15% below the regional average total VMT per service population from 2016 SCAG Region.
- The Downtown Plan results in average total VMT per service population for the 2040 Downtown Plan that exceeds the average total VMT per service population for the Downtown Plan Area from 2017 Baseline.

**Table 4.15-10** shows vehicle trips and VMT for the 2016 SCAG Region conditions and 2040 Downtown Plan conditions, and **Table 4.15-11** shows vehicle trips and VMT for the 2017 Baseline conditions and 2040 Downtown Plan conditions.

**TABLE 4.15-10 FUTURE TOTAL VEHICLE MILES TRAVELED (VMT) COMPARED TO 2016 SCAG REGION**

| Metric | 2016 SCAG Region Conditions | 2040 Downtown Plan Conditions | Percent Difference |
|---|---|---|---|
| Total Daily VT | 82,283,000 | 1,375,000 | N/A* |
| Total Daily VT per Service Population | 3.1 | 2.5 | -19% |
| Total Daily VMT | 908,573,000 | 8,842,000 | N/A* |
| **Total Daily VMT per Service Population** | **33.9** | **15.9** | **-53%** |

**SOURCE**: Fehr & Peers, 2019. SCAG 2016 RTP 2016 Base Year Model, 2016.
** Notes: Comparison here is not applicable as the conditions represented come from different geographic areas, the SCAG region and the Downtown Plan Area respectively*

| TABLE 4.15-11 FUTURE TOTAL VEHICLE MILES TRAVELED (VMT) COMPARED TO 2017 BASELINE | | | |
|---|---|---|---|
| **Metric** | **2017 DT Plan Baseline Conditions** | **2040 Downtown Plan Conditions** | **Percent Difference** |
| Total Daily VT | 758,000 | 1,375,000 | 81% |
| Total Daily VT per Service Population | 2.6 | 2.5 | -4% |
| Total Daily VMT | 5,767,000 | 8,842,000 | 53% |
| **Total Daily VMT per Service Population** | **19.6** | **15.9** | **-19%** |
| **SOURCE**: Fehr & Peers, 2019. | | | |

Given that service population VMT for the Downtown Plan is more than 15% below the 2016 SCAG Region and less than the 2017 Baseline for the Downtown Plan Area, the Downtown Plan would have ***no impact***.

## New Zoning Code Impact

As discussed above under Impact 4.15-1, the New Zoning Code includes new Form, Frontage, Standard, Use, and Density Districts tailored for application near transit that have the potential to reduce vehicular traffic and accommodate multiple modes of transportation. In addition, new Use Districts encourage a wide-range of uses within the same geographic area, which has the potential to result in residential uses near commercial and employment uses which would encourage more walking and biking. In areas where there are existing transit facilities, locating a wide-range of uses in the same area has the potential to result in enhanced access to transit to a variety of employment, shopping, entertainment, and residential uses.

If applied outside of the Downtown Plan Area, these different Form, Frontage, Standards, Use, Density Districts and Development Standards sets could result in reduced VMT. However, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zone changes would analyze potential impacts related to conflicts with the projected VMT, during which community-specific reasonably anticipated development would be estimated and the effect on VMT would be evaluated. Like the Downtown Plan, it is expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG VMT projections and the proposed vision for the community as established in the City's adopted General Plan Framework Element and MP 2035. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect conflicts or inconsistencies with SCAG VMT projections from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Mitigation Measures

Significant impacts have not been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.15-3** | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) |
|---|---|

**Impact 4.15-3**

**Downtown Plan:** The Downtown Plan would not substantially increase hazards due to geometric design features (such as sharp curves or dangerous intersections) or incompatible uses. However, there could be safety impacts related to off ramp queuing as growth occurs pursuant to the Plan. This impact would be ***significant and unavoidable.***

**New Zoning Code:** The New Zoning Code does not include any standards that would substantially increase hazards due to a geometric design feature or incompatible uses. Furthermore, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impact

The Downtown Plan describes the reasonably expected future development for a portion of the City and does *not* constitute a commitment to any project-specific development within the Downtown Area. Furthermore, none of the regulations included in the Downtown Plan would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. Rather, numerous policies and programs included in the Downtown Plan emphasize transportation safety for all people using the transportation system, support implementation of transportation treatments that are designed to improve roadway safety and help implement other City initiatives (such as Vision Zero or Safe Routes to School) which aim to improve the safety of the City's transportation facilities.

None of the transportation system improvements envisioned in the Downtown Plan or Project List would introduce new safety hazards or incompatible uses at intersections or along roadway segments, as most would be designed to improve safe circulation and access to the transit stations for all users. The multi-modal improvements envisioned in the Downtown Plan are intended to help minimize conflicts between pedestrians and vehicles. Furthermore, design standards in the Downtown Plan are intended to limit the number, width, and location of new driveways along major streets and in areas of high pedestrian activity, thereby improving pedestrian safety.

The implementation of bicycle and pedestrian facilities identified in the Downtown Plan and Project List are anticipated to improve the safety of bicyclists and pedestrians. Automobile speed is a major factor in the severity of collisions with bicyclists and pedestrians, the most vulnerable roadway users. Collisions with a vehicle traveling at 20 miles per hour result in a five percent pedestrian fatality rate, and fatalities increase to 40, 80 and 100 percent when the vehicle speed increases to 30, 40 and 50 mph, respectively (USDOT 1999). Bicycle lanes, when accompanied by travel lane reductions can help reduce overall vehicle speeds (FWHA). When modified from four travel lanes to two travel lanes with a two-way left-turn lane, research along 45 corridors throughout the country has found a range of 19 to 47 percent reduction in all roadway crashes. The upgrade to fully protected bicycle lanes or cycle tracks has been shown to reduce the risk of injury by 90 percent (Teschke 2012).

The bicyclist and pedestrian improvements associated with the Downtown Plan and Project List are also anticipated to increase the number and visibility of bicyclists and pedestrians on the City's transportation network. Of 68 cities across California with highest per capita pedestrian and bicycle collisions, per capita injury rates to pedestrians and bicyclists are shown to fall precipitously as the number of bicyclists

increases, revealing a non-linear relationship between bicycle safety and the level of bicycling (Jacobsen 2003). This study showed as much as an eight-fold variation of collisions (expressed as a percentage of those that bike or walk to work) in comparing low and high bicycling cities. The underlying reason for this pattern is that motorists drive slower when bicyclists and pedestrians are visible either in number or frequency and drive faster when few pedestrians and bicyclists are present, resulting in higher overall travel speeds. This effect of modified driving behavior is consistent with other research focused on 24 California cities that shows that higher bicycling rates among the population generally show a much lower risk of fatal crashes for all road users (Marshall et.al 2011). Comparing these low versus high bicycling communities, there was a ten-fold reduction in fatality rate for motorists, and eleven-fold reduction in fatality rate for pedestrians, and an almost fifty-fold reduction in fatality rate for bicyclists.

The Downtown Plan is responding to changing demographics, a younger population desirous of safe and accessible active transportation options (bike, walk), a growing number of residents and employees seeking alternatives to the car, and an aging population that may need to rely more and more on transportation alternatives to the automobile. In 2030, senior citizens will make up 1/5 of Los Angeles County's population. This older population (as well as children and the disabled) will benefit from longer pedestrian crossing times, shorter street crossing distances, wider, shaded sidewalks, street benches, increased transit service and separated bicycle facilities. Ultimately, nothing in the Downtown Plan is expected to significantly reduce pedestrian mobility, including but not limited to the disabled, those with strollers, and bus riders.

Freeway Analysis

As part of individual development project entitlements, the Interim Guidance for Freeway Safety Analysis released by LADOT in May 2020 requires that individual land use projects evaluate the potential for safety impacts related to freeway off ramp queuing. The specific concern relates to the possibility that the speed differential between vehicles traveling on freeway mainlines (the 5, 10, 110, and 101 Freeways, in particular) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. Generally speaking, it is anticipated that freeway mainline traffic would slow at times when high levels of off ramp queuing occurs and that the speed differential would be sufficiently small that mainline drivers would have sufficient warning about a queuing situation; however, it is possible that queuing at individual off ramps could occur at times when mainline traffic congestion is low, thus creating a potential safety issue. Because the Downtown Plan is programmatic in nature, it does not include specific development projects or details about the size, nature, or location of individual developments. In addition, future traffic levels and speeds at individual off ramps in and near the Downtown Plan Area cannot be predicted with any degree of certainty at this time because it is not known how conditions may change over an approximately 20-year period and what measures the City and Caltrans may implement to address any off ramp queuing issues that arise. Therefore, any detailed analysis of potential future impacts related to off ramp queuing would be speculative. Nevertheless, queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. As such, safety impacts related to off ramp queuing as growth occurs pursuant to the Plan are ***potentially s****ignificant*.

## New Zoning Code Impact

The New Zoning Code does not propose any specific development or transportation system improvement. The New Zoning Code would not substantially increase hazards due to a design feature or incompatible uses. The New Zoning Code would introduce a range of Form, Frontage, Standards, Use, and Density Districts that could be applied in a manner that would encourage a mix of land uses near transit, bicycle, and pedestrian facilities, which has the potential to place additional bicyclists and pedestrians near existing

roads. However, the parking and access standards also provide adequate and safe arrangement of pedestrian circulation facilities, driveways, and parking and loading space. For example, in certain Development Standard Sets that limit the amount of parking required and prioritize walking and biking, the New Zoning Code would require pedestrian connections in long blocks to facilitate pedestrian movement and contribute to a pedestrian-friendly environment. The New Zoning Code also includes parking and access standards that encourage cross-access. Cross-access would provide internal vehicular circulation to facilitate movement of vehicles from lot to lot without generating additional turning movements on public streets. Cross-access is also encouraged for pedestrian facilities which would avoid internal cross-access hazards.

Prior to issuance of a building permit, the City Bureau of Engineering and Department of Transportation requires that future projects submit a parking and driveway plan that incorporates design features intended to reduce collisions. The New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those required by the City, intended to avoid potential hazards. As such, it is not foreseeable that the New Zoning Code would increase hazards to bicyclists or pedestrians from the Form, Frontage, Standards, Use, and Density District provisions.

The New Zoning Code would provide a range of Form, Frontage, Standards, Use, Density Districts and Development Standards sets that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. It is anticipated that as community plans are revised and amended, the roadway network in each community planning area would be refined in concert with land use changes. Without such detail, it is not possible, using available traffic analysis procedures, to estimate some types of impacts. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would substantially increase hazards due to a geometric design feature or incompatible uses. The impact would be ***less than significant***.

## Mitigation Measures

Significant and unavoidable impacts have been identified in relation to the potential for project-specific ramp queuing safety impacts as growth occurs pursuant to the Plan. Potential mitigation may include transportation demand management strategies to reduce a project's trip generation, investments to active transportation infrastructure, or transit system amenities, and/or operational changes to the ramp terminal such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc. However, without specific information on where safety impacts may occur as a result of freeway off ramp queuing, it is not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation can be identified for the Downtown Plan. It is anticipated that subsequent land use development projects that are seeking approval under the plan study freeway queuing and safety impacts in more detail per the Interim Guidance for Freeway Safety Analysis.

## Significance After Mitigation

Impacts related to highway safety as a result of design features or incompatible uses would be ***significant and unavoidable***. All other safety related issues from hazards are ***less than significant***.

| **Threshold 4.15-4** | Result in inadequate emergency access |
|---|---|

**Impact 4.15-4** **Downtown Plan:** The Downtown Plan would not result in inadequate emergency access. This impact would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would result in inadequate emergency access. Furthermore, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant***.

## Downtown Plan Impacts

In the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD. This impact analysis provides an evaluation of impacts to emergency services as they relate to transportation. (EIR Section 4.14 considers the impacts to emergency services and whether that will result in impacts to the environment from the construction of new fire or emergency service or police facilities.) For individual development projects, this impact criterion considers whether a project would have adequate access to emergency services based on the road configuration and project design. At the Downtown Plan level, individual project design level details, such as location of driveway location and design, are unknown. Therefore, the Draft EIR does not consider impacts to emergency access to particular properties in the Downtown Plan Area or particular streets based on roadway configurations. The Draft EIR considers, at the detail available, the reasonably foreseeable impacts to roadway congestion from the Downtown Plan and the associated impacts to emergency access from any forecasted congestion.

Therefore, the discussion will first consider the Downtown Plan' impacts to roadway congestion using levels of services (LOS) and volume-to-capacity (V/C) criteria when compared to existing conditions (2017) and then discuss the emergency access impacts associated with roadway congestion.

Roadway Congestion

Many factors influence the LOS and V/C analysis including, but not limited to, land use patterns, the relationship between land use and transportation, how transportation treatments are designed within the existing roadways, how and where the Downtown Plan directs anticipated growth within the Plan Area, and growth anticipated in the region surrounding the Plan Area.

*Land Use Patterns*

Where and how the Downtown Plan directs anticipated growth in relation to transportation will affect transportation use; therefore, land use patterns are factored into the analysis of the circulation system. The Downtown Plan would create new housing and employment opportunities, mostly in areas around existing transit systems.

*Regional Background Growth*

On a regional level, traffic in the Downtown Plan Area is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth will occur with or without implementation of the Downtown Plan. The background growth influences the transportation analysis by accounting for the increased activity levels under Downtown Plan conditions, although those increases would occur with or without the Plan. Background growth is included

in the Downtown TDF Model, which is built from the City of Los Angeles Model as described in the Model Development Report included in the Appendix K.

*Level of Analysis*

At the aggregate Plan scale, the traffic operation results reflect the impacts related to the Downtown Plan and the number of vehicle travel lanes. However, turn lanes, signal timings, and driveways are not accounted for in the analysis at this scale. Each of these features has the potential to affect operations, delay, VMT, and rerouting of traffic at the neighborhood level. Plans that involve large areas and are not expected to be fully implemented until Year 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. Street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known (Los Angeles 2006).

*Circulation System Analysis*

As identified above, two criteria (weighted average V/C ratio and the number of street segments at LOS E or F) are used to evaluate the impacts of the Downtown Plan when compared to Existing conditions. **Table 4.15-12** presents the volume-weighted V/C ratios and LOS results for the AM peak period. With the implementation of the Downtown Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.626 (LOS B) to 0.921 (LOS E). The percentage of roadway segments operating at LOS E or F also increases from 15% to 44%. **Table 4.15-13** presents the volume-weighted V/C ratios and LOS results for the PM peak period. With the implementation of the Downtown Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.648 (LOS B) to 0.965 (LOS E). The percentage of roadway segments operating at LOS E or F also increases from 16% to 48%.

**TABLE 4.15-12 AM PEAK PERIOD ROADWAY OPERATIONS**

| Transportation Metrics | 2017 Baseline | 2040 Downtown Plan |
|---|---|---|
| Weighted Average V/C | 0.626 (LOS B) | 0.921 (LOS E) |
| Percentage (%) of Street Segments at LOS E or F | 15% | 44% |
| Percentage (%) of Center-Line Miles at LOS E or F | 17% | 43% |
| **Weighted Average V/C by Facility Type** | | |
| Boulevard/Parkway | 0.635 (LOS B) | 0.924 (LOS E) |
| Avenue | 0.632 (LOS B) | 0.937 (LOS E) |
| Local / Collector | 0.576 (LOS A) | 0.818 (LOS D) |

Source: Fehr & Peers, 2019.

| TABLE 4.15-13 PM PEAK PERIOD ROADWAY OPERATIONS | | |
|---|---|---|
| **Transportation Metrics** | **2017 Baseline** | **2040 Downtown Plan** |
| Weighted Average V/C | 0.648 (LOSB) | 0.965 (LOS E) |
| Percentage (%) of Street Segments at LOS E or F | 16% | 48% |
| Percentage (%) of Center-Line Miles at LOS E or F | 18% | 46% |
| **Weighted Average V/C by Facility Type** | | |
| Boulevard/Parkway | 0.682 (LOS B) | 0.965 (LOS E) |
| Avenue | 0.652 (LOS B) | 0.984 (LOS E) |
| Local / Collector | 0.584 (LOS A) | 0.853 (LOS D) |
| Source: Fehr & Peers, 2019. | | |

Emergency Access Impacts Associated with Roadway Congestion

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by LAPD.

While the Downtown Plan would impact segment-level LOS as shown above, there is not a direct relationship between predicted travel delay and response times as California state law does require drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center turn lanes, or bus-only lanes. LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. (LAFD 2008a). The City of Los Angeles has over 205 miles of routes equipped with FPS. In some instances, roadway reconfigurations with the implementation of the transportation improvements as part of the enhanced network treatments could improve emergency access. For example, a roadway reconfiguration could improve emergency access where a bus-only lane or a contiguous center left-turn lane is introduced where it did not exist. Emergency vehicles are permitted to use bus-only lanes for local access to emergency destinations. People traveling by bicycle are required to pull to the side of the road to yield access to emergency providers regardless if they are traveling in a bus-only lane or in a standard travel lane. It is more likely that when in route to an emergency incident, general traffic will be expected to merge into the bus-only lane, permitting the emergency vehicle to pass in the through lane to the left. Emergency responders also routinely use the center left-turn lanes, or even travel in opposing travel lanes if needed. Generally, multi-lane roadways allow the emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

Knowing exactly how fire and emergency service response times will be affected calls for a great deal of speculation. As explained above, it is not possible to exactly predict the Downtown Plan impacts at the street level. This is one factor as to why it is not possible to forecast response times. The other is that, as explained above, the relationship between emergency access and traffic and potential impacts associated with emergency access is complex and involves factors such as the following:

- The proximity of LAFD and LAPD (and other) facilities to those they serve.
- The staffing and equipment at fire stations.
- The opportunity for emergency responders to use alternative routes in an area.
- The specific street configuration. LAFD, in cooperation with LADOT and LADCP, actively participates in the design of specific roadway changes in order to ensure adequate fire/emergency access is maintained. LAFD, in reviewing street and right-of-way projects, comments on particular

street configuration designs, and will raise concerns if roadways present particular access challenges, and can recommend no changes be done at all or alternative changes be undertaken if fire and emergency access are particularly impacted.

- As identified in the Thresholds Guide (Los Angeles 2006), on any given project review, LAFD can implement project specific mitigation requirements, such as requiring fire retardant landscaping, prohibiting construction in fire hazard areas, requiring design features that reduce fire potential and developing emergency response plans.
- The changing demand for service is complex. For example, with increasing populations there may be more density and more construction, though new buildings are constructed in accordance with increasingly stringent building and fire codes making them safer and more resistant to fires, such as requiring fire sprinklers. The population is aging, which may increase demand for service. But it is also feasible that the population may not need additional service, as healthcare and other technologies evolve and are improved.
- Future factors that could increase efficiencies in response, including improvements in technology and management, such as changes in deployment of equipment and staff and mutual aid agreements.

As discussed in Section 4.13, *Public Services*, LAFD has a Constitutional mandate to provide fire services as, "the protection of the public safety is the first responsibility of local government." Cal. Const. Art. XIII, Sec. 35, subd. (a)(2). LAFD "preserves life and property, promotes public safety and fosters economic growth through a commitment to prevention, preparedness, response and recovery as an all risk life safety response provider." It is the nation's second busiest provider of Emergency Medical Services (EMS); more than 85% of LAFD's daily responses are related to EMS. The types of medical response calls received range from minor cuts to trauma and heart attacks. The call volume for structure and brush fires is less frequent.

In 2015, LAFD published a Strategic Plan 2015-2017, A Safer City, that focuses on nine goals and corresponding strategic actions that would guide the LAFD for the next three years (LAFD 2015). The primary goals that are applicable to the Project include providing exceptional public safety and emergency service and implementing and capitalizing on advanced technologies. Some of the key priorities associated with these goals include:

- Improving response times by utilizing data and metrics to identify gaps in LAFD's response strategies and exploring response time improvements through dialogue, cognitive inquiry, innovation, and follow-up;
- Delivery of emergency medical services by expanding LAFD EMS response capabilities for special events and addressing periods of high vehicle traffic; and
- Identifying and implementing advanced technologies to support and improve performance metrics, tracking standards, data collection, analysis and reporting procedures (FireStatLA).

The LAFD Strategic Plan also focuses on the development of an even more professional workforce, promotion of a positive work environment to address risk management issues and strengthening community relationships to improve preparedness and enhance resiliency during emergency events.

In 2018, LAFD released the new Strategic Plan 2018-2020, A Safer City 2.0, which reports that since the previous Strategic Plan was released, LAFD has hired hundreds of new firefighters, implemented the Four Bureau Reorganization, and created innovative resources such as the Advanced Provider Response Unit (APRU), the Sober Response Unit and the Fast Response Vehicle program as well as other pilot programs (LAFD 2018). The new Strategic Plan has updated goals that are more refined. The five goals are 1) Provide exceptional public safety and emergency service, 2) Embrace a healthy, safe and productive work

environment, 3) Capitalize on Advanced Technology, 4) Enhance LAFD sustainability and community resiliency, and 5) Increase opportunities for personal growth and professional development. Goal 1 includes improving emergency response times, the delivery of EMS, resource deployment and readiness to respond to disasters. Goal 1 includes an objective to complete the Standards of Cover deployment analysis to determine the optimal distribution and concentration of resources and ensure a safe and effective response force for fire suppression, EMS and specialty response situations. The recommendations from the Standards of Cover are expected to be identified based on different geographic areas in the City; the Standards of Cover study was funded in the City's 2019-2020 budget and is expected to be completed within the next few years (LAFD 2019).

In the interim, LAFD has been implementing innovative resources and pilot programs especially in relation to public health. By addressing EMS related incidents with new resources, such as specialized medical units, other resources, such as fire engines and fire trucks and associated personnel, would be able to respond to other incidents, such as fires or other emergencies. This strategy is for better resource deployment and to help reduce response times. In the Downtown Plan Area, Fire Station #4 has a Sober Response Unit, which consists of a physician's assistant or nurse practitioner working alongside a firefighter paramedic as well as a social worker. This unit can provide medical treatment in the field, such as stitches and lab work, and determine if patients can be treated in the field without being transported to a hospital, or connect patients directly to a mental health facility or sobering center (LAFD 2020).

In 2015, Planning Department staff discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff in order to understand how LAFD responds to growth and changes in traffic (LAFD 2015a). LAFD advised that although increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan take into account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD monitors any impact on-the-ground implementation of the Downtown Plan may have on response times and make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff or building new fire stations. In the summer of 2019, Planning Department staff met with LAFD staff on the same topic due to public comments received about congestion and emergency response (LAFD 2019a). LAFD staff indicated that there are ongoing assessments of increases in call load or types of calls throughout the City, and LAFD continuously makes resource and deployment adjustments to address these changes, such as hiring additional medical personnel, acquiring new apparatus or flex staffing of personnel during the busiest hours of the day. LAFD staff said incremental changes are currently being addressed but the pending Standards of Cover is expected to have new recommendations for the long term. The Standards would include levels of staffing of firefighters and other personnel, target response times, new facilities and apparatus needed by geography, and address a City where development is expected to become denser and taller around transit infrastructure systems.

LAFD has some adopted response times that are consistent with the response times stated in the National Fire Protection Association guidelines, including call processing, turnout for EMS and non-EMS calls, and travel. LAFD holds regular FireStat meetings to review response times throughout the City. These meetings include battalion chiefs and captains from the four Geographic Bureaus (Central, South, Valley, and West) and the Administrative Bureaus in the City, and uses the FireStat data to exercise performance management and spot trends to adjust practices, methods or identify other solutions to maintain response times. Metrics are compared between stations and even across shifts or platoons to determine if there is an issue and to continue always to work on reducing all response times to get closer to the NFPA guidelines. If response times are shown to be increasing, battalion chiefs and captains will be tasked with identifying the reason and put in place mediations to resolve the issue. For example, if it is shown that one platoon is managing a four-minute average response and another platoon at the same station in similar conditions has an average response time of four and a half minutes, the responsible officers for the station will need to determine why one platoon is doing better than another, such as whether one platoon is taking a different route, and resolve

the differences to improve the slower numbers. If the factors are external to LAFD, LAFD will coordinate with other City departments, such as LADOT or ITA to adjust street light timing, or look for completely new solutions, in order to improve response times. In general, LAFD is constantly monitoring FireStat and utilizing all available resources so that appropriate and feasible response times are being maintained.

Many members of the public focus on response times as operational measures to assess system performance (Fitch 2005) or believe that faster response times mean better patient outcome. Nationwide, the most widely referenced response time standard for advanced life support (ALS) incidents in urban settings has been for emergency responders to respond within 8 minutes and 59 seconds, when including call processing time, for 90 percent of incidents. The National Fire Protection Association *1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Career Fire Departments* is for an ALS unit to respond within 8 minutes to 90 percent of incidents, without including call processing time (Fitch, 2010). This response goal time has been commonly cited since Dr. Mickey Eisenberg published a study in 1979, which concluded that survival from cardiac arrest is maximized if the time between collapse to receiving CPR is four minutes and the time from collapse to receiving definitive care (e.g. defibrillation) is 8 minutes, which has led to a widespread goal of an 8-minute response for ALS units responding to life-threatening emergencies (Blanchard et al., 2012).

LAFD publishes average operational response times citywide and by specific fire stations online through FIRESTATLA (http://www.lafd.org/fsla/stations-map), and was the first fire agency in the United States to release response times to the public (Los Angeles 2019). ALS operational response times are provided for the full calendar year (January through December) starting with the year 2016; when this document was prepared in September 2019, the data available through FIRESTATLA online for 2019 was January through August. Operational response time is the time interval that starts when first contact is made (either through 911 or the fire dispatch center) and ends when the first Standard Unit arrives on-scene. A Standard Unit has the capacity or equipment to administer the full suite of lifesaving services (LAFD 2019b). Average ALS operational response times for the City and for the five stations in the Downtown Plan Area is less than the 8 minute 59 seconds standard, including call processing time. See **Table 4.15-14**.

**TABLE 4.15-14 LOS ANGELES FIRE DEPARTMENT RESPONSE TIMES**

| Year | Station 3<br>108 N Fremont Ave, Los Angeles, CA 90012 | Station 4<br>450 E Temple St, Los Angeles, CA 90012 | Station 9<br>430 East 7th Street Los Angeles, CA 90023 | Station 10<br>1335 South Olive Street Los Angeles, CA 90015 CA | Station 17<br>1601 South Santa Fe Avenue Los Angeles, CA 90021 CA |
|---|---|---|---|---|---|
| 2016 | 5:23 | 5:30 | 4:40 | 5:15 | 5:40 |
| 2017 | 5:40 | 5:30 | 4:49 | 5:29 | 5:35 |
| 2018 | 5:39 | 5:43 | 4:52 | 5:35 | 5:37 |
| 2019 /a/ | 5:48 | 5:36 | 4:47 | 5:33 | 5:45 |

/a/ Metrics for 2016, 2017, and 2018 are for January-December; for 2019, the available months were January-November when sourced in December 2019.
**SOURCE:** LAFD, FIRESTATLA, 2019.

From the data, the average operational response times for ALS incidents for the five fire stations in the Plan Area have generally slightly increased in recent years, but remain under the 8 minutes 59 seconds standard. Based on all of the above, it is not reasonably foreseeable that the City will not continue to stay below the 8 minutes and 59 second standard for average emergency response times in the Plan Area in consideration of the increasing congestion in the Plan Area identified above. It is reasonably foreseeable that LAFD will continue to meet its own mission statement and constitutional mandate to provide necessary fire and emergency services to the residents and visitors of the City. LAFD is currently preparing a Standards of Cover that will establish the City's response time standard and identify the facilities, equipment and staff to maintain that response time, including in consideration of increasing congestion identified above.

Additionally, LAFD continues to develop, obtain and innovate new methods, resources and equipment to meet the needs of the City for fire and emergency response, including in the Plan Area. Based on the above, the impact of the Downtown Plan on emergency medical services and fire protection and police protection would be ***less than significant***.

### New Zoning Code Impact

The New Zoning Code would not result in inadequate emergency access. The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing regulations. In addition, many roadway configurations shown in the City's Complete Streets Design Guide would include continuous center left turn lanes, which facilitate emergency access when the thru lanes experience delays. The New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as those required by the City, intended to avoid inadequate emergency access.

The primary Development Standard Set being used in the Downtown Plan Area has no minimum parking requirements and allows for off-site parking for both non-residential and residential uses which, if applied outside of the Downtown Plan Area, has the potential to lead to additional, unintended congestion as drivers search for parking. If this Standard Set were to be applied in areas that are not served by high-quality transit, it is possible that its application could contribute to congestion. However, it is speculative as to if and where this Development Standard Set would be applied outside of the Downtown Plan Area.

The New Zoning Code would provide a range of Form, Frontage, Standards, Use, Density Districts and Use Development Standards sets that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur and if there would be any effects to emergency access. Projecting the location and type of future growth would be speculative at this time; therefore, impacts cannot be identified. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. It is anticipated that as community plans are revised and amended, the roadway network in each community planning area would be refined in concert with land use changes. Without such detail, it is not possible, using available traffic analysis procedures, to estimate some types of impacts. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would result in inadequate emergency access. The impact would be ***less than significant.***

### Mitigation Measures

No significant impact has been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

Cumulative transportation and traffic impacts consider regional population, housing and employment growth projections prepared by SCAG and found in the 2016-2040 RTP as well as growth anticipated in the Downtown Plan Area. The RTP also includes a Sustainable Communities Strategy (SCS) that provides guidance on land use planning and transportation to ensure that the region meets CARBs region-specific GHG reduction goals. The RTP also includes large-scale transportation improvements to show how linking transportation and land use planning can reduce automobile trips and greenhouse gas emissions. The 2016-

2040 RTP/SCS identifies transportation corridors and transit routes, High Quality Transit Areas (HQTAs), and a variety of strategies to be employed across the region.

## MP 2035 and SCAG 2016-2040 RTP/SCS Consistency

The adopted City of Los Angeles Mobility Plan 2035 (MP 2035) could have overlapping impacts with the Downtown Plan. In August 2015, the City of Los Angeles adopted MP 2035. MP 2035 (formerly the Transportation Element of the City's General Plan) is the transportation blueprint for the City of Los Angeles. MP 2035 identifies a number of changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Design Guide, and a revised Bicycle Plan, all of which will influence the network conditions in the Plan Area and adjacent areas in the City of Los Angeles.

MP 2035 provides the framework for future community plans and specific plans, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. MP 2035 was prepared in compliance with the 2008 Complete Streets Act, which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Downtown Plan contains a Project List that reflects the vision of MP 2035 and the analysis above considers two options for implementing MP 2035 in the Downtown Plan Area; however, the Future transportation impact analysis does not reflect full buildout of MP 2035 in adjacent areas of the City of Los Angeles. In the remaining portion of the City of Los Angeles outside the Plan Area, buildout of MP 2035 was not included in the Future with Downtown Plan analysis because, although MP 2035 has been adopted, the timing of implementation has not yet been identified. However, the cumulative impacts analysis evaluates the impacts of the Downtown Plan in conjunction with full buildout of MP 2035 throughout the City of Los Angeles.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would conflict with the goals and policies of the MP 2035 or SCAG 2016-2040 RTP/SCS. Neither the Downtown Plan nor the New Zoning Code would have a cumulatively considerable impact related to MP 2035 or SCAG 2016-2040 RTP/SCS consistency. Cumulative impacts are ***less than significant***.

## CEQA Guidelines Section 15064.3, Subdivision (b) Consistency

The Downtown Plan meets the City adopted threshold of not exceeding baseline conditions, and therefore does not create a transportation impact itself. While this Plan cannot be used to determine the impact of individual development projects or adjacent community plans, the inclusion of the regionally used future forecasts accounts for potential cumulative impacts in this analysis. Therefore, the Downtown Plan would not have a substantial contribution to any cumulative impacts related to the VMT projections, and would therefore maintain consistency with CEQA Guidelines Section 15064.3, Subdivision (b).

Due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur, therefore no specific transportation and traffic impacts would occur. Further, projecting the location and type of future growth would be speculative at this time as future application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. Future community plan updates or amendments would be required in order to apply the New Zoning Code

to other parts of the City, which would include environmental review and calculate VMT based on the density and intensity proposed. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the New Zoning Code would not have a cumulatively considerable impact related to consistency with VMT projections. Cumulative impacts are ***less than significant***.

### Hazards Due to a Geometric Design Feature or Incompatible Uses

The Downtown Plan does not include any elements that would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards, and promotes policies and programs to encourage safety of users across all modes. Although the Downtown Plan describes a reasonably expected future and cannot constitute a commitment to any project-specific development, individual projects would be expected to align with the safety principles of the Downtown Plan as well. However, queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area and elsewhere in the region and, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. Thus, cumulative impacts related to freeway off ramp queuing are considered significant and unavoidable and the Downtown Plan may make a cumulatively considerable contribution to freeway safety impacts.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would result in hazards due a geometric design feature or incompatible use. For these reasons, cumulative impacts related to transportation safety as a result of design features or incompatible uses would not be significant and the New Zoning Code would not have a substantial contribution to any cumulative impact related to transportation safety.

Cumulative impacts related to queuing-related safety issues are ***significant and unavoidable.*** All other cumulative impacts related to transportation hazards are ***less than significant.***

### Emergency Access

The Downtown Plan would increase traffic in the Downtown Plan Area, which could result in potential delays for emergency vehicles. However, while the MP2035 includes proposed roadway changes, they do not provide intersection-level detail in the Plan Area. It is feasible that some of these improvements to the network would provide benefits to emergency access as well. As noted above, the Department of City Planning staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff. While LAFD acknowledged the possible effects of congestion on their efforts, their ongoing planning efforts and new Strategic Plan consider increased congestion and the possible adjustments necessary. These adjustments may include redeploying resources, adding staff, or building new fire stations as deemed necessary. LAFD will continue to monitor growth in the Downtown Plan Area and any impact they identify will be addressed when needed. Therefore, the Downtown Plan would not have a cumulatively considerable impacts related to emergency access.

The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to the remainder of the City only at such time as applicable community plan updates or amendments are adopted. Regardless, no provision of the New Zoning Code would result in inadequate emergency access. For these reasons, cumulative impacts related to emergency access would not be significant and neither the Downtown Plan nor the New Zoning Code would not have a cumulatively considerable impact related to emergency access. Cumulative impacts are ***less than significant.***

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# 4.16 TRIBAL CULTURAL RESOURCES

This section provides an overview of tribal cultural resources and evaluates impacts associated with the Proposed Project. The Proposed Project is evaluated in terms of whether implementation of the Central City and Central City North Community Plans (Downtown Plan) Update and New Zoning Code would impact tribal cultural resources.

# ENVIRONMENTAL SETTING

## EXISTING CONDITIONS

For a full discussion of the prehistoric and ethnographic setting of the Downtown Plan Area, see Section 4.4, *Cultural Resources*.

### Native American Consultation/Sacred Lands Files

The City of Los Angeles prepared and mailed AB 52 notification letters to each tribe listed by the NAHC on August 8, 2017. These letters are included in Appendix L. No responses were received within the 30-day consultation window or as of the date of this EIR.

Citywide Sacred Lands Files

The AB 52 notification letter mailed to each tribe listed by the NAHC on August 8, 2017 included project details related to the citywide provisions. As discussed above, no responses were received within the 30-day consultation window or as of the date of this EIR.

While the Citywide provisions of the New Zoning Code would be adopted as part of this Project and apply Citywide, a Sacred Lands File request was not completed for the entire City of Los Angeles. This is because the New Zoning Code would only be operative in other parts of the City once property is rezoned as part of a community plan update process. A future community plan update would entail a Community Plan amendment and rezoning, and associated environmental analysis, during which a Sacred Lands File request would be completed.

Downtown Plan Sacred Lands Files

A Sacred Lands File request was completed for the Downtown Plan Area with positive results. The results were provided by the Gabrielino Band of Mission Indians – Kizh Nation, who did not respond to the City's AB 52 notification letter. Given the location of the Downtown Plan Area, the results likely refer to the approximate location of *Yangna*, an ethnographic village site thought to be located near the present-day location of Los Angeles Union Station.

# REGULATORY FRAMEWORK

This section includes a discussion of the applicable laws governing tribal cultural resources, which must be adhered to before and during implementation of the proposed project.

# CITYWIDE

## Assembly Bill 52

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." Assembly Bill 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to:

1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

2) Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3) Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.

8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9) Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be adopted or certified. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

## DOWNTOWN PLAN AREA

No additional regulatory framework information is required. As discussed in the Regulatory Framework subsection of Section 4.4, *Cultural Resources*, CEQA requires a lead agency to determine whether a project could have a significant effect on tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). CEQA Guidelines Section 15064.5 also prescribes a process and procedures for addressing the existence or probable likelihood of Native American human remains, as well as the unexpected discovery of any human remains during implementation of a project. This includes consultations with appropriate Native American tribes.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed based on Appendix G of the CEQA Guidelines. The Proposed Project would have a significant impact to tribal cultural resources if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (Threshold 4.16-1).

# METHODOLOGY

The methodologies employed for the tribal cultural resources impacts analyses are described in the Regulatory Setting and Thresholds, above.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.16-1** | Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:<br>· Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or<br>· A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. |

**Impact 4.16-1**

**Downtown Plan:** New reasonably anticipated development from the Downtown Plan would involve ground disturbance with the potential to disturb as yet undiscovered tribal cultural resources. However, impacts would be ***less than significant with mitigation incorporated*.**

**New Zoning Code:** The New Zoning Code would not cause a substantial adverse change in the significance of a tribal cultural resource and the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations intended to avoid impacts. Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may impact tribal resources. Projecting the location and type of future growth would be speculative. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The impact would be ***less than significant***.

## Downtown Plan Impact

Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Future discretionary development under the Downtown Plan that is subject to CEQA must comply with the requirements of AB 52, including consultation with California Native American tribes as each project is proposed which may result in the identification of tribal cultural resources. As described in Section 4.4, *Cultural Resources*, Los Angeles has a long history of Native American occupation; therefore, tribal resources could be present and development activities that could be accommodated under the Downtown Plan would have the potential to significantly impact tribal cultural resources. The Sacred Lands File search conducted for the Plan Area was positive and the Tongva ethnographic village site of Yangna is thought to be located near Union Station, so although no tribes responded to the AB 52 letters sent for the Downtown Plan and thus no tribal cultural resources have been

identified in the Downtown Plan Area, tribal cultural resources are potentially present. As such, grading and excavation associated with individual development projects that disturb previously undisturbed soils could potentially encounter intact tribal cultural resources. Individual discretionary projects that are subject to CEQA would be subject to AB 52 Native American consultation requirements and, as appropriate, analysis of and/or monitoring for cultural resources. However, "by right" projects would not be subject to either AB 52 or CEQA. Therefore, impacts to tribal cultural resources would be ***potentially significant.***

## New Zoning Code Impact

As described in Section 4.4, *Cultural Resources*, Los Angeles has a long history of Native American occupation; therefore, the potential exists for tribal cultural resources to be present. The New Zoning Code would provide options for a range of densities and intensities that could be applied elsewhere in the City through future community plan updates or amendments. However, due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative at this time therefore, impacts cannot be identified. Additionally, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative.

The New Zoning Code does not include any standards or provisions that would cause a substantial adverse change in the significance of a tribal cultural resource. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development standards and policies, such as those within AB 52 and the California Public Resources Code as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts, during which a Sacred Lands File request would be completed. Future community plan updates and associated zone changes that may occur would also be required to comply with the requirements of AB 52, including consultation with California Native American tribes as future discretionary projects subject to CEQA are proposed which may result in the identification of tribal cultural resources. A ***less than significant impact*** would occur.

## Mitigation Measures

Downtown Plan

Individual projects subject to CEQA would be required to adhere to Assembly Bill 52 and discretionary projects would be subject to mitigation measures 4.4-2(a), (b), (c) and (d) in Section 4.4, *Cultural Resources*. In addition, the following measures are required for projects in the Downtown Plan Area.

### 4.16-1(a) Native American Consultation and Monitoring for Discretionary Projects

For all discretionary projects where excavation could extend below previously disturbed levels, notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. If the potential for tribal resources exists, excavation in previously undisturbed soils shall be monitored by a qualified tribal monitor. If tribal resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until an appropriate Tribal Representative has evaluated the find. Construction personnel shall not collect or move any tribal resources. Construction activity may continue unimpeded on other portions

of the project site. Any tribal resources shall be treated with appropriate dignity and protected and preserved as appropriate.

**4.16-1(b) Notices for Non-Discretionary Projects**

For all projects not subject to 4.16-1(a) that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgment of receipt of the notice from applicants:

- Several federal and state laws regulate the treatment of tribal resources and make it a criminal violation to destroy those resources. These include, but are not limited to:
    - California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."
    - Public Resources Code Section 5097.5 (a) states, in part, that:

      No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands.

- Best practices to ensure that tribal cultural resources are not damaged include but are not limited to the following steps:
    - A qualified tribal monitor or archaeologist qualified to identify tribal resources would monitor excavation and grading activities in soils that have not been previously disturbed, to identify, record, and evaluate the significance of any archaeological finds during construction.
    - If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work ceases in the area of the find until an appropriate Tribal Representative has evaluated the find or, if no Tribal Representative is identified, the qualified archaeologist has evaluated the find in accordance with federal, state, and local guidelines.
    - The found deposits shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the Tribal Representative and in accordance with federal, state, and local guidelines.
    - An agreement will be reached with the Tribal Representative to mitigate or avoid any significant impacts to identified tribal cultural resources.
    - The location of the find of tribal cultural resources and the type and nature of the find will not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources, the qualified archaeologist, and tribal representatives.
    - Absent an agreement with the Tribal Representative, as provided in Public Resources code Section 21083.2, archaeological resources should be preserved in place or left in an undisturbed state. When preserving in place or leaving in an undisturbed state is not possible, excavation should not occur unless testing or studies already completed have adequately recovered the scientifically consequential information form and about the resource and this determination is document by a qualified archaeologist.
    - Personnel of the project shall not collect or move any archaeological or tribal resources or associated materials, or publish the location of tribal cultural resources.

- Construction activity may continue unimpeded on other portions of the project site if cleared by the Tribal Representative or qualified archaeologist.
- Construction activities in the area where resources were found may commence once the identified resources are properly assessed and processed by a Tribal Representative or, if not Tribal Representative is identified, a qualified archaeologist.

New Zoning Code

None required.

### Significance after Mitigation

Downtown Plan

Implementation of the above measures, in combination with **Measures 4.4-2(a)** through **(d)** in Section 4.4, *Cultural Resources*, would reduce impacts to tribal cultural resources to a less than significant level by requiring a process to identify and, if necessary, avoid and/or recover identified tribal cultural resources throughout the Downtown Plan Area, including areas where resources have been previously identified. The impact would be ***less than significant with mitigation*** incorporated.

New Zoning Code

Not applicable.

## CUMULATIVE IMPACTS

Cumulative development citywide could disturb areas that may potentially contain tribal cultural resources. The potential for impacts from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects, including projects in the Downtown Plan Area, would continue to be subject to existing federal, state, and local requirements and discretionary projects may be subject to project-specific mitigation requirements under CEQA. It is anticipated that significant cumulative tribal cultural resource impacts can be avoided both Citywide and in the Downtown Plan Area. The New Zoning Code would only apply to the Downtown Plan Area at this time and would not involve any new development or infrastructure that could disturb tribal cultural resources. Further, projecting the location and type of future growth would be speculative at this time as future application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments. Based on this information, the incremental effect of the Downtown Plan and New Zoning Code to tribal resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.17 UTILITIES AND SERVICE SYSTEMS

This section describes the utilities and service systems and evaluates the construction and operational impacts associated with the Downtown Plan and the New Zoning Code. Topics addressed include wastewater, water, and solid waste.

## *Wastewater and Stormwater Drainage*

## ENVIRONMENTAL SETTING

### EXISTING CONDITIONS

#### Citywide Wastewater System

The City of Los Angeles sewer system includes more than 6,600 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Regional Sanitary Sewer System. To comply with Waste Discharge Requirements (WDRs), a Sewer System Management Plan (SSMP) was prepared for each of these systems (LADPW 2017).

The Hyperion Sanitary Sewer System is the largest of the City's three sanitary sewer systems. An average wastewater flow rate of approximately 300 mgd is generated by the system, which includes the Donald C. Tillman Water Reclamation Plant and the Los Angeles-Glendale Water Reclamation Plant. The Donald C. Tillman Water Reclamation Plant serves the area between Chatsworth and Van Nuys in the San Fernando Valley. The Los Angeles-Glendale Water Reclamation Plant is located in the San Fernando Valley and services the communities in east San Fernando Valley that are both within and outside of the City limits. Approximately 60 mgd is treated at Donald C. Tillman and Los-Angeles Glendale Water Reclamation Plants. All other flows in the system, and the biosolids from the Donald C. Tillman and Los-Angeles Glendale Water Reclamation Plants that are returned to the collection system, are treated at the Hyperion Water Reclamation Plant (HWRP) located in Playa Del Rey (LADPW 2017b). The HWRP has a treatment capacity of 450 million gallons per day (mgd) and was designed to accommodate a maximum peak wet weather flow of 800 mgd. On average, approximately 275 million gallons of wastewater enter the HWRP on a dry weather day (LADPW 2018). The HWRP performs pretreatment of wastewater (i.e., the removal of large objects), followed by primary and secondary treatments (i.e., elimination of harmful biological contents). In January 2019, an SSMP was prepared for the Hyperion Sanitary Sewer System pursuant to the State Water Resources Control Board's (SWRCB) May 2, 2006 Statewide General Waste Discharge Requirements (WDRs) (LASAN 2019).

The Terminal Island Water Reclamation Plant Sanitary Sewer System covers residential areas in San Pedro, Harbor City, and parts of Wilmington; and industrial areas on Terminal Island (LADPW 2017c). The Terminal Island Water Reclamation Plant has the capability to provide high quality tertiary treatment for up to 30 mgd and currently treats approximately 15 mgd. Sixty percent of the incoming flow to the plant comes from nearby industries while the remaining forty percent is from residential areas.

The Regional Sanitary Sewer System serves the Harbor Gateway, an area approximately five square-miles (LADPW 2017d). Wastewater generated in the service area is processed at the Los Angeles County Sanitation Districts' Joint Water Pollution Control Plant located in the City of Carson.

The wastewater collection system pipelines range in diameter from six inches to 150 inches and consist of approximately 6,700 miles of primary and secondary sewers. The sewer system consists of primary sewers (16-inches and larger in diameter) and secondary sewers (less than 16-inches in diameter). The secondary sewers provide service to property laterals and feed into the primary sewer lines. Primary sewers discharge into trunk, interceptor, and outfall pipes. Tributaries to interceptor sewer systems are called sewer reaches. Sewer reaches are usually named after the street to which their alignment is closest. Primary sewers have pipes with a diameter of 15 inches or more and are found in all sewer reaches. Interceptor sewer systems consist of large sewer pipelines that control the conveyance of wastewater to treatment plants.

To assess and maintain the condition of this expansive system, the City actively conducts an ongoing dry- and wet-weather flow monitoring program. There are 30 automatic "real time" flow monitors and 74 additional "near time" monitors located in the primary sewer system. The monitors use either telephone lines to send data to a central location or staff will download data in the field. Additionally, flow gauging is performed at over 600 strategic locations throughout the City's secondary sewer system on either a quarterly, semi-annual, or annual cycle to monitor flow depth.

New and rehabilitated sewers and pump stations are planned, designed, and constructed to meet the highest performance standards in the industry in accordance with the City's Sewer Design Manual. The Sewer Design Manual is a comprehensive set of criteria for planning and designing of new sewers, pump stations, force mains, and appurtenances, and for the rehabilitation of existing sewers. In conjunction with the Sewer Design Manual, the City also maintains Standard Plans, which are used to provide consistency and quality in design. All system components are designed to meet permit requirements of the various federal, state, and local agencies thereby ensuring that projects benefit from the input of all affected and interested parties, including the communities.

The Sewer Design Manual and Standard Plans are updated, maintained, and administered by LASAN. For all projects, LASAN is responsible for determining the sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. This function is part of an overall sewer connection permitting process that involves a combined effort by LASAN and Bureau of Engineering (BOE) personnel. In issuing a sewer connection permit, the BOE Development Services Division determines if further investigation is needed to evaluate the capacity of an existing sewer line to handle the additional flow from the proposed development or project and take appropriate preemptive action to attenuate potential emergency sewer overflow incidences in the future. In addition to preemptive sewer monitoring and permitting activities, the LASAN Wastewater Collection Systems Division also maintains up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. The procedures outline the necessary actions to provide immediate response to sewage overflows. It is City policy that, "[e]very reported sewage spill affecting public or private property within the City of Los Angeles shall be acted upon by the Division." Crew leaders are immediately notified upon receipt of a reported potential sewer overflow and are instructed to respond immediately.

The effect of stringent monitoring practices and sewer design standards are apparent in that the City has not experienced any wet-weather overflows since major relief sewers were completed in 2006. However, some dry-weather overflows still occur occasionally due to tree roots, grease blockages, landslides, and vandalism. Despite these irregular overflow occurrences, the system currently has sufficient capacity to handle peak dry-weather flows.

Sewer capacity planning is prioritized based on two ratios of sewer flow to sewer capacity (d/D): a Trigger ratio and a Relief ratio. Trigger flow is the quantity of flow, that once reached, would initiate planning for a relief or a replacement sewer. The buffer capacity is defined as the product of the estimated years to complete a new sewer project and the rate of recent flow increases in the sewer being evaluated. The Relief d/D is currently 0.75 across the City (i.e., when a sewer is at 75 percent of capacity) for all existing sewers, the Trigger d/D varies on a project by project basis because each project's tributary area has its own unique

characteristics such as population growth projection, commercial and industrial discharge forecast, and other contributing factors that determine how quickly flows are projected to increase over time. The Sewer Design Manual requires all new sewers to meet a d/D of 0.5 for the projected design year (i.e., that they be at no more than 50 percent of capacity in their design year).

### Downtown Plan Area Wastewater Generation and Conveyance

The Downtown Plan Area is served by the Hyperion Sanitary Sewer System and is served by a network of local, interceptor, relief, outfall and trunk sewers that convey flow from residential, business and commercial properties to the HWRP. Underground pipes range from as small as 6 inches in diameter to as large as 14 feet in diameter. The backbone of the system, the North Outfall Sewer (NOS), was built in the 1920s. Due in part to the age of the Downtown Plan Area sewer system, ongoing maintenance and replacement of sewer lines is needed. The Wastewater Capital Improvement Program (WCIP) identifies capital projects developed for the City's wastewater facilities (LA Sanitation & Environment 2018). The WCIP is developed for 10-year periods and was last updated in Fiscal Year 2017/2018 for projects through 2026/2027. The WCIP includes replacement, rehabilitation, and expansion of the City's wastewater treatment and collection system facilities. The WCIP identifies a number of sewer line projects in the Downtown Plan Area (https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035434.pdf).

The estimated wastewater generation of existing land uses in the Downtown Plan Area is shown in **Table 4.17-1**. Existing development in the Downtown Plan Area generates an estimated 21 mgd of wastewater. Wastewater generated by the Downtown Plan Area represents approximately 4.6 percent of the Hyperion Treatment Plant's (HTP's) current wastewater treatment capacity of 450 mgd.

**TABLE 4.17-1 CURRENT WASTEWATER GENERATED IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family[1] | 6,733 du | 155.1 | 1,044,288 |
| Multi-family[1] | 26,932 du | 149.1 | 4,015,561 |
| Commercial | 154,674 jobs | 64.4 | 9,961,006 |
| Industrial | 29,126 jobs | 132.4 | 3,856,282 |
| Public Facilities | 35,084 jobs | 50 | 1,754,200 |
| **Total** | | | **20,631,338** |

**NOTES:**
du = dwelling unit (2017 baseline numbers actually represent households, which is slightly different than dwelling units insofar as households do not include vacant units. For consistency, the unit of measurement for households is denoted as dwelling units).
gpd – gallons per day
Totals may not add up due to rounding.
1. Single-family and multi-family units were estimated by assuming that 20 percent of total household units are single-family and 80 percent are multi-family.

**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.

Storm Water and Urban Runoff

The Downtown Plan Area is an urban center that is primarily paved. Consequently, most storm water and urban runoff travels along the area's roadways and is captured by storm drains and catch basins. The City is served by an extensive urban drainage system comprised of more than 30,000 catch basins and 100 miles of open channels (City of Los Angeles 2018a). Even on the driest days, tens of millions of gallons flow through the City's storm water system. On rainy days, flows can increase to as much as 10 billion gallons

(City of Los Angeles 2018b). Storm water captured by the City's drainage system is channeled into Santa Monica and San Pedro Bays, where it is discharged without treatment (City of Los Angeles 2018b). The City's Stormwater Program focuses on flood control and pollution abatement and oversees the City's compliance with federal, state, and local regulations to reduce the amount of stormwater pollution. Regulations to reduce and prevent stormwater pollution are discussed in greater detail in Section 4.9, *Hydrology and Water Quality*.

Water Quality and Flow Monitoring

Los Angeles is constantly monitoring the infrastructure to ensure reliable service. Dischargers are regulated under Waste Discharge Requirements (WDRs) and are required to "self -monitor," that is, to collect regular samples of their effluent and receiving waters according to a prescribed schedule to determine facility performance and compliance with their requirements. In addition to self-monitoring by dischargers, the Los Angeles Regional Water Quality Control Board (LARWQCB) makes unannounced inspections and collects samples to determine compliance with discharge requirements and receiving water objectives and to provide data for enforcement actions. The LARWQCB also responds to a variety of incidents, including accidental and illegal discharges of oil from offshore pipelines, oily waste discharges, and dumping in the storm drains. Each regional board in the state prepares a biennial Water Quality Assessment Report using data collected by regional planning, permitting, surveillance, and enforcement programs. The regional reports contain inventories of the pollutants in the major water bodies of the region.

The Flow Monitoring Expansion Program helps operations and maintenance to manage the conveyance system. Flow data is gathered to support resource allocation. There are 120 permanent monitors and 50 temporary monitors that continually measure flow quantities at major sewers.

# REGULATORY FRAMEWORK

## LOCAL

### Integrated Resources Plan

In 2006, the City approved the Integrated Resources Plan, which incorporates a Wastewater Facilities Plan. The Integrated Resources Program was developed to meet future wastewater needs of more than 4.3 million residents expected to live in the City by 2020 (LADPW 2006). To meet future demands posed by increased wastewater generation, the City has chosen to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation, and other approved uses.

### City of Los Angeles Municipal Code

The LAMC Chapter V (Public Safety and Protection) describes different categories of wastewater discharge and peak flow (the maximum 5-minute rate of wastewater flow). In addition, the LAMC identifies permitted regulations related to industrial wastewater. LAMC Chapter XII (The Water Conservation Plan of the City of Los Angeles) also defines recycled water as treated wastewater suitable for direct beneficial use, or controlled use, as approved by the California Department of Public Health.

In addition to LAMC requirements, the City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards (Bureau of Engineering Special Order No. SO06-0691). Per the Special Order, laterals sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period shall not exceed one-half the pipe diameter (City of Los Angeles 2006).

LAMC Sections 64.11 and 64.12 require approval of a sewer permit, also called an "S" Permit, prior to connection to the wastewater system. Each new connection is assessed a Sewerage Facilities Charge, which is deposited in the City's Sewer Construction and Maintenance Fund for wastewater-related purposes, including but not limited to industrial waste control and water reclamation purposes. LAMC Section 64.15 requires that a Sewer Capacity Availability Request (SCAR) be performed by the Department of Building and Safety when a sewer permit is sought for a new connection to the City's wastewater system, or in the event that a proposed increase in discharge to a public wastewater line or proposed future development is anticipated to generate 10,000 gallons or more of wastewater per day. A SCAR evaluates the existing wastewater collection system to determine whether adequate capacity exists to convey project-related wastewater to the appropriate treatment plant. If capacity is available, the Department of Building and Safety accepts project plans and specifications for plan check; otherwise, projects are placed on a waiting list to receive an allocation of forthcoming capacity, or applicants are required to construct a connection to the nearest wastewater line with available capacity. The Department of Building and Safety accepts project plans and specification for plan check if the project is on the waiting list, although the project may not connect to the City's wastewater system until capacity is available and a sewer permit is available.

## City of Los Angeles General Plan

The City of Los Angeles General Plan Framework Element (Framework), adopted in December 1996, and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. Framework land use policies are implemented at the community level through community plans and specific plans. The applicable policies that are related to the City utilities and services systems, including wastewater, are listed in **Table 4.17-2**.

## Storm Water and Urban Runoff

Regulations related to storm water are discussed in Section 4.9, *Hydrology and Water Quality.*

**TABLE 4.17-2 RELEVANT GENERAL PLAN UTILITIES AND SERVICE SYSTEMS GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Goal/Objective/Policy Description |
|---|---|
| **FRAMEWORK ELEMENT – CHAPTER 9 INFRASTRUCTURE AND PUBLIC SERVICES** | |
| Goal 9C | Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses. |
| Objective 9.1 | Monitor and forecast demand based upon actual and predicted growth. |
| Policy 9.1.2 | Monitor wastewater generation. |
| Objective 9.2 | Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the City's monitoring and forecasting efforts. |
| Policy 9.6.1 | Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries. |
| Policy 9.2.1 | Collect and treat wastewater as required by law and Federal, State, and regional regulatory agencies. |
| Policy 9.2.2 | Maintain wastewater treatment capacity commensurate with population and industrial needs. |
| Policy 9.3.1 | Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system. |
| Objective 9.8 | Monitor and forecast water demand based upon actual and predicted growth. |
| Policy 9.8.1 | Monitor water usage and population and job forecast to project future water needs. |

**TABLE 4.17-2 RELEVANT GENERAL PLAN UTILITIES AND SERVICE SYSTEMS GOALS, OBJECTIVES, AND POLICIES**

| Goal/Objective/Policy | Goal/Objective/Policy Description |
|---|---|
| Objective 9.9 | Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses. |
| Policy 9.9.1 | Pursue all economically efficient water conservation measures at the local and statewide level. |
| Policy 9.9.7 | Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins. |
| Objective 9.10 | Ensure that water supply, storage, and delivery systems are adequate to support planned development. |
| Policy 9.10.1 | Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns. |
| Policy 9.10.2 | Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities. |
| Objective 9.11 | Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency. |
| Policy 9.11.1 | Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency. |
| Goal 9D | An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal. |
| Goal 9E | Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable. |
| Goal 9F | Adequate collection, transfer and disposal of mixed solid waste - the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts. |
| Goal 9G | An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts. |
| Goal 9H | A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs. |

**SOURCE**: City of Los Angeles, *City of Los Angeles General Plan*, *Safety Element*, adopted 1996; *Conservation Element*, adopted 2001,;and *Framework Element*, re-adopted 2001.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed in accordance with CEQA Guidelines Appendix G. Impacts would be significant if either the Downtown Plan or the New Zoning Code would:

- Require or result in the relocation or construction of new or expanded wastewater treatment, the construction or relocation of which could cause significant environmental effects (Threshold 4.17-1)
- Result in a determination by the wastewater treatment provider which serves or may serve the project that has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments (Threshold 4.17-2)

- Require or result in the relocation or construction stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects (Threshold 4.17-3)

# METHODOLOGY

The analysis of the Proposed Project's impacts with respect to wastewater focuses on whether existing and projected infrastructure capacities or supplies would be sufficient to meet future demands associated with anticipated development, including impacts associated with building new facilities to meet future demand. Project-generated demands were calculated using existing level of development in the Downtown Plan Area, 2040 Reasonably anticipated development in the Downtown Plan Area, and utility rates per development unit (e.g., water use per dwelling unit). The impact is the net change relative to existing conditions (i.e., 2040 with Downtown Plan conditions – baseline conditions).

Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit 2H and Exhibit 2K (LADWP 2016a). Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%. It was assumed that 20 percent of existing residential development is single-family and 80 percent is multifamily. This provides a conservative estimate as the Downtown Plan Area contains few single-family residential areas and single-family units have higher average utility usage rates than multi-family units. It was also assumed that the number of single-family homes would remain constant under future conditions relative to baseline conditions and all new residential development through 2040 would be multifamily.

State and local policies, plans, initiatives, and projects, such as SBX7-7, SB 1016, Emergency Water Conservation Plan, RENEW LA Plan and Ordinance 181519, as discussed above under Regulatory Setting, are in place or are anticipated to be implemented over the project's time horizon that would reduce utility consumption rates over time. However, baseline rates were used to calculate projected usage in 2040, as it is speculative to assume the decreases that would result from their implementation. The one exception is for water as the 2015 UWMP provides project water use rates for 2040. These projected rates incorporate savings from codes and ordinances currently in place, but do not take into consideration planned projects, future policies, or initiatives (LADWP 2016a), and therefore, also provide a conservative estimate of future consumption. A qualitative discussion of planned capacity-building or supply-enhancing projects is included in the analysis.

Consistent with the Population and Housing analysis, citywide impacts are analyzed assuming growth and demands placed on utilities and service systems based on SCAG projections.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.17-1** | Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects |
| **Threshold 4.17-2** | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments |

**Impact 4.17-1, 4.17-2** **Downtown Plan:** Implementation of the Downtown Plan would increase demand for wastewater collection and treatment. Implementation of the Downtown Plan is anticipated to increase wastewater generation in the Downtown Plan Area by 23 mgd above baseline conditions. The HWRP would be able to adequately treat project-generated sewage and the treatment requirements of the RWQCB would

not be exceeded; therefore, impacts to wastewater facilities would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would result in an increased demand for wastewater collection and treatment. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to wastewater collection and treatment from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

**Table 4.17-3** summarizes projected wastewater generation for the Downtown Plan Area in 2040 with implementation of the Downtown Plan. As indicated in the table, total wastewater generation in 2040 is estimated to be 38 mgd. Reasonably anticipated development under the Downtown Plan through 2040 would generate just under 18 mgd of wastewater, which is an increase of about 81 percent compared to the baseline generation of just under 21 mgd.

The HWRP, which ultimately treats the City's sewage, is operating at 175 mgd below capacity on an average dry weather day (LADPW 2018). The projected net increase of just under 18 mgd generated by growth under the Downtown Plan represents about 10 percent of the plant's available capacity. Therefore, the HTP has sufficient available treatment capacity to serve reasonably foreseeable development in the Downtown Plan Area. The HWRP would be able to adequately treat project-generated sewage in addition to currently generated sewage, and the treatment requirements of the RWQCB would not be exceeded. Therefore, it is not foreseeable that implementation of the Downtown Plan would require construction of a new or expanded wastewater treatment plant.

As discussed above under *Regulatory Setting*, reasonably anticipated growth under the Downtown Plan would occur in compliance with the requirements of LAMC 64.11, 64.12 and 64.15, which establishes City standards related to wastewater discharge, peak flow and sewer capacity. Sewer pipeline upgrades would be necessary as development occurs in the Downton Plan Area. As discussed in the Setting, the identifies a number of sewer line projects in the Downtown Plan Area. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. All upgrades would be subject to subsequent environmental review, wherein potential site- or project-specific impacts, if any, would be addressed. Routine infrastructure projects involving replacing or upgrading wastewater conveyance facilities generally include the preparation of a ND/MND and in some cases may possibly qualify for a Categorical Exemption (e.g., CEQA Guidelines Section 15302). The environmental impacts of the construction and operation of these new or upgraded facilities would be localized in nature and consistent with the impacts that have been evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time.

The City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand capacity of treatment plants. Such projects would include rehabilitating old sewer mains and maintenance holes and replacing aging equipment and structures at treatment and pumping plants. As detailed in the Setting, the City maintains the WCIP, which contains the capital projects and estimated costs for the renewal of the City's infrastructure at 10-year intervals.

**TABLE 4.17-3 ESTIMATED WASTEWATER GENERATION FOR THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Jobs | Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 126,540 du | 137.9 | 17,450,000 |
| Commercial | 249,279 jobs | 59.8 | 14,907,000 |
| Industrial | 33,735 jobs | 123 | 4,150,000 |
| Public Facilities | 21,716 jobs | 46.4 | 1,008,000 |
| Total 2040 with Downtown Plan Wastewater Generation | | | 38,485,000 |
| Current Wastewater Generation | | | 20,631,000 |
| **Net Change in Wastewater Generation** | | | **17,854,000** |

Notes: Wastewater generation numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
gpd – gallons per day
du – dwelling units
sf – square feet
**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

The LASAN Wastewater Engineering Services Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. Thus, all development activities that require sewer connection permits are evaluated under the purview of existing capacity of sewer lines in the development site's vicinity at the time of development. By doing so, each new development must adhere to the most current Sewer Design Manual specifications as well as appropriate Standard Plan requirements. The Sewer Design Manual and Standard Plan are continuously updated to incorporate the most recent industry practices and materials ensuring appropriate measures are taken to accommodate any potential project. The City also has immediate response and reporting procedures in place to attend to any unexpected sewer overflows. The procedures are maintained in the Wastewater Collection Systems Division's up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. Moreover, the City proactively monitors the sewer system to preemptively identify and resolve deficiencies before they become problematic. System deficiencies in need of rehabilitation are then included in the WCIP, which are attended to according to their associated priority ranking. The City would require that localized system deficiencies are adequately addressed by the responsible project. Any future upgrades would be designed in accordance with applicable provisions of the Municipal Code and to the satisfaction of the City Engineer.

Upgrades to sewer lines may cause temporary localized disturbance of roads, which may require re-routing of traffic and localized temporary increases in congestion, as well as temporary increases in air pollutant emissions and noise. However, such impacts would be within what is described in this EIR and upgrades would not result in long-term effects. As discussed above, any upgrades would be subject to subsequent environmental review, wherein potential site- or project-specific impacts, if any, would be addressed accordingly. Therefore, impacts related to construction of wastewater conveyance system upgrades would be ***less than significant***.

## New Zoning Code Impact

Future development has the potential to affect wastewater collection and treatment services by adding additional people and structures within the City that would increase wastewater generation, which could in

turn require the construction of new or altered facilities. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zone districts would analyze potential community-specific impacts to wastewater collection and treatment services.

The New Zoning Code's landscape provisions would refer to LA Sanitation's Low Impact Development requirements and implementation of the New Zoning Code would not be expected to detrimentally affect wastewater treatment or result in the need for new facilities. The New Zoning Code would also refer to the Model Water Efficient Landscape Ordinance, which requires that new construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, and development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as Special Order No. SO06-0691 and other requirements discussed in Regulatory Setting, intended to avoid wastewater collection and treatment demand effects. As the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area, impacts would be ***less than significant***.

## Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| | |
|---|---|
| **Threshold 4.17-3** | Require or result in the relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects |

**Impact 4.17-3**

**Downtown Plan:** Implementation of the Downtown Plan would not require construction of new stormwater drainage facilities or expansion of existing facilities; impacts to water drainage facilities would be ***less than significant.***

**New Zoning Code:** The New Zoning Code does not include any standards that would require construction of new storm water drainage facilities or expansion of existing facilities. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts regarding water drainage facilities from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

As discussed in Section 4.9, *Hydrology and Water Quality*, of this Draft EIR, implementation of the Downtown Plan would not result in a substantial increase in impervious surfaces. Accordingly, reasonably anticipated growth under the Downtown Plan would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater facilities. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future development resulting from the Downtown Plan would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Downtown Plan Area would improve surface

water quality by replacing older development with new development that incorporates LID methods. Therefore, impacts related to water drainage facilities would be ***less than significant***.

### New Zoning Code Impact

Future development outside the Downtown Plan Area has the potential to affect storm water drainage facilities by adding additional people and structures within the City which could in turn require the construction of new or altered facilities. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, the construction of new or altered storm water drainage facilities would not be required at this time.

The New Zoning Code would incorporate required water quality and storm water management features into the overall site and landscape design and would not be expected to detrimentally affect storm water drainage facilities. As discussed above, the New Zoning Code would reference the Model Water Efficient Landscape Ordinance. The New Zoning Code also requires all on-site automobile parking areas to be drained to collect, retain, and infiltrate surface water on-site and aims to facilitate the implementation of rainwater catchment devices as they are exempt from rooftop screening requirements, which has the potential to decrease storm water rates and volumes.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to existing storm water drainage facilities. Any proposed development would undergo project-level environmental review under CEQA, and would be required to comply with state and local requirements related to storm water drainage, such as the City's LID Ordinance. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. As the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area, the impact would be ***less than significant***.

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to wastewater and/or storm drains includes the entire City of Los Angeles and immediately adjacent areas served by common infrastructure. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2040 would add approximately 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016). Cumulative impacts from this development are discussed below by impact area.

### Wastewater

Growth anticipated by the Downtown Plan and citywide cumulative growth would generate an increase in wastewater. Total water demand projected by the City's 2015 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and the 2012 RTP. As discussed in Section in 4.12, *Population and Housing*, the Downtown Plan would allow for an additional 176,000 persons, 99,000 housing units, and 86,000 jobs to the Downtown Plan Area. The updates to the

existing Downtown Plan would accommodate a development capacity consistent with long-range SCAG growth projections.

The City of Los Angeles is served by four water reclamation plants, which include the HWRP, the Terminal Island Reclamation Plant, the Donald C. Tillman Water Reclamation and the Glendale Water Reclamation Plant. Combined these reclamation plants have capacity to treat 580 mgd (649,684 afy) of wastewater citywide (LADPW 2018). According to the 2015 UWMP, average dry-weather wastewater influent projections for the City's wastewater treatment plants are expected to increase by approximately 20 percent over the next 25 years. Wastewater treatment projections of average dry-weather flows through 2040 for all four wastewater treatment plants total approximately 478.5 mgd (536,000 afy). Wastewater treatment projections of average dry-weather flows through 2040 for the HWRP are projected to be 366 mgd (410,000 afy), an increase of 91 mgd relative to baseline average dry-weather flows (275 mgd) (LADWP 2016a). Growth anticipated by the Downtown Plan would increase wastewater generation by approximately 18 mgd, which comprises approximately 4 percent of citywide treatment capacity and 5 percent of projected wastewater treatment for the HWRP. Citywide growth would further increase wastewater generation, but such increases would not approach overall treatment capacity. Therefore, the cumulative increase in wastewater generation would not exceed the capacity of the City's wastewater treatment plants. Additionally, the City's 2006 Integrated Resources Plan incorporates a Wastewater Facilities Plan to meet future wastewater needs through the expansion of overall treatment capacity, maximizing the potential to reuse recycled water and implementation of new water conservation and technology programs (LADPW 2006).

Growth anticipated by the Downtown Plan and citywide cumulative growth would contribute to an anticipated citywide increase in wastewater flow and place added demands on the wastewater conveyance system as future development takes place with the implementation of the Downtown Plan. Development under the Downtown Plan could require the construction of new or upgraded wastewater facilities. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. Construction of new or expanded conveyance facilities may be needed as a result of reasonably foreseeable development and, as discussed above, the City's WCIP identifies a number of sewer line projects in the Downtown Plan Area. The City would require that localized system deficiencies are adequately addressed by the responsible project. Any future upgrades would be designed in accordance with applicable provisions of the Municipal Code and to the satisfaction of the City Engineer.

Routine infrastructure projects involving replacement or upgrade of sewer lines generally result in the preparation of a Mitigated Negative Declaration (MND) or, in some cases, a Categorical Exemption. The City's MNDs for sewer line replacements indicate typical less than significant construction-related impacts, including air quality, noise, and transportation impacts. The environmental impacts of the construction and operation of sewer lines would be consistent with the impacts evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. To the extent that any significant impacts could result from the unique characteristics of a specific project or site, those impacts are too speculative to analyze at this time. As necessary based on project and site characteristics, any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed accordingly. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts.

As discussed under Impact 4.17-1 and 4.17-2, the New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Any cumulative impacts related to future updates of other community plans would be speculative. Additionally, future community plan updates would be required to adhere to existing state and local requirements related to wastewater treatment and conveyance. As discussed for the Downtown Plan,

individual infrastructure improvements needed citywide may result in site-specific temporary impacts related to traffic, air quality, and noise, but such impacts would be limited to the area of the construction activity and would not create any cumulative or citywide impacts.

Based on the above information, the incremental effects of the Downtown Plan and New Zoning Code related to wastewater treatment and conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Stormwater Drainage

Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development in Los Angeles would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Downtown Plan Area, long-term redevelopment of properties throughout the City would improve surface water quality by replacing older development with new development that incorporates LID methods. The New Zoning Code does not include any provisions that would increase stormwater runoff or otherwise adversely affect stormwater drainage facilities. Therefore, cumulative impacts related to stormwater drainage facilities would be ***less than significant***.

# *Water Supply*

# ENVIRONMENTAL SETTING

## CITYWIDE SETTING

### Los Angeles Department of Water and Power

The Los Angeles Department of Water and Power (LADWP) is responsible for providing water supply to the City while complying with County, State, and Federal regulations. According to the City's 2015 Urban Water Management Plan (UWMP), which is further discussed below under *Regulatory Framework*, the primary LADWP sources of water supplies are water purchased from the Metropolitan Water District (MWD), imported surface water, and local groundwater. Recycled water projects are progressing and expected to be a greater portion of LADWP water supply in the future. Overall, these sources of water provide the necessary water to meet LADWP's water supply needs. In 2015 total water demand totaled 513,540 acre-feet per year (afy). The 2015 UWMP water demand projection for 2040 is approximately 675,700 afy, based on normal weather conditions, and 709,500 afy, based on dry year conditions (LADWP 2016a).

The Los Angeles Aqueduct (LAA) has historically been the primary source of the City's water supply. In recent years, however, the amount of water supplies from the LAA has been limited due to environmental concerns, and the City's water supply relied heavily (average of 57 percent in recent years) on the purchased water from MWD delivered from the Colorado River or the Sacramento-San Joaquin Delta. Local ground water has been a reliable water source, providing an average of 12 percent of the total water supply, but there have been concerns in recent years due to declining groundwater level and contamination issues. The City's recycled water supply is limited to specific projects within the City at this time (LADWP 2016a).

### Los Angeles Aqueduct

The LAA system extends approximately 340 miles from the Mono Basin to the City. From 1995 through 2004, the LAA supplied about half of the City's water needs. The City owns approximately 312,000 acres of property in the Owens Valley and appropriates groundwater from its lands in the Owens Valley pursuant to a long-term groundwater management plan with Inyo County (LADWP 2016a).

The LAA conveys snowmelt runoff from the eastern Sierra Nevada Mountains and water supplies are supplemented by groundwater pumping. LAA supplies fluctuate from year to year due to varying annual snowfall and hydrological conditions. In recent years, the LAA supplies have decreased because of environmental obligations to dedicate water resources to mitigate groundwater pumping in the Owens Valley, restore the water level of Mono Lake, and mitigate dust emissions from Owens Lake. The Runoff Forecast Model and the Los Angeles Aqueduct Simulation Model (LAASM) was used jointly to predict water available from the LAA. Absent any system improvements, average long-term LAA delivery over the next 25 years is expected to be 278,000 AFY, with a decline to 267,000 due to climate change impacts. However, by 2024, with the completion of a Master Project, LAA delivery will increase to 286,000 due to conserved water at Owens Lake (LADWP 2016a).

### Local Groundwater

In addition to groundwater extraction from nine wellfields throughout the Owens Valley, the LADWP extracts from three local groundwater basins: San Fernando, Sylmar, and Central. The LADWP plans to continue future pumping from the local basins, with limitations based on water quality and overdraft

protection. The LADWP's groundwater pumping strategy is based on a "safe yield" strategy, in which the amount of water removed over a period of time equals the amount of water entering the groundwater basin through native and imported groundwater recharge. Further, protection from potential overdraft conditions is provided by the court-appointed Los Angeles River Area Watermaster for the San Fernando and Sylmar Basins, and a court-appointed Watermaster Panel for the Central Basin (LADWP 2016a). Annually, the Watermaster prepares a Watermaster Service Report indicating groundwater extractions, replenishment operations, imported water use, recycled water use, finances of Watermaster services, administration of the water exchange pool, and significant water-related events in the Central Basin. Additionally, a long-term groundwater management agreement between the City and Inyo County ensures the protection of LADWP's groundwater resources in Owens Valley from overdraft conditions.

Local groundwater provides approximately 11 percent of the total water supply for the City and has provided nearly 30 percent of the supply in drought years. On average, about 80 percent of the LADWP's groundwater supply is extracted from the Upper Los Angeles River Area, while the Central Basin provides 20 percent (LADWP 2013). The Upper Los Angeles River Area has four local groundwater basins:

- San Fernando
- Sylmar
- Verdugo
- Eagle Rock

The average LADWP San Fernando, Sylmar, and Eagle Rock basin entitlements under the judgment are 87,000 acre-feet per year, 7,140 acre-feet per year, and 500 acre-feet per year, respectively (LADWP 2016a). In addition, as of October 2013, LADWP accumulated nearly 537,453 acre-feet of stored water credits in the San Fernando Basin. This stored water credit is water that LADWP can withdraw from the basin during normal and dry years or in an emergency. The Central Basin Judgment entitlement for the LADWP is 15,000 acre-feet per year. The West Coast Basin Judgment entitles LADWP to approximately 1,503 acre-feet per year. LADWP does not currently exercise its water rights in the West Basin (LADWP 2016a).

LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. Extraction from the basins is, however, limited by water quality and overdraft protection. Both LADWP and the California Department of Water Resources have programs in place to monitor wells to prevent overdrafting.

In response to contamination issues and declining groundwater levels, the LADWP is working to clean up the San Fernando Basin's groundwater and is making investments to recharge local groundwater basins through stormwater recharge projects, while collaborating on the rehabilitation of aging stormwater capture and spreading facilities, with the long-range goal of increasing the contribution of groundwater to overall City water supplies.

## Recycled Water

LADWP restores wastewater to a level of quality specified by the California Department of Health Services and distributes it for landscaping and industrial uses. The sustainability of the City's water supplies is dependent on the City's ability to maximize water conservation and increase recycled water use. LADWP uses recycled water produced by four wastewater treatment plants: Hyperion Treatment Plant, Terminal Island Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. Currently recycled water provides approximately two percent to the City's water supply (LADWP 2016a). The City's goal is to increase the use of recycled water to 75,400 acre-feet per year by 2040. Water recycling and reuse is reducing Southern California's demand for potable water.

### Purchased Water

The remainder of the City's water demand is supplied by purchases from MWD. The Metropolitan Water District imports its water supplies from Northern California through the State Water Project's California Aqueduct and from the Colorado River by way of the MWD's Colorado River Aqueduct. LADWP is one of 26 member agencies that have preferential rights to purchase water from the MWD. LADWP has a preferential right to purchase water from the MWD pursuant to MWD Act Section 135. As a percentage of the City's total water supply, purchases of MWD water have historically varied from 4 percent in 1983-84 to 71 percent in 2008-09, with a five-year average 52 percent between 2005-06 and 2009-10. The City relies on the MWD even more in dry years and has increased its dependence in recent years as LAA supply has been reduced. Although the City plans to reduce its reliance on MWD supply, it has made significant investments in the MWD anticipating that the City will continue to rely on the wholesaler to meet its current and future supplemental water needs. The 2015 UWMP projects that LADWP's reliance on the MWD water supplies will be reduced significantly, from the five-year average of 57 percent of total demand to 11 percent under average weather conditions by 2040 (LADWP 2016a).

### Water Conveyance Facilities

As detailed in the LADWP's 2016 Water Infrastructure Plan, water supply to the City is provided by LADWP's water infrastructure system. LADWP's infrastructure and conveyance system includes 6,730 miles of mainline pipelines less than 20 inches in diameter, 550 miles of trunk lines greater than 20 inches in diameter, 123 tanks and reservoirs, 94 pumping stations, 24 chlorination stations, 328 regulator and relief stations, and 60,115 fire hydrants.

### Water Conservation

Los Angeles consistently ranks among the lowest in per person water consumption when compared to California's largest cities (LADWP 2016a). This is accomplished through water metering, water rationing, public awareness and incentives, industrial process water use efficiency, and other policies, programs and ordinances. As a result of water conservation measures, the City has reduced its water usage by 31 percent during FY2014/2015 compared to FY 2006/2007 (LADWP 2016a). Furthermore, state legislation, which postdates several City water conservation ordinances, has strengthened the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

## DOWNTOWN PLAN AREA SETTING

**Table 4.17-4** shows the estimated daily water demand associated with existing land uses in the Downtown Plan Area. Under existing conditions, Downtown Plan Area development generates demand for an estimated 28 mgd or 31,570-acre feet per year (afy). Of this total, residential uses account for about 29 percent and non-residential uses account for about 71 percent.

**TABLE 4.17-4 CURRENT WATER DEMAND IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family[1] | 6,733 du | 337.2 | 2,270,368 | 2,543 |
| Multi-family[2] | 26,932 du | 219.3 | 5,906,188 | 6,616 |
| Commercial | 154,674 jobs | 84.7 | 13,100,888 | 14,675 |
| Industrial | 29,126 jobs | 135.1 | 3,934,923 | 4,408 |
| Public Facilities | 35,084 jobs | 84.7 | 2,971,615 | 3,329 |
| **Total** | | | **28,183,980** | **31,570** |

**NOTES:**
du - dwelling units
gpd – gallons per day
afy – acre feet per year (1 af = 325,850 gallons)
Totals may not add up due to rounding.
1. Single-family and multi-family units were estimated by assuming that 20 percent of total household units are single-family and 80 percent are multi-family.
2. Rates for multi-family residential include 0.3 gal/unit for landscaping, per Exhibits 2H and 2K of the 2015 UWMP

**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2H (LADWP 2016a)

# REGULATORY FRAMEWORK

## FEDERAL

### Clean Water Act

The primary goals of the Federal Clean Water Act (CWA), 33 USC §§ 1251, et seq. (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth a number of objectives in order to achieve the above- mentioned goals. The CWA objectives include regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

### Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), enacted in 1974, ensures the quality of drinking water. The law requires actions to protect drinking water and its sources (e.g., rivers, lakes, reservoirs, springs and groundwater wells) and applies to public water systems that have at least 15 service connections or serve at least 25 people for at least 60 days a year. It authorizes the United States Environmental Protection Agency (USEPA) to set national standards for drinking water to protect against health effects from exposure to naturally-occurring and man-made contaminants. In addition, the USEPA works with states, localities and water suppliers that implement the standards. USEPA standards are set under the National Primary Drinking Water Regulations (NPDWR), which include legally enforceable primary standards and treatment techniques that apply to public water systems. Primary standards and treatment techniques protect public health by limiting the levels of contaminants, Maximum Contaminant Levels (MCLs), in drinking water. The MCL is the highest level of contaminant that is allowed in drinking water at a level that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. Secondary standards are non-enforceable guidelines regulating contaminants that

may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. USEPA does not enforce these "secondary maximum contaminant levels" (SMCLs). They are established only as guidelines to assist public water systems in managing their drinking water for aesthetic considerations, such as taste, color, and odor.

# STATE

## Senate Bills 610 and 221, Water Supply Assessment and Verification

Senate Bills (SB) 610 and 221 amended State law, effective January 1, 2002, to improve the link between the information on water supply availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability to be provided to city and county decision-makers prior to approval of specified large (greater than 500 dwelling units or 500,000 square feet of commercial space) development projects. Both statutes also require this detailed information to be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610 water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects as defined in Water Code 10912 subject to the California Environmental Quality Act (CEQA). Under SB 221 approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.

## Senate Bill X7-7, Water Conservation Act

The Water Conservation Act of 2009 (SB X7-7), effective November 9, 2009, requires each urban retail water supplier to develop urban water use targets and agricultural water suppliers to implement efficient water management practices. SB X7-7 aims to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. Certain provisions of the law are implemented through public processes administered by the Department of Water Resources (DWR). AB 1420 (2007) requires DWR to convene an Independent Technical Panel to develop new Demand Management Measures and technologies and approaches. AB 1404 (2007) requires agricultural water suppliers to submit aggregated farm-gate delivery annual reports to DWR.

## Porter-Cologne Water Quality Control Act

The State of California is authorized to administer Federal or State laws regulating water pollution within the State. The Porter-Cologne Water Quality Control Act (Water Code §§ 13000, et seq.) includes provisions to address requirements of the CWA. These provisions include National Pollutant Discharge Elimination System (NPDES) permitting, dredge and fill programs, and civil and administrative penalties. The Porter-Cologne Act is broad in scope and addresses issues relating to the conservation, control, and utilization of the water resources of the State. Additionally, the Porter-Cologne Act states that the quality of all the waters of the State (including groundwater and surface water) must be protected for the use and enjoyment by the people of the State.

## Governor’s Declaration of a State of Emergency

On January 17, 2014, the governor proclaimed a state of emergency due to drought conditions. This proclamation directs all local urban water suppliers and municipalities immediately implement their local water shortage contingency plans. In response to the proclamation, the City and the LADWP activated the Water Conservation Response Unit to implement the Emergency Water Conservation Plan (EWCP).

On May 9, 2016 the governor signed Executive Order B-37-16 that established a new water use efficiency framework for California. The order bolstered the state’s drought resilience and preparedness by establishing longer-term water conservation measures that include permanent monthly water use reporting,

new urban water use targets, reducing system leaks and eliminating clearly wasteful practices, strengthening urban drought contingency plans and improving agricultural water management and drought plans. Based on monthly water use reporting, the majority of urban water suppliers reported sufficient supplies to meet demand in three additional dry years and are not subject to state conservation mandates. On February 8, 2017 the State Water Resources Control Board (SWRCB) adopted an emergency water conservation regulation to amend and extend the May 2016 regulation. The amended regulation allows certain suppliers the opportunity to submit or resubmit their water supply reliability assessments by March 15, 2017 and does not require mandatory conservation unless water suppliers determine that they have a shortfall. Prohibitions against home owners associations penalizing homeowners for certain outdoor conservation practices during a declared drought remain and similar requirements are extended to cities and counties. The extension maintains urban water supplier monthly reporting and basic water conservation measures. Accordingly, the SWRCB will separately take action to make reporting and wasteful water practices permanent.

On April 7, 2017, Executive Order **B-40-17** ended the drought state of emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. It maintains water reporting requirements and prohibitions on wasteful practices.

### Making Water Conservation a California Way of Life.

In May of 2016, Governor Brown signed Executive Order B-37-16 that instructed State agencies to help Californians adopt permanent changes to use water more wisely. This Executive Order laid out a framework for moving the State from temporary, emergency water conservation measures to a more durable approach customized to the unique conditions of each local water agency. This report builds upon the Executive Order and provides recommendations for how to implement long-term improvements to water supply management that support water conservation.

### Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code, Section 10610 et seq.), which requires urban water suppliers to develop water management plans to actively pursue the efficient use of available supplies. Every five years, water suppliers are required to develop Urban Water Management Plans (UWMPs) to identify short-term and long-term water demand management measures to meet growing water demands.

### Title 20, California Code of Regulations (CCR) Section 1605.1

Mandates water conservation by establishing efficiency standards that give the maximum flow rate of all new shower heads, lavatory, sink faucets, and tub spout diverters.

### Water Conservation in Landscaping Act

In 2006, this Act was enacted by the California Legislature to resolve outdoor water waste through improvements in irrigation efficiency and selection of plants requiring less water. This Act required an update to the existing local Model Water Efficiency Landscape Ordinance.

### California Green Building Code (California Code of Regulations [CCR], Title 24)

California Code of Regulations Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Specifically, new development projects constructed within California after January 1, 2017 are subject to the mandatory planning and design, energy efficiency, water

efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CalGreen) Code (California Code of Regulations [CCR], Title 24, Part 11). The outdoor water use standards of the CalGreen Code, which requires a 20 percent reduction in indoor water use, are already addressed by the City's Water Conservation Ordinance.

# REGIONAL

## Regional Water Quality Control Board

The LARWQCB is one of nine State Regional Water Quality Control Boards (RWQCB) that are under the purview of the State Water Quality Control Board (SWQCB). The SWRCB sets statewide policy and, together with the 9 State RWQCBs, implements State and federal laws and regulations that pertain to water quality. The LARWQCB implements State and federal laws and regulations within its jurisdiction and continuously maintains its Water Quality Control Plan (WQCP).

# LOCAL

## City of Los Angeles General Plan

Applicable policies related to the City utilities and services systems, including water supply, are listed in **Table 4.17-2**.

## Emergency Water Conservation Plan

The EWCP is found in Los Angeles Municipal Code (LAMC) Chapter XII, Article I. The purpose of the EWCP is to provide a mandatory water conservation plan to minimize the effect of a water shortage to City water users. The provisions outlined within the EWCP are intended to significantly reduce the consumption of water over an extended period of time, thereby extending the available water required for the City water users while reducing the hardship of the City and the general public to the greatest extent possible. The EWCP contains five water conservation phases, which correspond with the severity of water shortage. Each increase in phase corresponds with more stringent water conservation measures (LADWP 2010). Phase I of the EWCP requires a number of water-saving measures including prohibiting hose watering of driveway and associated walkways; requiring decorative fountains to use recycled water, and repairing water leaks in a timely manner. The City imposes additional mandatory water use restrictions as a result of drought conditions. As of April 2016, the mayor approved an amendment to the EWCP that would increase fines for water wasters during periods of severe drought and will encourage conservation by the City's largest residential users (LADWP 2016b).

## Model Water Efficient Landscape Ordinance

In 2009, the City adopted the Model Water Efficient Landscape Ordinance in compliance with the State Water Conservation in Landscaping Act. This Ordinance requires development of water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate for new construction and redevelopment projects. The City requires automatic sprinkler systems to be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation.

### Best Management and Low Impact Development Practices

As discussed further in Section 4.9, *Hydrology and Water Quality*, of this EIR, Chapter VI, *Public Works and Property* of the LAMC requires permits and oversee the implementation of any land use or development involving grading activities, or the construction of new structures or paving. Article 4 *Sewers, Water Courses and Drains* and Article 4.4, *Stormwater and Urban Runoff Pollution Control*, of the LAMC establishes minimum standards, guidelines, and/or criteria for specific discharges, connections, and/or Best Management Practices (BMPs). Additional measures are required by the City, when applicable, to prevent or reduce the discharge of pollutants to achieve water quality standards and receiving water limitations. Article 4.4 includes prohibitions for illicit discharges to enter the MS4 and requires implementation of BMPs and Low Impact Development (LID) practices (City of Los Angeles 2017). In addition, the City requires all construction activities and facility operations to be consistent with the landscape ordinance (Ordinance No. 170,978) as well as other related requirements, outlined in Chapter XII, *The Water Conservation Plan of the City of Los Angeles*, and the *Planning and Land Development Handbook for Low Impact Development (LID)*. The *Handbook* is a tool for developers to comply with the requirements of the City's Stormwater Program. The handbook summarizes the City's project review and permitting process, identifies stormwater mitigation measures, and references source and treatment control BMP information. The latest edition was adopted on May 9, 2016 (Los Angeles 2016).

### Water Efficiency Requirements Ordinance

In 2009, the City further increased its water efficiency mandates with the adoption of the Water Efficiency Requirements Ordinance. This Ordinance establishes water efficiency requirements for new developments and renovations of existing buildings by requiring installation of high efficiency plumbing fixtures in all residential and commercial buildings.

### Retrofit on Resale Ordinance

In 1988, the City adopted a plumbing retrofit ordinance to mandate the installation of conservation devices in all properties and to require water-efficient landscaping in all new construction. The ordinance was amended in 1998, requiring the installation of ultra-low-flush toilets and water saving showerheads in single- and multi-family residences prior to resale. LADWP has explored the expansion of the City's Retrofit on Resale Ordinance to include non-residential properties.

### Supply Ordinance No. 165004 Conservation

Adopted in 1989, this Ordinance effectively reduces citywide water consumption by requiring new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures which reduce water loss from leakage in order to obtain building permits in the City of Los Angeles. In addition, there are provisions requiring xeriscaping – the use of low-maintenance, drought-resistant plants.

### 2017 Los Angeles Amendment Green Building Code, No. 184691.

The purpose of the Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting,

and improved thermal comfort/control. The Green Building Code also requires incorporation of water conservation measures into the construction and design of new buildings, additions, and alterations valued at over $200,000 (LADWP 2016b).

## Los Angeles Department of Water and Power 2015 Urban Water Management Plan

The 2015 UWMP, the water supply planning document for the City prepared by LADWP, presents the basic policy principles that guide LADWP's decision-making process to secure a sustainable water supply for Los Angeles. The 2015 UWMP forecasts future water demands and water supplies under average and dry year conditions; identifies future water supply projects such as recycled water; provides a summary of water conservation BMPs; and provides a single and multi-dry year management strategy. The 2015 UWMP serves as a master plan for water supply and resources management consistent with the City's goals and policy objectives; and provides full compliance with the requirements of the Urban Water Management Planning Act. As shown in **Table 4.17-5**, the forecasted water demand for year 2040 under a single dry year scenario is projected to be 709,500 afy.

**TABLE 4.17-5 SERVICE AREA RELIABILITY ASSESSMENT FOR SINGLE DRY YEAR**

| | Single Dry Year (FY2014-15) Fiscal Year Ending June 30 | | | | |
|---|---|---|---|---|---|
| **Demand and Supply Projections (in acre-feet)** | **2020** | **2025** | **2030** | **2035** | **2040** |
| Total Water Demand[1] | 642,400 | 676,900 | 685,500 | 694,900 | 709,500 |
| pLAn Water Demand Target | 485,600 | 533,000 | 540,100 | 551,100 | 565,600 |
| **Existing/Planned Supplies** | | | | | |
| Conservation [Additional Active[2] and Passive[3] after FY 14/15] | 156,700 | 143,700 | 145,100 | 143,500 | 143,500 |
| Los Angeles Aqueduct[4] | 32,200 | 51,900 | 51,400 | 51,000 | 50,600 |
| Groundwater[5] [Net] | 112,670 | 110,670 | 106,670 | 114,670 | 114,070 |
| Recycled Water | | | | | |
| ● Irrigation and Industrial Use | 19,800 | 29,000 | 39,000 | 42,200 | 45,400 |
| ● Groundwater Replenishment | 0 | 30,000 | 30,000 | 30,000 | 30,000 |
| Stormwater Capture | | | | | |
| ● Stormwater Reuse [Harvesting] | 100 | 200 | 300 | 300 | 400 |
| ● Stormwater Recharge [Increased Pumping] | 2,000 | 4,000 | 8,000 | 15,000 | 15,000 |
| Subtotal | 323,470 | 369,470 | 380,470 | 396,670 | 398,970 |
| **MWD Water Purchases** | | | | | |
| With Existing/Planned Supplies | 318,930 | 307,430 | 305,030 | 298,230 | 310,530 |
| **Total Supplies** | **642,400** | **676,900** | **685,500** | **694,900** | **709,500** |
| **Potential Supplies** | | | | | |
| Water Transfers[6] | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| Subtotal | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| **MWD Water Purchases** | | | | | |
| With Existing/Planned/Potential Supplies | 278,930 | 267,430 | 265,030 | 258,230 | 270,530 |
| **Total Supplies** | **642,400** | **676,900** | **685,500** | **694,900** | **709,500** |

**NOTES:**
1. Total Demand with existing passive conservation.
2. Cumulative hardware savings since late 1980s reached 118,034 afy by 2014-15.
3. Additional non-hardware conservation required to meet water use reduction goals set in the Sustainable City pLAn.
4. LADWP anticipates conserving 20,000 afy of water usage for dust mitigation on Owens Lake after the Master Project is implemented in FY 2023-24. Los Angeles Aqueduct supply is estimated to decrease 0.1652% per year due to climate change impact.
5. Net GW excludes Stormwater Recharge and Groundwater Replenishment supplies that contribute to increased pumping. The LADWP Groundwater Remediation project in the San Fernando Basin is expected in operation in 2021-22. Storage credit of 5,000 AFY will be used to maximize pumping in 2019-20 and thereafter. Sylmar Basin production will increase to 4,170 AFY from 2015-16 to 2038-39 to avoid the expiration of stored water credits, then go back to its entitlement of 3,570 AFY in 2039-40.
6. Potential water transfer occurs in dry years with stored water acquired in average and wet years.

**SOURCE:** LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit ES-R (LADWP 2016a)

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed in accordance with CEQA Guidelines Appendix G. Impacts would be significant if either the Downtown Plan or the New Zoning Code would:

- Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects (Threshold 4.17-4); and/or
- Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (Threshold 4.17-5)

## METHODOLOGY

The analysis of the Proposed Project's impacts with respect to water quality and supply focuses on whether existing and projected infrastructure capacities or supplies would be sufficient to meet future demands associated with forecast development, including impacts associated with building new facilities to meet future demand. Project-generated demands were calculated using existing level of development in the Downtown Plan Area, forecast level of development in the Downtown Plan Area in 2040, and utility rates per development unit (e.g., water use per dwelling unit). The impact is the net change relative to existing conditions (i.e., 2040 with Downtown Plan conditions – baseline conditions).

Water demand rates were obtained from the LADWP's 2015 UWMP, Exhibit 2H and Exhibit 2K (LADWP 2016a). Rates for multi-family residential include 0.3 gal/unit for landscaping, per Exhibits 2H and 2K of the 2015 UWMP. It was assumed that 20 percent of existing residential development is single-family and 80 percent is multifamily. This provides a conservative estimate as the Downtown Plan Area contains few single-family residential areas and single-family units have higher average utility usage rates than multi-family units. It was also assumed that the number of single-family homes would remain constant under future conditions relative to baseline conditions and all new residential development through 2040 would be multifamily.

State and local policies, plans, initiatives, and projects, such as SBX7-7, SB 1016, Emergency Water Conservation Plan, RENEW LA Plan and Ordinance 181519, as discussed above under Regulatory Setting, are in place or are anticipated to be implemented over the project's time horizon that would reduce utility consumption rates over time. However, baseline rates were used to calculate projected usage in 2040, as it is speculative to assume the decreases that would result from their implementation. The one exception is for water as the 2015 UWMP provides project water use rates for 2040. These projected rates incorporate savings from codes and ordinances currently in place, but do not take into consideration planned projects, future policies, or initiatives (LADWP 2016a), and therefore, also provide a conservative estimate of future consumption. A qualitative discussion of planned capacity-building or supply-enhancing projects is included in the analysis.

Consistent with the Population and Housing Analysis, citywide impacts are analyzed assuming growth and demands placed on utilities and service systems based on SCAG projections.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.17-4** | Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects |
| **Threshold 4.17-5** | Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years |

**Impact 4.17-4, 4.17-5** **Downtown Plan:** Implementation of the Downtown Plan is forecast to increase water demand in the Downtown Plan Area by approximately 25 mgd (28,000 afy), an increase of 90 percent from existing conditions. Based on the City's 2015 UWMP, adequate water supply exists to meet projected demand through the year 2040; impacts to water supply would be ***less than significant*** Downtown.

**New Zoning Code:** The New Zoning Code does not include any standards that would result in increased water demand. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts relating to water supply from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Therefore, there would be no new population that would increase water demand. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

Water Supplies

**Table 4.17-6** summarizes estimated water demand for the Downtown Plan Area in 2040 with implementation of the Downtown Plan. As indicated in the table, total water demand in 2040 is estimated to be 53 mgd, or 60,000 afy. New development forecast under the Downtown Plan through 2040 would generate an estimated demand of 25 mgd, or 28,000 afy, which is an increase of about 90 percent compared to the baseline generation of 28 mgd, or 32,000 afy.

Per the 2015 UWMP, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040). The 2015 UWMP indicates that water deliveries to the City totaled 513,540 afy in 2015. Projected total water demand for the City under average year conditions for year 2040 is 675,700 afy. Projected total water demand for the City for 2040 under single/multiple dry years conditions is 709,500 afy. The 2015 UWMP projects an increase of 195,960 afy (38 percent) in water demand between 2015 and 2040, under single/multiple dry year conditions. The projected net increase in water demand of 28,000 afy generated by new development facilitated by the Downtown Plan would represent about 14 percent of the forecasted water demand increase through 2040. The 2015 UWMP water demand projections are based on SCAG demographic data and population projections and the 2012 Regional Transportation Plan (RTP). As discussed in Section 4.12, *Population and Housing*, updates to the existing Downtown Plan would accommodate a development capacity consistent with long-range SCAG growth projections. Because the water demand projections for the Downtown Plan Area have been accounted for in the 2015 UWMP, and adequate supply would be available to meet estimated demand of the Downtown Plan Area during normal and single dry year conditions and multiple dry years up to the year 2040, impacts would be less than significant.

**TABLE 4.17-6 ESTIMATED WATER DEMAND IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,000 |
| Multi-family Residential | 126,540 du | 202.8 | 25,662,000 | 29,000 |
| Commercial | 249,279 jobs | 78.7 | 19,618,000 | 22,000 |
| Industrial | 33,735 jobs | 125.5 | 4,234,000 | 5,000 |
| Public Facilities | 21,716 jobs | 78.7 | 1,709,000 | 2,000 |
| Total 2040 with Downtown Plan Water Demand | | | 53,336,000 | 60,000 |
| Current Water Demand | | | 28,184,000 | 32,000 |
| **Net Change in Water Demand** | | | **25,152,000** | **28,000** |

**NOTES:**
Water demand numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
du – dwelling unit
gpd – gallons per day
afy – acre feet per year (1 af = 325,850 gallons)
**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit 2K (LADWP 2016a). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

As discussed in the *Regulatory Setting,* new development facilitated by the Downtown Plan would be required to comply with the City's water conservation ordinances, such as the Model Water Efficient Landscape Ordinance, which requires that new construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate. Compliance with the Water Efficiency Requirements Ordinance and Supply Ordinance No. 165004 would require new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures in order to obtain building permits in the City of Los Angeles. As a result, impacts related to water supplies under the Downtown Plan would be ***less than significant***.

Impacts from Construction of Facilities

As development occurs incrementally throughout the Downtown Plan Area, upgrades to water conveyance facilities may be required. LADWP installs and maintains the water distribution system. The 2016-2017 LADWP Water Infrastructure Plan establishes goals and targets for replacing and/or upgrading infrastructure. Through infrastructure projects, the LADWP would replace or upgrade major system components that are outdated or malfunctioning. With approximately 7,200 miles of water pipes citywide, LADWP plans to replace approximately 500 miles in the next 10 years giving the highest priority to pipes with high risk of failure.

The precise location and connection would need to be determined at the time development is proposed. Should any new connections or upgrades be required, such upgrades would be subject to subsequent environmental review. Any future line size modifications or connections would be designed in accordance with applicable provisions of the Municipal Code. In coordination with the LADWP, project applicants are required to identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from LADWP are required at the time that a water connection permit application is submitted. In addition, the City requires applicants to coordinate with the LAFD and Building and Safety Department to ensure that existing and/or planned fire

hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits is dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the LAFD and Building Safety Department prior to occupancy.

Development under the Downtown Plan could require the construction of new or upgraded water distribution facilities. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a ND/MND and in some cases may possibly qualify for a Categorical Exemption (e.g., CEQA Guidelines Section 15302). The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed. Therefore, impacts related to the construction of new water conveyance infrastructure and water treatment facilities or expansion of existing facilities under the Downtown Plan would be ***less than significant.***

## New Zoning Code Impact

Future development has the potential to affect existing water supplies by adding additional people and structures within the City which could in turn generate the need for new or expanded entitlements. The New Zoning Code would allow for a variety of new zone districts that could be applied elsewhere in the City through future community plan updates or amendments. The New Zoning Code includes Density Districts ranging from those allowing one dwelling unit per lot to those that limit density indirectly through floor area maximums. If future community plan updates apply Form Districts that allow for intensive development and Density Districts that allow for high density development, it is possible that new population and development could create the need for new or expanded entitlements. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Therefore, analyzing direct or indirect water demand impacts based off of the new Zoning Code would be speculative. Further, the New Zoning Code would include landscaping requirements that refer to the City's Low Impact Development requirements with the intent to improve site permeability and reduce storm water runoff.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zoning classifications would analyze potential community- and site-specific impacts related to water supplies. Future environmental review of proposed community plan update and amendment would be analyzed for consistency with the UWMP. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development regulations, such as the Model Waste Efficient Landscape and Water Efficiency Requirements ordinances, intended to avoid increased water demand effects. It is also expected that the development capacity of communities undergoing future community plan updates and amendments would be developed in accordance with SCAG projections which would ensure proper planning to address potential increased water demand. As the Proposed Project does not intent to implement the New Zoning Code outside of the Downtown Plan Area, the impact would **be less than significant**.

## Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

# CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to water includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2040 would add approximately 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016). Cumulative impacts from this development are discussed below by impact area.

Total water demand projected by the City's 2015 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and the 2012 RTP. Per the 2015 UWMP, demographic projections for the LADWP service area include a population of 4,441,545 persons, 1,713, 651 housing units and 2,000,667 jobs (LADWP 2016a). As shown in **Table 4.17-5**, projected total water demand for the City for 2040 under single/multiple dry year conditions is 709,500 afy. Per the 2015 UWMP, based on current water supplies, planned future water conservation and planned future water supplies, LADWP will be able to reliably provide water to meet the demands of the City for the 25-year planning horizon identified in the 2015 UWMP. Therefore, cumulative development would not result in a cumulatively significant impact with respect to water supply.

Cumulative impacts related to water supply are ***less than significant.***

As discussed in Section 4.12, *Population and Housing*, and under Impact 4.17- and 4.17-2, the update to the existing Downtown Plan would provide for a development capacity consistent with long-range SCAG growth projections; therefore, implementation of the Downtown Plan would result in an increase in water demand consistent within UWMP projections. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Any cumulative impacts related to future updates of other community plans as a result of the New Zoning Code would be speculative; however, as discussed above, the 2015 UWMP water demand projections are based on SCAG population projections so since the UWMP forecasts adequate water supplies based on these projections water supply shortages are not anticipated. Additionally, future community plan updates would be required to adhere to existing state and local requirements related to water supply.

The increase in water demand could potentially increase pressure on the City's water infrastructure, including water mainline and trunk lines. In 2016, LADWP prepared a Water Infrastructure Plan, which addresses the City's long-term goals for replacing the City's water infrastructure. The report states that LADWP plans to replace approximately 500 miles of leak-prone and high-risk water mainlines in the next 10 years, and LADWP is increasing the rate at which they replace water distribution mainline to bring the pipe replacement cycle closer to the expected pipe life cycle by year 2020. The upgrading and replacement of the City's water infrastructure generally result in the preparation of an MND or, in some cases, a Categorical Exemption. The City's MNDs for water line replacements typically indicate less-than-significant impacts, including air quality, noise, and traffic impacts. The environmental impacts of the construction and operation of water lines are localized in nature and consistent with the impacts evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. To the extent that any significant impacts could result from the unique characteristics of a specific project site, those impacts are too speculative to analyze at this time. Therefore, the Proposed Plan would not make a cumulatively considerable contribution to impacts related to water conveyance.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to water supply or conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

# *Solid Waste*

# ENVIRONMENTAL SETTING

## CITYWIDE SETTING

Solid waste management, including collection and disposal services and landfill operation in Los Angeles is administered by various public agencies and private companies. Refuse on public streets is collected by the City Department of Public Works Bureau of Sanitation (LASAN) and disposed of at City operated landfills. LASAN provides collection services primarily to single-family residences and some of the smaller multi-family residences, collecting over one million tons of refuse annually from 750,000 customers including single- and small multi-family residences, averaging 6,652 tons per day (LADPW 2017a). The City is also responsible for collecting waste from the City Hall complex, some public buildings, parks, and fire stations. Large multi-family residences, such as apartment complexes and condominiums, and commercial and industrial buildings, contract with a private company to collect and transport their materials for disposal or recycling (LADPW 2013a).

Waste generated by construction and the majority of multi-family residential sources and all commercial and industrial sources is collected by private contractors. Private contractors can dispose of waste at a City-operated landfill or a landfill of their choosing. On April 15, 2014, the Mayor and City Council approved the ordinance that established the Zero Waste LA Franchise System, which allows the City to establish an exclusive franchise system with 11 zones. With a single trash hauler responsible for each zone, the franchise system allows for the efficient collection and sustainable management of solid waste resources and recyclables. The Franchise System serves all users within a zone that are not serviced by LASAN, and became operational in July, 2017.

As of 2012, the City achieved a diversion rate of 76.4 percent (LADPW 2013b). As discussed further under *Regulatory Framework*, per the Solid Waste Integrated Resources Plan (SWIRP), landfill solid waste disposal for the City of Los Angeles totaled 2,849,237 annual tons in 2010. Assuming no additional programs are implemented to reduce waste and that the City maintains its 2010 baseline diversion rate (72 percent), citywide disposal is projected to increase by 10 percent to 3,121,937 annual tons by 2030 (LADPW 2013a).

### Landfills

Solid waste generated in Los Angeles is sent to waste disposal sites (i.e., landfills) operated by the City and County as well as by private companies. In addition, transfer stations temporarily store debris until larger haul trucks are available to transport the materials directly to the landfills. **Table 4.17-7** lists the city in which each landfill is located, permitted capacity, remaining capacity, permitted daily intake capacity, and the average daily volume of solid waste received for each of the landfills serving the City of Los Angeles (County of Los Angeles 2017). The Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility extend the landfill capacity by combusting solid waste and selling energy generated by combustion to local utility companies. While neither facility currently encounters maximum capacity issues, both are restricted in regards to the daily amount and type of solid waste that they can accept and process. Another alternate solid waste disposal method includes recycling businesses, with the most notable location being the Azusa Reclamation facility. The City is primarily served by the Sunshine Canyon Landfill, which accepts residential, commercial, and construction waste (LADWP 2017). As shown in **Table 4.17-7**, the combined daily intake capacity of landfills serving the City of Los Angeles is 45,540 tons per day and the average disposal intake is 19,143 tons per day. Based on the County of Los Angeles CIWMP

2016 Annual Report, available capacity from Nonhazardous Solid Waste Landfills is expected for the next 15 years (CIWMP projections extend to 2031) and no new landfills are expected to be permitted during that time (Los Angeles County 2017).

**TABLE 4.17-7 SOLID WASTE FACILITIES SERVING THE CITY OF LOS ANGELES**

| Facility Name | Landfill Site Location | Remaining Capacity (tons)[1] | Permitted Daily Intake Capacity (tons/day) | 2016 Average Disposal (tons/day) |
|---|---|---|---|---|
| Antelope Valley | Palmdale | 12,888,361 | 1,800 | 1,582 |
| Calabasas | Agoura | 5,951,595 | 3,500 | 951 |
| Chiquita Canyon[2] | Castaic | 48,114,000 | 12,000 | 4,544 |
| Lancaster | Lancaster | 10,445,200 | 3,000 | 550 |
| Sunshine Canyon | Los Angeles | 62,108,650 | 12,100 | 7,496 |
| Scholl Canyon[3] | Glendale | 4,080,222 | 3,400 | 1,122 |
| Commerce Refuse to Energy Facility/b/ | Commerce | N/A | 1,000 | 370 |
| Southeast Resource Recovery Facility/b/ | Long Beach | N/A | 2,240 | 1,345 |
| Azusa Land Reclamation | Azusa | 56,335,860 | 6,500 | 1,183 |
| **Totals** | | **199,923,888** | **45,540** | **19,143** |

**NOTES**:
1. Remaining capacity as of December 2016.
2. Chiquita Canyon reached its fill capacity limits in June 2016. However, the landfill is proposed to be expanded. The values provided for remaining capacity and permitted daily capacity are for the proposed Chiquita Canyon Landfill Expansion. /b/Transforms Solid Waste into Energy.
3. Scholl Canyon Landfill is proposed to be expanded. Expansion would provide an additional 5.5 or 8.0 million tons of remaining capacity.

**SOURCE:** County of Los Angeles 2017.

### Recycling Facilities

Waste generated in the City may also be diverted from landfills and recycled. In 2000, the City had a diversion rate of approximately 58.8 percent (LADPW 2001). In 2001, the City adopted a 70 percent diversion rate goal by the year 2020. The City revised the diversion rate goal to 75 percent by 2013, and the City adopted a new goal of Zero Waste by the year 2025. By the end of 2011, the City achieved a diversion rate of 76.4 percent (LADPW 2013b).

## DOWNTOWN PLAN AREA SETTING

As shown in **Table 4.17-8**, existing development in the Downtown Plan Area currently generates an estimated 1,071 tons of solid waste per day or 390,771 tons per year. The current solid waste generation calculation for the Downtown Plan Area does not take into account diversion of solid waste from landfills. Assuming the current 72 percent diversion rate, solid waste generated in the Downtown Plan Area that is actually sent to area landfills totals about 109,416 tons.

**TABLE 4.17-8 CURRENT SOLID WASTE GENERATION IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units (du[1]) or Jobs in Plan Area | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 26,932 du | 0.46 ton/du | 12,389 | 34 |
| Commercial | 105,376,578 sf | 3.01 ton/1,000 sf | 317,183 | 869 |
| Industrial | 40,101,581 sf | 1.24 ton/1,000 sf | 49,726 | 136 |
| Public Facilities | 3,865,922 sf | 0.93/1,000 sf | 3,595 | 10 |
| **Total** | | | **390,771** | **1,071** |

**NOTES**:
du – dwelling units
sf – square feet
lbs – pounds
Totals may not add up due to rounding.
[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))
**SOURCE:** CalEEMod Land Use SubType

# REGULATORY FRAMEWORK

## FEDERAL

Federal Agencies and Regulations. Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA) establishes minimum location standards for siting municipal solid waste landfills. Because California laws and regulations governing the approval of solid waste landfills meet the requirements of Subtitle D, the USEPA delegated the enforcement responsibility to the State of California.

## STATE

### California Integrated Waste Management Act of 1989 (Assembly Bill 939)

The California Integrated Waste Management Act of 1989, which is commonly known as Assembly Bill (AB) 939, was the first recycling legislation in the country to mandate recycling diversion goals. This Act, codified into the PRC, emphasized a reduction of waste disposed in California landfills by requiring cities and counties to reduce the production of, recycle, and reuse solid waste. To achieve a reduction of waste in California landfills, AB 939 required all city and county plans to include a waste diversion schedule with the goals to divert 25 percent of solid waste from landfills by 1995 and divert 50 percent of solid waste from landfills by the year 2000. Recently, a number of changes to the municipal solid waste diversion requirements under this Act were adopted, including a revision to the statutory requirement of 50 percent diversion of solid waste. Under these provisions, local governments are required to continue to divert 50 percent of all solid waste after January 1, 2000.

### Assembly Bill 341

The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

### Senate Bill 1016

Senate Bill (SB) 1016 requires expressing the 50 percent solid waste diversion requirement established by AB 939 in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

## LOCAL

### City of Los Angeles Solid Waste Integrated Resources Plan

The City of Los Angeles Solid Waste Integrated Resources Plan (SWIRP), prepared by the Bureau of Sanitation, is a 20-year master plan to reduce waste, increase recycling, and manage trash in the City. The SWIRP outlines the City's objectives to provide sustainability, resource conservation, source reduction, recycling, renewable energy, maximum material recovery, public health and environmental protection for solid waste management planning through 2030 with a goal of a "zero waste city". Although the City of Los Angeles SWIRP is a long-term overarching plan to manage solid resources, it also encompass all of the solutions and programs currently in place within the City by addressing all solid waste generators within the City, including residential, commercial, industrial, and institutional uses. In addition, the SWIRP process identifies the number, types, and size of new solid waste disposal facilities that the City will need in the future. Per the SWIRP, landfill solid waste disposal for the City of Los Angeles totaled 2,849,237 annual tons in 2010. The SWIRP provides the projected solid waste quantities by generator sector based on projected changes in population and employment provided by SCAG. Assuming no additional programs are implemented to reduce waste and that the City maintains its 2010 baseline diversion rate (72 percent), citywide disposal is projected to increase by 10 percent to 3,121,937 annual tons by 2030 (LADPW 2013a).

### Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA Plan)

A resource management blueprint called RENEW LA was adopted by the City Council in February 2006. This 20-year plan is the blueprint that will guide the City in reducing the use of landfills by maximizing recycling and reuse, and converting much of the solid waste that currently would go to landfills into clean energy and/or valuable raw materials. Many of the plan components have been, and continue to be implemented.

### Citywide Construction and Demolition (C&D) Waste Recycling Ordinance (Ordinance 181519)

On March 5, 2010, the City Council adopted the Citywide C&D Waste Recycling Ordinance (Ordinance 181519) that requires all mixed C&D waste generated within City limits be taken to City certified C&D waste processors. All haulers and contractors responsible for handling C&D waste must obtain a Private Solid Waste Hauler Permit prior to collecting, hauling and transporting C&D waste and C&D waste can

only be taken to City certified C&D Processing Facilities. Among the various purposes of this program is the goal of maintaining an open and competitive market for all companies providing solid waste and disposal services in the City, and to mandate the recycling of construction and demolition waste.

### City of Los Angeles General Plan

The applicable policies that are related to the City utilities and services systems, including solid waste and recycling, are listed in **Table 4.17-2**.

### Citywide Recycling Chute Ordinance (Ordinance 181227)

On July 7, 2010, the City Council approved the Citywide Recycling Chute Ordinance that requires all new development projects, all existing multi-family residential development projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more, to provide an adequate recycling area or room for the collection and loading of recyclable materials. When a new development project provides a trash chute, or an existing development project adds a trash chute, a recycling chute shall also be provided in both cases. Recycling chutes shall be clearly marked "recycling only" at every point of entry.

### Zero Waste LA Franchise System

Zero Waste LA Franchise System is a public-private partnership to address three-million tons of waste disposed yearly by City of Los Angeles businesses, consumers, and residents. The Zero Waste LA Franchise System was approved by City Council in April 2014 and expected to go into full effect by July 2017. As part of the program, the City is divided in to 11 zones that are served by a single trash hauler that would allow for the efficient collection and sustainable management of solid waste resources and recyclables. LASAN solid waste collection services will continue to be provided to current City customers, including the collection of bulky items from all residents. Zero Waste LA goals include the following:

- Reduction of landfill disposal by 1,000,000 tons per year by 2025;
- Transparent and predictable solid waste and recycling service rates for the next 10-20 years;
- Quality customer service standards with LASAN monitoring and enforcement;
- Franchise hauler accountability for program outcomes and customer satisfaction through a series of measures implemented by LASAN, up to and including liquidated damages;
- Compliance with environmental regulations, including mandatory commercial and organics recycling;
- Investment of over $200 million in new and improved solid resources infrastructure;
- Clean fuel vehicles; and
- Decrease and recycling of food waste and increase in food rescue.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following thresholds of significance were developed in accordance with CEQA Guidelines Appendix G. Impacts would be significant if either the Downtown Plan or the New Zoning Code would:

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (Threshold 4.17-6)
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste (Threshold 4.17-7)

## METHODOLOGY

The analysis of the Proposed Project's impacts to solid waste focuses on whether the project would impair attainment of solid waste reduction goals by generating solid waste in excess of local standards or in excess of infrastructure capacities, or would not comply with solid waste management and reduction regulations. Project-generated demands were calculated using existing level of development in the Downtown Plan Area, forecast level of development in the Downtown Plan Area in 2040, and utility rates per development unit. The impact is the net change relative to existing conditions (i.e., 2040 with Downtown Plan conditions – baseline conditions).

Waste generation rates were obtained from CalEEMod. It was assumed that 20 percent of existing residential development is single-family and 80 percent is multifamily. This provides a conservative estimate as the Downtown Plan Area contains few single-family residential areas and single-family units have higher average utility usage rates than multi-family units. It was also assumed that the number of single-family homes would remain constant under future conditions relative to baseline conditions and all new residential development through 2040 would be multifamily.

Consistent with the Population and Housing Analysis, citywide impacts are analyzed assuming growth and demands placed on utilities and service systems based on SCAG projections.

## PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.17-6** | Would the Proposed Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals |

**Impact 4.17-6**

**Downtown Plan:** Implementation of the Downtown Plan would generate an increase of approximately 1,133 tons of solid waste per day above existing conditions that would need to be disposed of at local landfills. However, projected future solid waste generation would remain within the capacity of landfills serving the City; therefore, impacts would be ***less than significant*** for the Downtown Plan.

**New Zoning Code:** The New Zoning Code does not propose new development or include any standards that would generate solid waste. Further, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to landfill capacity from the future use of the New Zoning Code outside the Downtown Plan Area

would be speculative. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

As shown in **Table 4.17-9**, reasonably foreseeable development under the Downtown Plan would increase the amount of solid waste generated in the Downtown Plan Area by approximately 1,133 tons per day, or 413,534 tons per year, above existing conditions. The calculation for the Downtown Plan does not take into consideration current and planned City programs to divert solid waste from landfills. For example, compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by development under the Downtown Plan would be diverted from landfills serving the City. In addition, the City will continue to implement waste reduction policies set forth by the RENEW LA Plan and the Framework Element. Based on the City's current 72 percent diversion rate, the amount of additional waste that would be sent to landfills is about 318 tons per day or 116,070 tons per year.

As shown in **Table 4.17-7**, the combined daily intake capacity of landfills serving the Plan Area is 45,540 tons per day and the average disposal intake is 19,143 tons per day. Therefore, available capacity (26,397 tons per day) can accommodate the estimated daily solid waste that would be generated in the Downtown Plan Area. Assuming no diversion, the increase in Downtown Plan Area generated solid waste would represent about 4 percent of the total available daily capacity.

Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2018 Annual Report (County of Los Angeles 2019), Los Angeles County would be able to meet the disposal needs of all County jurisdictions through the 15-year planning period for six of seven scenarios considered. Although daily capacity at area landfills is currently available (as noted above), the CIWMP Annual Report concludes that reliance on existing permitted County landfill capacity alone is insufficient to meet the County's long-term disposal needs; however, under the "status quo" scenario (i.e., solid waste disposed will continue to be managed by existing permitted in-County disposal infrastructure and available out-of-County landfill capacity and diversion efforts by individual jurisdictions continue, resulting in a countywide diversion rate of 65 percent) and each of the other scenarios contemplated in the CIWMP Annual Report, no shortfall in capacity is expected. The "status quo" scenario is conservative insofar as it assumes no new waste reduction programs or disposal facilities and no increase in waste diversion. Based on these facts, sufficient permitted capacity is anticipated to be available to accommodate the Downtown Plan Area's solid waste disposal needs and impacts related to solid waste would be ***less than significant***.

## New Zoning Code Impact

New development has the potential to affect existing solid waste disposal rates by adding additional people and structures in the City, which could in turn generate solid waste disposal over the capacity of local landfills. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. As no quantifiable amount of construction or demolition would occur; no waste would be generated at this time.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zone districts would analyze potential community- and site-specific impacts related to solid waste disposal needs. As the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area, impacts would be ***less than significant.***

**TABLE 4.17-9 ESTIMATED SOLID WASTE GENERATION IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Square Feet | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du | 7,878 | 22 |
| Multi-family Residential | 126,540 du | 0.46 ton/du | 58,208 | 159 |
| Commercial | 199,504,737 sf | 3.01 ton/1,000 sf | 600,509 | 1,645 |
| Industrial | 76,758,424 sf | 1.24 ton/1,000 sf | 95,180 | 261 |
| Public Facilities | 45,730,208 sf | 0.93 ton/1,000 sf | 42,529 | 117 |
| Total 2040 Downtown Plan Area Solid Waste Generation | | | 804,305 | 2,204 |
| Current Solid Waste Generation | | | 390,771 | 1,071 |
| **Net Change in Waste Generation** | | | **413,534** | **1,133** |

**NOTES:**
Waste generation (tons) was rounded to the nearest whole number. Totals may not add up due to rounding.
du – dwelling unit
sf – square feet
[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))
**SOURCE:** CalEEMod Land Use SubType

## Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

| **Threshold 4.17-7** | Would the Proposed Project not comply with federal, state, and local management and reduction statutes and regulations related to solid waste |
|---|---|

**Impact 4.17-7**

**Downtown Plan:** Development under the Downtown Plan would comply with applicable solid waste policies and objectives from the SWIRP and RENEW LA Plan as well as local ordinances; impacts would be ***less than significant*** Downtown.

**New Zoning Code:** The New Zoning Code does not include any standards that would affect existing waste disposal. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts regarding solid waste from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Additionally, the content of the New Zoning Code would not repeal, amend, or conflict with existing waste diversion requirements intended to avoid these effects. Therefore, the impact would be ***less than significant*** citywide.

## Downtown Plan Impact

Future development in the Downtown Plan Area would be required to comply with LAMC Section 66.32 regarding demolition activities. Compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by future development would be diverted from landfills serving the City of Los Angeles. Additionally, implementation of the Downtown Plan would be consistent

with all waste reduction goals set forth by SWIRP, RENEW LA Plan, and the Framework Element, which are discussed in the Regulatory Setting. The Downtown Plan would not conflict with any solid waste policies and objectives in the SWIRP or Framework Element.

All solid waste-generating activities in the City of Los Angeles are subject to the requirements set forth in AB 939 and other local ordinances, such as LAMC Section 66.32. As discussed in the Setting, the City already exceeds State goals with respect to reduction of solid waste generation and diversion of solid waste from landfills. Therefore, because future development permitted under the Downtown Plan would comply with applicable solid waste policies and objectives, impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would be ***less than significant***.

### New Zoning Code Impact

The New Zoning Code does not include any standards or provisions that would affect existing waste disposal. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to waste disposal from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. Further, the content of the New Zoning Code would not repeal, amend, or conflict with existing regulations and uniformly applied development policies, such as AB 939, C&D Waste Recycling Ordinance, and Recycling Chute Ordinance, as discussed in Regulatory Setting, intended to avoid these effects.

The New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update or amendment and associated zone changes would analyze potential community- and site-specific solid waste disposal impacts. The impact would be ***less than significant.***

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts to solid waste includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2040 would add approximately 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016). Cumulative impacts from this development are discussed below by impact area.

Cumulative citywide development would increase solid waste disposal at local landfills. Landfill solid waste disposal for the City of Los Angeles totaled 2,849,237 annual tons in 2010 (10,959 daily tons) (LADPW 2013a). The SWIRP provides the projected solid waste quantities by generator sector based on --projected changes in population and employment provided by SCAG. Assuming that no additional programs are implemented to reduce waste and that the City maintains its 2010 baseline diversion rate (72 percent), citywide disposal is projected to increase by 10 percent to 3,121,937 tons annually by 2030 (12,007 tons daily) (LADPW 2013a). This would not cause existing landfills serving the City of Los Angeles to exceed their combined daily intake capacity of 45,540 tons per day (see **Table 4.17-7**). As noted under Impact 4.17-6, the County's CIWMP 2018 Annual Report concludes that reliance on County landfills alone would not provide adequate capacity through 2033, the status quo scenario (which includes continued export of some waste to out-of-County landfills, but no new waste diversion programs or facility

expansions) provides adequate solid waste disposal capacity to meet future demand. Consequently, waste disposal capacity is adequate to meet cumulative solid waste disposal projections.

The Downtown Plan Area would contribute 10 percent of citywide disposal in 2030, as it would generate 414,000 tons annually in 2040 (approximately 1,133 tons daily). As discussed under Impact 4.17-6 and above, solid waste generated citywide and in the Downtown Plan Area would not exceed the available daily capacity of landfills serving the City and the County's CIWMP 2018 Annual Report forecasts adequate capacity through at least 2033 under the status quo scenario. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Any cumulative impacts related to future updates of other community plans would be speculative, however, as discussed above, the SWIRP solid waste generation projections are based on SCAG population projections so since the SWIRP forecasts adequate solid waste disposal capacity based on these projections, solid waste disposal capacity exceedances are not anticipated. Additionally, future community plan updates would be required to adhere to existing state and local requirements related to solid waste disposal.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to solid waste disposal facilities would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

# *Electric Power, Natural Gas, and Telecommunications Facilities*

# ENVIRONMENTAL SETTING

The environmental setting for electrical power and natural gas is described in Section 4.5, Energy. The environmental setting for telecommunications is described below.

## CITYWIDE SETTING

There are 42 cellular towers that serve the City of Los Angeles. Cellular towers that serve the City are located in the following cities/communities.

- Catalina Island (4)
- Gorman (3)
- Palos Verdes (3)
- Palmdale (3)
- Glendale (2)
- Los Angeles (2)
- Pearblossom (2)
- San Pedro (2)
- Acton
- Agua Dulce
- Altadena
- Arcadia
- Azusa
- Calabasas
- Chatsworth
- Commerce
- Glendora
- Lancaster
- Long Beach
- Malibu
- Pacific Palisades
- Pomona
- Pasadena
- Rolling Hills
- Santa Clarita
- Santa Monica
- Saugus

Range and service for an individual tower can vary; therefore, the towers described above likely serve cities outside of Los Angeles County. All cellular towers and equipment are managed by private telecommunications service providers under the jurisdiction of the Federal Communications Commission (FCC).

## DOWNTOWN PLAN AREA SETTING

The Downtown Plan Area is served by several cellular towers. The cellular towers closest to the Downtown Plan area are located at 5701 S. Eastern Avenue in Commerce, California approximately five miles southeast, 933 S. Raymond Avenue in Pasadena, California approximately five miles northeast, 2061 Pasa Glen Drive in Glendale, California approximately nine miles north, and 11789 Pico Boulevard in Santa

Monica, California approximately 10 miles west (City of Los Angeles 2018c). Service from an individual cellular tower can range and service is not necessarily provided by the closest cellular tower; therefore, other cellular towers in Los Angeles County likely provide service to the Downtown Plan Area.

# REGULATORY FRAMEWORK

The regulatory framework for electrical power and natural gas is described in Section 4.5, Energy. The regulatory framework for telecommunications is described below.

## FEDERAL

The Federal Communications Commission (FCC) requires all new cellular tower construction to be approved by the state or local authority for the proposed site and comply with FCC rules involving environmental review. Additionally, the Telecommunications Act of 1996 requires construction of new cellular towers to comply with the local zoning authority.

## STATE

### Senate Bill 649

Senate Bill 649 (SB 649) requires small cellular installations be on vertical infrastructure and on property outside of public rights-of-way. The installation is required to comply with all applicable federal, state, and local health and safety regulations. Additionally, cellular equipment that is no longer in use is required to be removed at no cost to the City.

## LOCAL

### City of Los Angeles Municipal Code Section 10.5.4

Section 10.5.4 of the City's Municipal Code states that telecommunications providers are required to comply with all city, state, and federal regulations during installation and operation of equipment. Additionally, each lease, sublease, or license facilitated by telecommunications providers are required to seek approval from the City.

# ENVIRONMENTAL IMPACTS

## THRESHOLDS OF SIGNIFICANCE

The following threshold of significance was developed in accordance with CEQA Guidelines Appendix G. Impacts would be significant if either the Downtown Plan or the New Zoning Code would:

- Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (Threshold 4.17-8)

## METHODOLOGY

The analysis of the Proposed Project's impacts related to the potential construction and relocation of electric power, natural gas, and telecommunications facilities focuses on whether existing and projected

infrastructure capacities or supplies would be sufficient to meet future demands associated with forecast development and, if not, whether the construction of needed new or expanded facilities would result in significant environmental effects.

Project-generated demands were calculated based on the existing level of development in the Downtown Plan Area and the forecast level of development in the Downtown Plan Area in 2040. However, cellular towers vary in range of service and maximum number of users. Therefore, this analysis qualitatively evaluates need for additional telecommunication facilities.

# PROJECT IMPACTS

| | |
|---|---|
| **Threshold 4.17-8** | Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects |

**Impact 4.17-8**

**Downtown Plan:** Implementation of the Downtown Plan would generate energy and telecommunications demand. Forecast demand may require the construction of new energy or telecommunication facilities or the expansion of such facilities, but the construction of such facilities is not expected to result in significant environmental effects. This impact would be ***less than significant***.

**New Zoning Code:** The New Zoning Code would not require or result in the construction of new or expanded energy or telecommunication facilities. The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area. Therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. This impact would be ***less than significant.***

## Downtown Plan Impact

Electrical Power

As shown in **Table 4.5-6** and **Table 4.5-7** in Section 4.5, *Energy*, implementation of the Downtown Plan would result in an approximately 31 percent decrease in per capita electricity consumption and a 19 percent decrease in per capita natural gas consumption compared to 2017 baseline conditions. Implementation of the Downtown Plan may require construction of new or expanded energy facilities to meet future energy needs in the Downtown Plan Area, including electrical transmission and distribution infrastructure and natural gas facilities (e.g., storage, pipelines).

As discussed in the *Environmental Setting*, the LADWP utilizes a long-term planning process to plan for increased energy demand in the future with its publication of ten-year Transmission Plans. The most recent, LADWP's *2016 Final Power Integrated Resource Plan* (IRP), identifies actions that are central to the continued reliability of the LADWP Power System while meeting all regulatory requirements. The 2016 IRP provides detailed analysis and results of several new IRP resource cases, which investigated the economic and environmental impact of an increased RPS of 55 percent by 2030 and 65 percent by 2036, local solar, energy storage, and various levels of transportation electrification within a 20-year horizon.

In order to achieve 100 percent renewable energy generation, the LADWP is two years ahead of schedule for early coal replacement by 2025, accelerating its RPS to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036. In addition, the LADWP is implementing a strategy of 15 percent energy efficiency by 2020, repowering coastal in-basin generating units with new, highly efficient units by 2029 to provide grid reliability and critical ramping capability, accelerating electric transportation to absorb GHG emission from

the transportation sector, and investing in a Power System Reliability Program to maintain a robust and reliable Power System. In order to achieve these renewable energy source goals, the LADWP has implemented the following projects and programs that introduce added transmission capacity to meet anticipated future growth, which would be accommodated by the Downtown Plan:

- Barren Ridge Renewable Transmission Project; in service as of 2016.
  - 2,000 Megawatts (MW) of added transmission capacity.
- Moapa Southern Paiute Solar, LLC (Moapa) Solar; in service as of 2016.
  - 250 MW of added solar energy supply.
- Heber-1 Geothermal; in service as of 2016.
  - 35 MW of added geothermal energy supply.
- Springbok 1 and 2 Solar; in service as of 2016.
  - 105 MW and 155 MW of added solar energy supply, respectively.
- RE Cinco Solar; in service as of 2016.
  - 60 MW of added solar energy supply.
- Springbok 3 Solar; expected in-service status in 2017.
  - 90 MW of added solar energy supply.
- Solar Incentive Program; 1999 to present.
  - Funding to support installation of 181 MW of operational net-metered solar at over 24,500 customer locations as of November 2016.

Although the introduction of new renewable energy sources is expected to meet energy demands associated with future population growth, many renewable energy sources reduce a power grid's baseload reliability due to the fluctuating nature of energy captured (i.e., solar energy is only accumulated during optimum sunlight hours and conditions while energy is consumed 24 hours a day). To meet this challenge, the LADWP's 2016 Power Infrastructure Plan states the following long-term goals to diversify energy generation sources, improve energy storage capabilities, and secure energy reliability in the future (LADWP 2015):

- Replace/overhaul four units of thermal generation, one unit of large hydro, and two units of small hydro annually by 2020.
- Replace two generator step-up transformers and two generator station transformers annually by 2020.
- Repower Harbor, Haynes, and Scattergood as determined through the LADWP's once-through cooling (OTC) policy by 2029.
- Complete modernization of all Castaic units by 2017.
- Complete refurbished work to extend life of the three Gorge plants for another 30 years.

The California Independent System Operator Corporation's (Cal-ISO) 2016-2017 Transmission Plan also provides a comprehensive evaluation of the ISO transmission grid to identify upgrades needed to successfully meet California's policy goals, in addition to examining conventional grid reliability and requirements. The Cal-ISO 2016-2017 Transmission Plan is a ten-year planning document that assesses California's energy supply capability and reliability and has identified the need for two supply reliability projects, both of which are located in the Southern California Electric (SCE) service area.

No system improvements have specifically been identified as needed to meet new policy-driven or economic-driven demands. Nevertheless, reasonably anticipated growth in the Downtown Plan Area would contribute to the need for distribution infrastructure improvements and expansions. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA. Impacts would be ***less than significant***.

Natural Gas

As shown in **Table 4.5-7** in Section 4.5, *Energy*, natural gas use in the Downtown Plan Area with the implementation of the Downtown Plan is estimated to account for less than 0.2 percent of statewide demand for natural gas. The Downtown Plan would be within the projected available supply for natural gas and the current trend of energy efficient practices, increased use of renewable power, and a decreased use of natural gas would further reduce future energy demands. Nevertheless, reasonably anticipated development in the Downtown Plan Area may necessitate the construction of new or expanded natural gas distribution facilities. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA. Impacts would be ***less than significant***.

Telecommunications

As discussed in Section in 4.12, *Population and Housing*, reasonably anticipated development in the Downtown Plan Area would allow for an additional 176,000 persons, 97,000 housing units, and 86,000 jobs. The telecommunication requirements for the Downtown Plan Area are expected to evolve as development increases and technologies change. Construction of additional telecommunications facilities or upgrades to existing facilities to meet Downtown Plan Area demands would be undertaken by private telecommunication service providers in accordance with applicable federal, state, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated, but new or expanded facilities may be needed to meet increased demand in the Downtown Plan Area. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA. Impacts would be ***less than significant.***

## New Zoning Code Impact

The New Zoning Code would not require or result in the construction of new or expanded electrical, natural gas, or telecommunication facilities and no specific energy facilities are proposed to be constructed as part of the Proposed Project. The New Zoning Code would include a range Density Districts, ranging from those in which density is limited indirectly by floor area maximums to restricting the permitted density to one unit per lot, which has the potential to increase population such that there would be an increase in demand for energy facilities. However, due to the modulatory of the New Zoning Code, it is not known where or to what extent future development may occur and if it would result in the demand for new or expanded energy facilities or the location thereof as application of the New Zoning Code would be driven by the policy intent and vision of future community plan updates and amendments.

The Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts from the future use of the New Zoning Code outside the Downtown

Plan Area would be speculative. Further, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze if the zoning applied would result in impacts related to the construction of new electrical, natural gas, and telecommunication facilities or the expansion of such facilities. The impact would be ***less than significant.***

### Mitigation Measures

No significant impacts have been identified; therefore, mitigation is not required for either the Downtown Plan or the New Zoning Code.

## CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable impacts related to electrical power, natural gas, and telecommunications includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2040 would add approximately 659,000 new residents, 293,000 new households, and 345,000 new employees (SCAG 2016). Cumulative impacts associated with the construction of new or expanded electrical, natural gas, and telecommunications facilities necessitated by this development are discussed below by impact area.

### Electrical Power

Citywide development through 2040 would cumulatively increase demand for electrical power. However, as discussed above, LADWP's 2016 Final Power IRP identifies actions that would achieve the continued reliability of the LADWP Power System throughout the LADWP service area while meeting all regulatory requirements. The Downtown Plan would contribute to the overall citywide demand for electrical power, but would not result in an exceedance of existing or planned system capacity. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Future community plan updates would be required to adhere to existing state and local requirements related to electrical power.

New or expanded facilities for the generation, transmission, storage, and distribution of electricity may be needed to meet increased citywide demand. Impacts associated with the construction of new facilities would depend on the location, size, and nature of such facilities, but would primarily consist of temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to the provision of electrical power infrastructure would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Natural Gas

Citywide development through 2040 would cumulatively increase demand for natural gas. However, as discussed above, the current trend of energy efficient practices, increased use of renewable power, and a decreased use of natural gas would further reduce future energy demands. Natural gas use in the Downtown Plan Area is estimated to account for less than 0.2 percent of statewide demand for natural gas and would not exceed the projected available supply for natural gas or require the construction of new or expanded

natural gas facilities. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Future community plan updates would be required to adhere to existing state and local requirements related to natural gas.

New or expanded facilities for the transmission and distribution of natural gas may be needed to meet increased citywide demand. Impacts associated with the construction of new facilities would depend on the location, size, and nature of such facilities, but would primarily consist of temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to the provision of natural gas infrastructure would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

### Telecommunications

Citywide development through 2040 would cumulatively increase demand for telecommunication service. However, as discussed above, the City is well served by telecommunications facilities and no restrictions on the expansion of service as necessary to meet future demands is anticipated anywhere in the City, including the Downtown Plan Area. The New Zoning Code would only apply to the Downtown Plan Area at this time and would apply to other areas of the City only when applicable community plans are updated. Future community plan updates would be required to adhere to existing state and local requirements related to telecommunication service.

New or expanded telecommunication facilities may be needed to meet increased citywide demand. Impacts associated with the construction of new facilities would depend on the location, size, and nature of such facilities, but would primarily consist of temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, the construction of which may result in impacts beyond those identified herein, would be subject to further environmental review under CEQA.

Based on the above information, the incremental effect of the Downtown Plan and New Zoning Code related to the provision of telecommunication infrastructure would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

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# 4.18 EFFECTS FOUND NOT TO BE SIGNIFICANT

This section addresses issues for which the Downtown Plan and New Zoning Code were determined to have no potential for significant effects. The items discussed below are included in the environmental checklist in Appendix G of the CEQA Guidelines. Items not addressed in this section are addressed in Sections 4.1 through 4.17 of this EIR.

## AGRICULTURE AND FORESTRY RESOURCES

Thresholds of significance for agricultural and forest resource impacts focus on conflicts with existing zoning for agricultural or forest uses and Williamson Act contracts, and the potential to involve any changes in the existing environment that could result in conversion of farmland or forest land to non-agricultural or non-forest use. Specific questions pertaining to agricultural and forest resources from Appendix G of the CEQA Guidelines are as follows:

- Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?
- Would the project conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

### DOWNTOWN PLAN IMPACT

The Downtown Plan Area encompasses Downtown Los Angeles, an area that is urbanized and fully developed. No portion of the Downtown Plan Area is mapped on the Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP), since the Downtown Plan Area is entirely developed and contains no agricultural land (DOC 2017). Per the Department of Conservation's Los Angeles County Williamson Act Map, the entire Downtown Plan Area is located in Non-Enrolled Land, which is defined as land not enrolled in Williamson Act contract (DOC 2016). Implementation of the Downtown Plan would have no impact on existing agricultural resources, would not result in the conversion of agricultural farmland, and would not be located on Williamson Act contract land.

Per the City of Los Angeles Conservation Element, the only substantial conifer and big tree forests in the vicinity of Los Angeles are located outside the City's boundaries in the Angeles National Forest and on the north slope of the Santa Susana Mountains (2001). As discussed in Section 4.3, *Biological Resources*, the Downtown Plan Area includes street trees and some heritage trees in public parks. However, these individual trees species are planted, nonnative trees that do not constitute forests. Because no forests are located in or adjacent to the Downtown Plan Area, the Downtown Plan would have no impact to forest land or forestry resources.

## NEW ZONING CODE IMPACT

No portion of the City is mapped on the DOC FMMP (DOC 2017). Per the DOC Los Angeles County Williamson Act Map, the entire City is located in Non-Enrolled Land, which is defined as land not enrolled in Williamson Act contract (DOC 2016). The City's Conservation Element notes that one parcel in the City is identified as unique farmland. The parcel is located within a portion of Pierce College and is related to the college's educational curriculum (City of Los Angeles 2001). As discussed above, the only substantial conifer and big tree forests in the vicinity of Los Angeles are located outside the City's boundaries in the Angeles National Forest and on the north slope of the Santa Susana Mountains (2001).

Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative. However, since the Downtown Plan Area does not contain farmland or forest resources, adoption of the New Zoning Code would not impact these resources. Future application of the New Zoning Code could occur in or adjacent to the identified unique farmland area and adjacent to forest boundaries. However, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area.

In addition, the New Zoning Code only applies to properties where a community plan is updated or amended to utilize the new zoning, which would require environmental review pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential community- and site-specific impacts to agricultural and forest resources, if applicable. A less than significant impact to agricultural and forest resources would occur.

# MINERAL RESOURCES

Thresholds of significance for mineral resource impacts focus on whether the Proposed Project could result in the loss of availability of known mineral resources. Specific questions from Appendix G of the CEQA Guidelines are as follows:

- Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

## DOWNTOWN PLAN IMPACT

The Surface Mining and Reclamation Act of 1975 (SMARA) requires the state geologist (Division of Mines and Geology) to identify and classify all mineral deposits in California. In 1979, the state Board of Mining and Geology adopted guidelines that require local general plans to reference identified mineral deposits and sites that are identified for conservation. In addition, the Board identified urban areas where irreversible land uses (development with structures) preclude mineral extraction.

Although the Downtown Plan Area is urbanized, the Mineral Resources Map from the City of Los Angeles' Conservation Element shows the majority of the Downtown Plan Area as being located in Mineral Resource Zone (MRZ)-2 (City of Los Angeles 2001). An MRZ-2 area is "an area underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists." Per the most recent Department of Conservation's Active Mine Operations Map, there are no active mine operations in the Downtown Plan Area (Division of Mine Reclamation 2017). The

nearest active mine, Mid City Granite, is located approximately 15 miles away from the Downtown Plan Area.

## Mineral Extraction

As stated above, there are no active mines in the Downtown Plan Area and the Downtown Plan would not facilitate any new mining activity. The MRZ-2 areas mapped within the Downtown Plan Area are currently fully developed with residential, commercial, and industrial uses, as well as freeways and streets. According the California Department of Conservation Division of Mines and Geology's *Guidelines for Classification and Designation of Mineral Lands*, the uses listed below fall under the category of Economic Exclusion, which are land uses that are considered generally incompatible with mining and have been excluded from areas containing available aggregate resources:

A. Residential areas, and areas committed to residential development
B. Commercial areas with land improvements (buildings)
C. Industrial areas (buildings and adjacent needed storage and parking facilities)
D. Major public or private engineering project including freeways, railroads, and major power transmission lines
E. Small areas isolated by urbanization (Division of Mines and Geology).

Resource recovery does not currently occur in the Downtown Plan Area, and as a result of the aforementioned development, these areas are economically excluded, and not considered aggregate resource areas by the California Department of Conservation, Division of Mines and Geology.

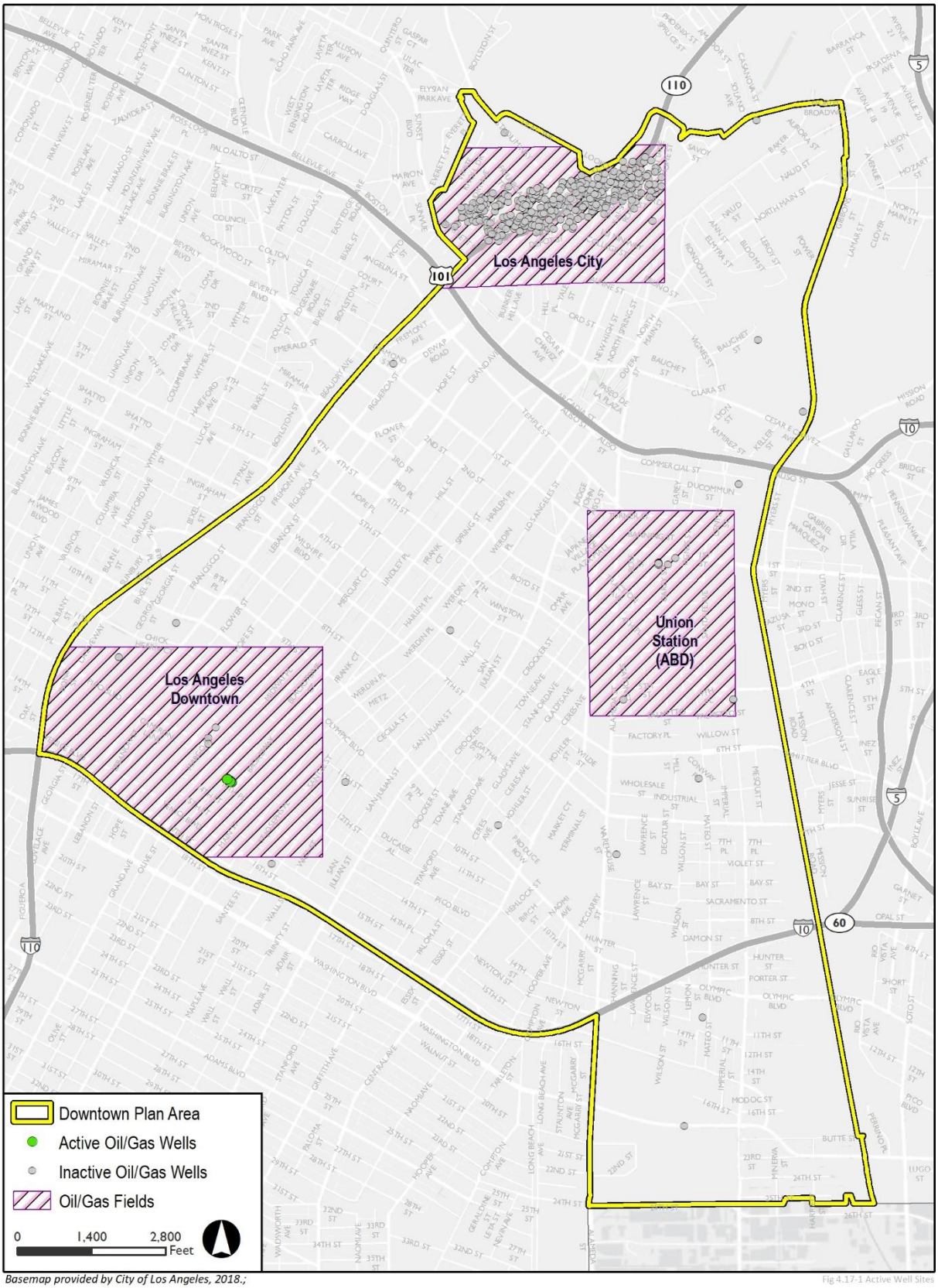
The existing Conservation Element has policies that pertain to the loss of a known and/or locally important mineral resource. These policies include Conservation Element Sand and Gravel Resources Policies 1 and 2, which seek to implement the provisions of the SMARA (Public Resources Code Sections 2710 et seq.) so as to establish extraction operations at appropriate sites; to minimize operation impacts on adjacent uses, ecologically important areas and groundwater; to protect the public health and safety; and require appropriate restoration, reclamation and reuse of closed sites. The Downtown Plan Area does not contain any sand or gravel resources and thus would not hinder extraction of such resources. No conflict with Conservation Element objectives or policies would result from Plan implementation.

## Oil Deposits

Los Angeles is located in Oil and Gas District 1, which covers the following counties: Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial. Per the Department of Oil, Gas, and Geothermal Resources, the active wells and field sites in the Downtown Plan Area are shown in **Figure 4.18-1**. The Downtown Plan Area contains State Designated Oil Fields and Oil Drilling Districts, including a portion of the Los Angeles City Oil Field located south of Dodger Field, the Los Angeles Downtown Oil Field, and Union Station Oil Field.

As of May 2017, the Downtown LA Oil Field contains eight scattered wells producing oil and gas, and the City Oil Field contains ten (DOGGR 2017). The most recent Annual Report from the DOGGR, states that the Los Angeles City and Downtown Oil Fields produced over 52,000 bbl of oil and 34,873 Mcf of natural gas in 2015 (DOGGR 2015). Per the DOGGR Well Finder, all Union Station wells are currently plugged and out of production (DOGGR 2014). The current oil and gas extraction in the Downtown Plan Area oil fields represents 0.2 percent of District 1 total annual oil production and about 0.3 percent of District 1 natural gas production. This amount of oil and natural gas produced in the Downtown Plan Area is not vital to the sustainability of the state or region.

**Figure 4.18-1 Oil Fields and Active Wells Sites**




*Basemap provided by City of Los Angeles, 2018.;*
*Additional data provided by California Department of Conservation DOGGR, 2017.*

Conservation Element Oil and Gas policies 1, 2, and 3 intend to conserve petroleum resources and enable appropriate, environmentally sensitive extraction of petroleum deposits so as to protect petroleum resources for the use of future generations, and to reduce the City's dependency on imported petroleum and petroleum products. The Downtown Plan would not preclude continued oil extraction from existing Downtown Plan Area wells, but Plan implementation would likely phase out oil production over time through voluntary action as Downtown Plan Area development occurs. This phase out would not conflict with City policy because continued oil extraction in the urbanized Downtown Plan Area would not be consistent with the objective of conducting environmental sensitive extraction and because, as discussed above, current oil extraction in the Downtown Plan Area is not vital to meeting the state's or region's energy needs. Moreover, as discussed in Section 4.5, *Energy*, Plan implementation would generally reduce energy demand by facilitating energy-efficient infill and mixed-use development that would comply with City green building requirements and minimize per capita vehicle miles traveled (VMT).

Potential hazards associated with development or construction on or adjacent to active oil fields are discussed in Section 4.6, *Hazards and Hazardous Materials*.

## NEW ZONING CODE IMPACT

Although the City is urbanized, the Mineral Resources Map from the City of Los Angeles' Conservation Element shows the majority of the eastern area of the City as being located in Mineral Resource Zone (MRZ)-2, which are areas that contain identified mineral deposits or where there is a high likelihood for their presence (City of Los Angeles 2001). Per the Department of Conservation's Mines Online database, there are six mine operations in the City (Division of Mine Reclamation 2016). Five are located in the eastern San Fernando Valley and one is located north of Griffith Park. Of the five located in eastern San Fernando Valley, two are active mines, one has been reclaimed, one has been closed with no intent to resume, and one is exempt. There are also 20 oil fields within the City; however, many have been depleted and extraction from them is complete. The Wilmington field is one of the largest oil fields in the state and produces approximately 54,600 barrels of oil per day (City of Los Angeles 2001).

Due to the modularity of the New Zoning Code, it is not known where or to what extent future development may occur. Projecting the location and type of future growth would be speculative. Use Districts created by the New Zoning Code neither encourage or discourage the extraction of mineral resources.

In addition, the Proposed Project does not intend to implement the New Zoning Code outside of the Downtown Plan Area and therefore any indirect impacts related to mineral resources from the future use of the New Zoning Code outside the Downtown Plan Area would be speculative. While there are mineral resources located in the City, the New Zoning Code could only be applied when a community plan is updated or amended to utilize the new zoning, which would require environmental review, pursuant to CEQA. Future environmental review of a proposed community plan update and associated zone changes would analyze potential impacts to mineral resources. Implementation of the New Zoning Code would have a less than significant impact on existing mineral resources and would not result in the loss of availability of a known mineral resource.

# WILDFIRE

Thresholds of significance in Appendix G for wildfire focus on impacts that could occur on lands in very high fire severity zones. There are no high fire severity zones in the Downtown Plan Area. Therefore, there are no impacts from wildfire from Downtown Plan. Additionally, for the New Zoning Code, as discussed throughout the EIR, implementation is through future community plans and any impact related to wildfire impacts from implementation of the new code would be speculative. Impacts are less than significant.

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# 5.0 ALTERNATIVES

## 5.1 INTRODUCTION

As required by Section 15126.6 of the CEQA Guidelines, a range of reasonable alternatives to the Proposed Project that would attain most of the basic project objectives, but would avoid or substantially lessen any of its significant environmental effects must be examined. The primary purpose of analyzing alternatives for a project is to identify and disclose ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Key provisions of the CEQA Guidelines pertaining to alternatives analysis are summarized below.

- The discussion of alternatives shall focus on alternatives to the project, including alternative locations that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6(b)).

- The EIR shall include a brief discussion of the rationale for selecting alternatives to be discussed and should identify any alternatives that were considered but were rejected as infeasible during the scoping process and briefly explain the reason underling the lead agency's decision. Among others, the following factors may be used to eliminate alternatives from detailed consideration in an EIR: (1) failure to meet most of the basic project objectives; (2) infeasibility; or (3) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6(c)).

- The No Project Alternative shall be evaluated along with its impacts. The "no project" alternative analysis shall discuss existing conditions at the time the Notice of Preparation is published, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).

- When the project involves an update to an existing land use or regulatory plan, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future (CEQA Guidelines Section 15126.6(e)(3)(A)).

- The range of alternatives required in an EIR is governed by a "rule of reason." Therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the proposed project (CEQA Guidelines Section 15126.6(f)).

- For alternative locations, only locations that are feasible and would avoid or substantially less any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126.6(f)(2)(A)).

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines Section 15126.6(f)(3)).

- The evaluation of alternatives would include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant effects of each alternative may be used to summarize the

comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the proposed project (CEQA Guidelines Section 15126.6(d)).

- CEQA Guidelines Section 15126.6(a) states:

  *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasible attain most of the basic project objectives, but would substantially lessen any of the significant effects of the project," and specifies that "An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible."*

- CEQA Guidelines Section 15126.6(f)(1) explains that:

  *…factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative sites…*

Based on the above, this section identifies, describes, and evaluates a reasonable range of project alternatives with the same focus as the Proposed Project. It is intended to inform the public and decision-makers about the comparative effects of alternatives that address concerns raised by the public during the outreach process and identified in this EIR. The analysis is particularly focused on alternatives that could achieve most of the basic project objectives while reducing or avoiding the Proposed Project's significant environmental effects.

As noted in Section 4 of this EIR, the unavoidably significant effects of the Proposed Project after implementation of all feasible mitigation measures are:

- **Air Quality**: Criteria Air Pollutant Emissions Exceed Standards related to Construction for NOx, $PM_{2.5}$, $PM_{10}$; related to Operation for VOC, $PM_{10}$, and $PM_{2.5;}$ ; expose Sensitive Receptors to substantial pollutant concentrations related to Operations (Distribution Centers); cumulative impact related to construction emissions of $NO_X$, $PM_{10}$, and $PM_{2.5}$ and cumulative impact related to operational emissions for VOCs, $PM_{10}$, and $PM_{2.5}$; cumulative impacts related to operational emissions of toxic air contaminants

- **Cultural resources**: Historical resources; Cumulative Historical Resources

- **Noise**: Construction-related noise and vibration impacts; Cumulative Construction-related noise and vibration impacts

- **Recreation**: Deterioration of existing parks; cumulative deterioration of parks

- **Transportation**: Safety impacts related to off-ramp queuing; cumulative safety impacts related to off-ramp queuing

The following issues were found to have impacts that would be reduced to a less-than-significant level with implementation of mitigation measures:

- **Air Quality:** Construction-related emissions of toxic air contaminants
- **Biological Resources:** Habitat Modification (nesting birds)
- **Cultural Resources:** Archaeological Resources
- **Geology:** Paleontological Resources
- **Hazards and Hazardous Materials:** Hazardous Materials within ¼-Mile of School, Hazardous Materials Sites
- **Tribal Cultural Resources:** Tribal Cultural Resources

See **Table ES-3** in the Executive Summary (Chapter 2), for the proposed mitigation measures.

# 5.2 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by a project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project.

## UNDERLYING PURPOSE OF THE PROJECT

The underlying purpose of the Downtown Plan is to plan for and accommodate foreseeable growth in the City, including the Downtown Plan Area, consistent with the growth strategies of the City as provided in the Framework Elements, as well as the policies of SB 375 and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The underlying purpose of the New Zoning Code is to create the tools necessary to implement community visions expressed in adopted plans, including the Downtown Plan. The modular zoning tools of the New Zoning Code are designed to be adaptable to future needs throughout the City.

The Primary Objectives of the Proposed Project are to:

- **Primary Objective 1:** Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner, consistent with the City of Los Angeles General Plan Framework Element, by focusing new job-generating uses and residential development around transit stations.
- **Primary Objective 2:** Provide for economic diversification and reinforce the Downtown Plan Area as a primary center of employment for the City and the Southern California region.
- **Primary Objective 3:** Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses.
- **Primary Objective 4:** Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment.

- **Primary Objective 5:** Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions.
- **Primary Objective 6:** Support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options.
- **Primary Objective 7:** Celebrate and reinforce the character of each of the neighborhoods in the Plan Area.
- **Primary Objective 8:** Provide a set of implementation tools that are responsive to the range of physical and functional needs across the Plan Area, and enable the creation of similar tools across the City.

The Secondary Objectives of the Proposed Project are to:

- **Secondary Objective 1:** Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City.
- **Secondary Objective 2:** Maintain a meaningful amount of the Plan Area that is dedicated to production and high-intensity traditional industry.
- **Secondary Objective 3:** Promote a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living.
- **Secondary Objective 4:** Identify appropriate locations for housing and establish zoning tools that encourage a range of unit typologies.
- **Secondary Objective 5:** Ensure new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners.
- **Secondary Objective 6:** Support and sustain Downtown's ongoing revitalization.

# 5.3 SELECTION OF ALTERNATIVES FOR ANALYSIS

The following analysis considers four alternatives, including the CEQA-required "no project" alternative. As required by CEQA, this section also includes a discussion of the "environmentally superior alternative" among those studied. The alternatives are listed below:

- Alternative 1: Reduced Development Potential
- Alternative 2: Housing Redistribution
- Alternative 3: Increased Development Potential
- Alternative 4: No Project

EIR alternatives analyses is required to focus on alternatives that reduce or avoid the unavoidably significant environmental impacts of the Proposed Project and feasibly attain obtain most of the Proposed Projects basic objectives. Because no significant and unavoidable impacts were identified for the New Zoning Code, consideration of alternatives to that component of the Proposed Project is not warranted. The Downtown Plan's unavoidably significant impacts are to those associated with temporary (construction-related) and long-term air pollutant emissions, exposing sensitive receptors to the operation related

pollutants from distribution centers, the possible loss of historical resources, safety issues related to off ramp queuing, temporary construction-related noise and vibration, and deterioration of existing parks. Impacts identified as significant, but that can be reduced to a less than significant level with proposed mitigation measures include those related to exposure of sensitive receptors to construction-related substantial pollutant concentrations, biological resources (nesting birds), archaeological resources, paleontological resources, hazardous sites, and tribal cultural resources. All these potential impacts could be reduced to some degree by limiting the amount of development in the Downtown Plan Area; however, outside of a moratorium on new development, none of the impacts could be reduced to below a level of significance. Moreover, limiting development in the Downtown Plan Area may simply divert more growth and development to other areas of the City, thus increasing the potential for similar impacts in other areas of the City. Diverting growth and development to other areas that have few transit options may increase overall regional air pollutant emissions and vehicle miles traveled (VMT) compared to focusing more development in the Downtown Plan Area.

**Table 5-1** shows the housing, population and employment projections under each alternative and the percentage of growth projected from 2017 through 2040, over existing baseline conditions, for each alternative.

**TABLE 5-1 HOUSING, POPULATION AND EMPLOYMENT GROWTH PROJECTIONS**

| | Total Summary for 2040 [1] | | | Percent Growth 2017-2040 | | |
|---|---|---|---|---|---|---|
| **Scenario** | **Housing (du)** | **Population (person)** | **Employment (job)** | **Housing** | **Population** | **Employment** |
| Existing 2017 Conditions | 34,000* | 76,000 | 219,000 | -- | -- | -- |
| SCAG 2016 RTP/SCS | 96,000* | 189,000 | 257,000 | 182% | 149% | 17% |
| Downtown Plan | 133,000 | 252,000 | 305,000 | 291% | 232% | 39% |
| Alternative 1 | 97,000 | 183,000 | 290,000 | 185% | 141% | 32% |
| Alternative 2 | 127,000 | 241,000 | 297,000 | 274% | 217% | 36% |
| Alternative 3 | 139,000 | 263,000 | 364,000 | 309% | 246% | 66% |
| Alternative 4 | 59,000 | 112,000 | 278,000 | 74% | 47% | 27% |

**Notes**:
du = dwelling unit; * For conservative purposes, this number represents households and do not include vacant units [1] Numbers are rounded to thousand.
**Source**: SCAG 2016-2040 RTP/SCS; Los Angeles Department of City Planning, 2018

# 5.4 ANALYSIS METHODOLOGY

Feasible alternatives that address the City's need to accommodate foreseeable growth in the City and Downtown Plan Area are evaluated herein. The analysis compares the impacts of the Proposed Project to those of each alternative, concluding whether the alternative's impact would be less than, similar to, or greater than that of the Proposed Project. The analysis also concludes whether the alternative would either create or avoid a significant impact and discusses what, if any, mitigation would be required for the alternative.

# 5.5 COMPARATIVE IMPACT ANALYSIS

## ALTERNATIVE 1: REDUCED DEVELOPMENT POTENTIAL

### Alternative Description

The "Reduced Development Potential" Alternative involves reducing the maximum FAR in subareas in the Traditional Core, Community Center, Markets, and Hybrid Industrial General Plan Designations to a maximum of 3.0:1 FAR and 6.0:1 FAR but retains the story limitations associated with these designations. Alternative 1 would also reduce base FAR in the transit Core to 6:1. **Figure 5-1** shows the changes in FAR under the Reduced Development Potential Alternative compared to the Downtown Plan. Alternative 1 assumes that the reasonable anticipated development capacity of the Downtown Plan Area would be reduced compared to the Downtown Plan. As shown in **Table 5-1**, under Alternative 1 the Downtown Plan Area is projected to reach a population of 183,000 residents, 97,000 housing units, and 290,000 jobs by 2040. SCAG projects growth of the Downtown Plan Area to reach 189,000 residents, 96,000 housing units, and 257,000 jobs by 2040. Under Alternative 1, population growth in the Downtown Plan Area would fall below SCAG's forecasts by approximately 6,000 residents, while housing and employment projections would exceed projections by approximately 1,000 housing units and 33,000 jobs, respectively.

Alternative 1 was selected because it was expected to incrementally reduce or avoid the significant unavoidable impacts of the Downtown Plan with regard to historical resources, construction noise, construction vibration and deterioration of existing parks as well as the Downtown Plan's significant, but mitigable impacts related to biological, archaeological and paleontological resources, and hazardous materials while still meeting most of the basic project objectives, including: providing for economic diversification and reinforcement of the Downtown Plan Area as a primary center of employment (Primary Objective 2); building upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Plan Area and concentrating development opportunity immediately surrounding the transit stations (Primary Objective 3); promoting a mode-shift from private automobile usage while fostering a transit, bicycle, and pedestrian supportive environment (Primary Objective 4); reducing vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions (Primary Objective 5; supporting a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options (Primary Objective 6); celebrating and reinforcing the character of each of the neighborhoods in the Plan Area (Primary Objective 7); providing a set of implementation tools that are responsive to the range of physical and functional needs across the Plan Area (Primary Objective 8); refining and expanding a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City (Secondary Objective 1); maintaining a meaningful amount of the Plan Area for production and high-intensity traditional industry (Secondary Objective 2); promoting a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living (Secondary Objective 3); identifying appropriate locations for housing and establishing zoning tools that encourage a range of unit typologies (Secondary Objective 4); ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners (Secondary Objective 5); and supporting and sustaining Downtown's ongoing revitalization (Secondary Objective 6).

As identified above, Alternative 1 would meet all of the objectives of the Downtown Plan. However, it would meet Primary Objective 2 to reinforce the Downtown Plan Area as a primary center of employment for the City and the Southern California region to a lesser degree than the Downtown plan due to the reduced development potential in comparison to the Downtown Plan. Because capacity for development around transit under Alternative 1 would be less than that of the Downtown plan, it would not allow for the same

high intensity of development as the Downtown Plan. Therefore, Alternative 1 would only partially meet Primary Objective 3, of concentrating growth near transit. For these same reasons, Alternative 1 would not meet Primary Objective 4 of reducing VMT to the same degree as the Downtown Plan. Opportunities for public benefits would also be less than that of the Plan, and therefore, this Alternative would meet Secondary Objective 1 to a lesser degree than that of the Downtown Plan. As discussed below, Alternative 1 would result in incrementally greater impacts than the Downtown Plan with respect to transportation/traffic.

## Impact Analysis

Aesthetics

Compared to existing conditions, either Alternative 1 or the Downtown Plan would generally allow buildings of greater height, scale and intensity. However, both Alternative 1 and the Downtown Plan include height limits in certain areas to promote context-sensitive development. Compared to the Downtown Plan, Alternative 1 would reduce the maximum FAR in Traditional Core, Community Center, Markets, and Hybrid Industrial General Plan Designations to a maximum FAR of 3.0:1 FAR and 6.0:1 and reduce the base FAR in the transit Core to 6:1. Compared to the Downtown Plan, Alternative 1 would result in less intense development in these areas, though it would still involve substantial visual changes to existing neighborhoods and the potential alteration of historical resources. Because building heights would be similar to those allowed under the Downtown Plan, impacts to scenic vistas would be similar and less than significant. In addition, as with the Downtown Plan, increased building heights compared to existing conditions near residential and other sensitive uses may increase shading in portions of the Downtown Plan Area. Any new development would be implemented in accordance with applicable state and local plans, policies and guidelines, including but not limited to the City's General Plan Framework, Conservation Element, Mobility Plan 2035, the Downtown Design Guide and provisions of the LAMC as it relates to development standards, visual character and historical resources. As with the Downtown Plan, development accommodated by Alternative 1 could introduce new sources of light and glare in the Downtown Plan Area. However, most of the Downtown Plan Area already experiences high levels of nighttime lighting and glare so any additional lighting would be incremental. Future development would also comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the Downtown Plan Area accommodated by Alternative 1 may increase shading and shadows in specific locations; however, shadows would be limited to the immediate area of each new development and would be typical of highly urbanized neighborhoods. Overall, development accommodated by Alternative 1 may benefit, and would generally enhance, the visual character of the Downtown Plan Area. Therefore, as with the Downtown Plan, impacts related to aesthetics would be less than significant.

Air Quality

Alternative 1 would accommodate less development and associated growth than the Downtown Plan. Alternative 1 would result in 36,000 fewer housing units (-27%), 69,000 fewer residents (-27%), and 15,000 fewer jobs (-5%) through 2040 than the Downtown Plan. Like the Downtown Plan, Alternative 1 would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 1 would not conflict with the AQMP. It would, however accommodate less overall growth in the Downtown Plan Area than would the Downtown Plan; as such, it would attain to a lesser degree the policy goals of the RTP/SCS, AQMP, and City General Plan Framework Element and Air Quality Element as well as the Downtown Plan, specifically, the policies and goals related to concentrating development in areas with access to transit and reducing VMT and associated emissions than would the Downtown Plan. Therefore, as with the Downtown Plan, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be less than significant.

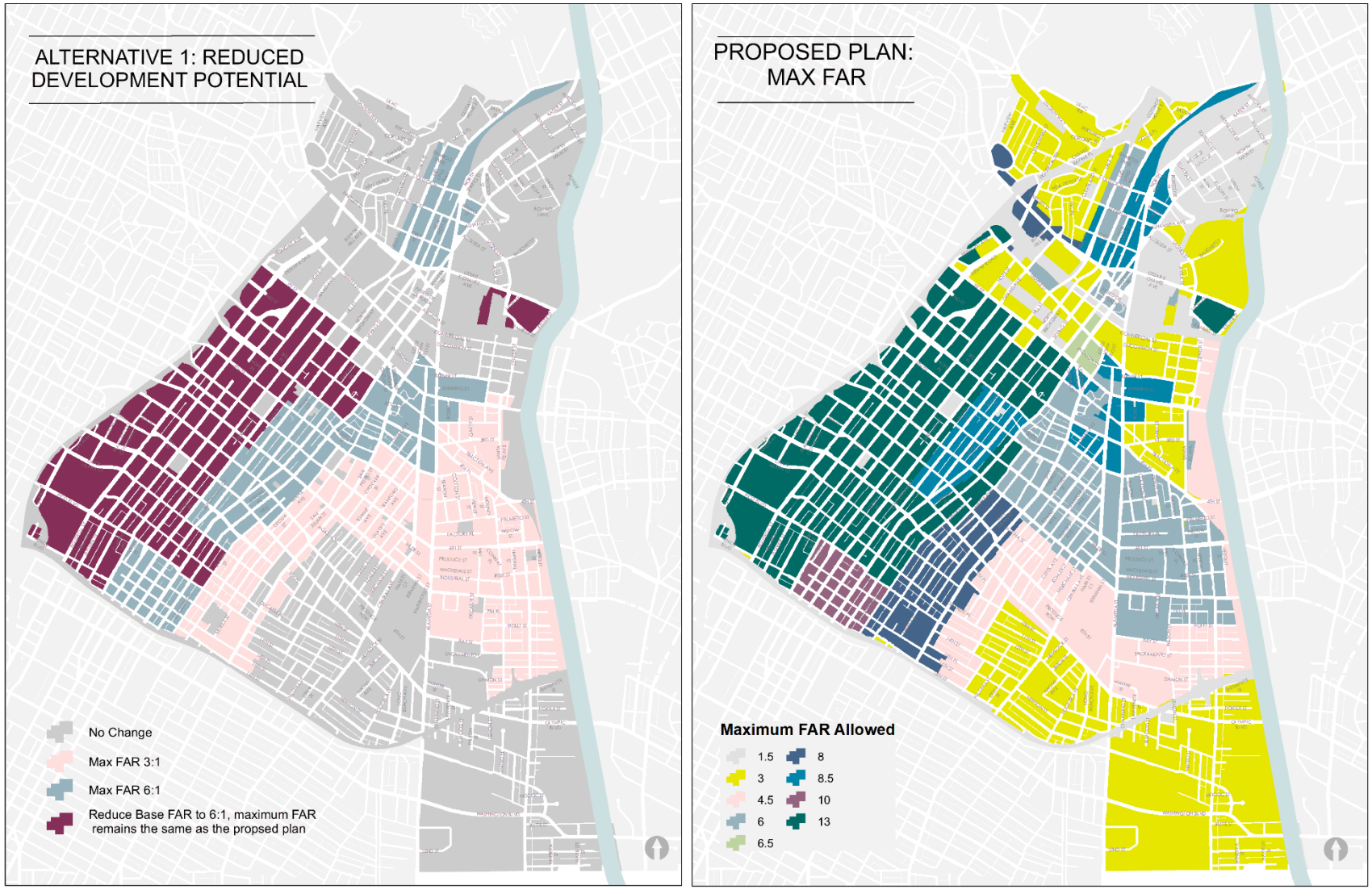
Less construction may occur overall under Alternative 1, as compared to the Downtown Plan. Alternative 1 would result in fewer overall emissions of $NO_X$ and $PM_{10}$ and $PM_{2.5,}$ but maximum daily emissions would be about the same because the nature and magnitude of individual construction projects would be similar and would still exceed regional and local significance thresholds. Similarly, because less development would occur under Alternative 1 it is reasonable to assume that operational emissions would be less as compared to the Downtown Plan. Nonetheless, as discussed in Section 4.2, *Air Quality*, and shown in **Table 4.2-11**, future daily regional emissions from mobile sources under implementation of the Downtown Plan is generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations resulting from more stringent statewide regulations that are projected to occur between existing conditions and 2040. Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply regardless of whether the Downtown Plan is adopted, it is reasonable to assume that under Alternative 1 future daily regional emissions from mobile sources would similarly decrease relative to existing emissions due to improvements in vehicular engine efficiency technologies and fuel pollutant concentrations. As with the Downtown Plan, impacts related to construction emissions would be significant and unavoidable.

Alternative 1 would accommodate 27% less housing and 5% fewer jobs than the Downtown Plan. Nevertheless, because a 99 percent reduction from Downtown Plan VOC emissions would be needed to reduce emissions to below the SCAQMD daily threshold, the increase in development in the Downtown Plan Area accommodated by Alternative 1 would result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to increased use of consumer products and increased energy demand, similar to the Downtown Plan. In addition, future development in the Downtown Plan Area accommodated by Alternative 1 would foreseeably result in daily emissions of $PM_{10}$ and $PM_{2.5}$ from area sources and mobile sources (brake and tire wear) that would exceed SCAQMD regional significance thresholds since emissions under Alternative 1 is not anticipated to drop by 61 percent ($PM_{10}$) and 68 percent ($PM_{2.5}$) that is needed to stay under SCAQMD thresholds. Mitigation Measure 4.2-2 would be applied to the Alternative but similarly would not be expected to reduce impacts to less than significant since emissions would remain above SCAQMD thresholds. As with the Downtown Plan, impacts related to operational emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be potentially significant, but application of **Mitigation Measures 4.2-2**, would reduce impacts to less than significant. As with the Downtown Plan, impacts associated with Alternative 1, including impacts related to toxic air contaminants (TACs) from distribution center truck activity, would be significant as the Alternative would still allow distribution centers in parts of the Plan Area intended for industrial uses. **Mitigation Measure 4.2-3** would apply to the Alternative 1, but without specific project details impacts to sensitive receptors would be significant and unavoidable. As with the Downtown Plan, impacts related to odors would be less than significant.

Alternative 1 may result in less development in the Downtown Plan Area and thus, lower construction and operational emissions in the Plan Area, as compared to the Downtown Plan; however, emissions would still exceed significance thresholds. It should again be noted that although Alternative 1 would accommodate less development than the Downtown Plan in the Downtown Plan Area, limiting growth Downtown may cause more growth to occur elsewhere in the City or region in locations that have less access to transit and less of a mix of jobs and housing. As a result, overall citywide and regional VMT and associated emissions may incrementally increase under this scenario.

**Figure 5-1 Alternative 1 Reduced Development Potential**



Biological Resources

The Downtown Plan Area is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors and habitat that would support special status plant or animal species. The Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping are the only sources of biological habitat in and around the Downtown Plan Area. Both the Downtown Plan and Alternative 1 prioritize infill development in already urbanized area of the City, thus minimizing development in areas of potential native biological habitat or wildlife corridors. Similar to the Downtown Plan, Alternative 1 would not foreseeably result in modification of the Los Angeles River because neither scenario includes components that would directly affect the Los Angeles River. Although implementation of Alternative 1 would accommodate less development capacity and associated growth than the Downtown Plan, development would occur within the same footprint as Downtown Plan Area and would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space or encroach upon any natural settings. Alternative 1 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. Any new development has the potential to disturb nesting birds and or protected trees in the Downtown Plan Area. Therefore, future development would require adherence to the federal Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC) regulations, and the LAMC Tree Preservation Ordinance (177,404). Alternative 1's impacts related to biological resources would be about the same as those of the Downtown Plan and less than significant with implementation of **Mitigation Measures 4.3-1(a)** and **(b)**.

Cultural Resources

The Downtown Plan Area, which is expected to experience substantial new development, includes a high concentration of historical resources. Compared to the Downtown Plan, Alternative 1 would accommodate less overall development, including in areas where historical resources are present. Therefore, the number of future projects affecting historical resources would likely be smaller and impacts to historical resources from Alternative 1 would be less than that of the Downtown Plan. Future development in the Downtown Plan Area would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. However, although these regulations would provide certain protections for significant historical resources, individual developments allowed by either Alternative 1 or the Downtown Plan could potentially cause a substantial adverse change in or disturbance of historical resources as defined in CEQA Guidelines Section 15064.5. As with the Downtown Plan, impacts to historical resources would be significant and unavoidable under Alternative 1.

Similar to the Downtown Plan, Alternative 1 may result in disturbance of areas that potentially contain archaeological resources and/or human remains. As with the Downtown Plan, **Mitigation Measures 4.4-2(a), (b), (c)** and **(d)**, in combination with existing regulatory requirements, would reduce Alternative 1 impacts to archaeological resources to a less than significant level. Similar to the Downtown Plan, Alternative 1 impacts to human remains would be less than significant based on anticipated compliance with existing regulations.

Energy

Alternative 1 would accommodate 36,000 fewer housing units (-27%), 69,000 fewer persons (-27%), and 15,000 fewer jobs (-5%) through 2040 than the Downtown Plan. Therefore, it is reasonable to assume that implementation of Alternative 1 would result in less overall energy consumption than the Downtown Plan. As discussed under **Impact 4.5-1**, in Section 4.5, *Energy*, (**Table 4.5-5** through **Table 4.5-7**) implementation of the Downtown Plan would increase energy consumption in the Downtown Plan Area above 2017 baseline conditions. However, per capita electricity and natural gas consumption would be lower in 2040 as compared to 2017 baseline conditions. The lower energy use per capita can be attributed

to the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. Although Alternative 1 would result in less energy consumption in the Downtown Plan Area, the lower concentration of growth/development in the Downtown Plan Area may result in higher levels of growth in other areas of the City where transit availability is lower and per capita VMT is higher. In this way, Alternative 1 may contribute to greater overall regional energy use than would the Downtown Plan. Like the Downtown Plan, however, Alternative 1 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 1 nor the Downtown Plan would conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be less than significant under either Alternative 1 or the Downtown Plan.

Geology and Soils

Alternative 1 would generally accommodate development within the same footprints as the Downtown Plan. Any new development in the Downtown Plan Area would be exposed to existing geologic and soil hazards, but would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and California Building Code (CBC) would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Downtown Plan Area may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Erosion would be addressed through adherence to Best Management Practices (BMPs), as required by the NPDES Construction General Permit and the Los Angeles Municipal Code (LAMC). Similar to the Downtown Plan, Alternative 1 would have the potential to disturb paleontological resources. As with the Downtown Plan, geology and soils impacts would be less than significant under Alternative 1 with adherence to regulatory code requirements and **Mitigation Measures 4.6-6 (a), (b)** and **(c)** related to paleontological resources.

Greenhouse Gas Emissions

Alternative 1 would result in 36,000 fewer housing units (-27%), 69,000 fewer persons (-27%), and 15,000 fewer jobs (-5%) through 2040 than the Downtown Plan. Development under either Alternative 1 or the Downtown Plan would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. As shown in **Table 4.7-4** in Section 4.7, *Greenhouse Gas Emissions*, implementation of the Downtown Plan would result in a 24 percent increase in total GHG emissions in the Downtown Plan Area by 2040 as compared to baseline conditions, but a 62 percent reduction in per capita GHG emissions. The reduction in per capita GHG emissions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. It is reasonable to assume that under Alternative 1 future overall Downtown Plan Area emissions would be higher than baseline emissions and that per capita emissions would also be lower. Compared to what would occur under the Downtown Plan, overall Downtown Plan Area emissions would be slightly lower due to the overall reduction in development potential, but per capacity emissions would be slightly higher.

It should be noted that because Alternative 1 would accommodate less overall growth in the Downtown Plan Area than the Downtown Plan would, it may push more population growth to other areas of the City or region where fewer transit options are available and distances between housing, jobs, and services are

greater. As a result, accommodating less development Downtown under Alternative 1 may incrementally increase overall citywide or regional GHG emissions related to VMT and Alternative 1 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA as the Downtown Plan.

Nevertheless, neither Alternative 1 nor the Downtown Plan would conflict with state, regional, or local plans or policies related to GHG emissions or climate change. To the contrary, either Alternative 1 or the Downtown Plan would generally implement plans and policies aimed at GHG emissions reduction by accommodating relatively high density, mixed-use development in an area that is well served by transit, thus reducing per capita VMT. Alternative 1's impact would be greater than that of the Downtown Plan, though less than significant.

Hazards and Hazardous Materials

General Plan designations under either Alternative 1 or the Downtown Plan would maintain existing light and heavy industrial uses in the southeastern portion of the Downtown Plan Area, but would expand the mix of uses in the Markets and Hybrid Industrial designation areas to include commercial and residential uses. Although certain heavy industrial facilities would remain and hazardous materials would continue to be transported through the Downtown Plan Area, neither Alternative 1 nor the Downtown Plan would substantially increase hazardous material risks from transport, use or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Downtown Plan, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

Similar to the Downtown Plan, there would be no or less than significant impacts related to airports, wildfires or emergency management plans because there are no airports, private airstrips, or wildlands in or near the Downtown Plan Area and development under Alternative 1 would not interfere with circulation plans or emergency management plans.

As with the Downtown Plan, redevelopment, renovation, and demolition of structures built before 1979 under Alternative 1 could potentially involve asbestos or lead but asbestos and lead would not be released into the atmosphere with compliance of existing regulations. In addition, future development could potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Compliance with applicable regulations would reduce such impacts to a less than significant level. Like the Downtown Plan, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures 4.8-4(a)** and **4.8-4(b)** to Alternative 1 impacts would be less than significant. Overall impacts associated with Alternative 1 would be similar to, but slightly less than, those of the Downtown Plan since the overall level of development would be lower.

Hydrology and Water Quality

The Downtown Plan Area is urbanized and almost entirely paved and developed, with the exception of parks, green spaces, and the Los Angeles River, which is located on the eastern boundary of the Downtown Plan Area. Alternative 1 would generally accommodate development in the same footprints as the Downtown Plan. Alternative 1 would accommodate slightly less overall development than the Downtown Plan and, like the Downtown Plan, would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. All new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects

would be required to incorporate BMPs to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the National Pollutant Discharge Elimination System (NPDES) program for industrial uses. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future development under Alternative 1 would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Downtown Plan Area would improve surface water quality by replacing older development with new development that incorporates LID methods. Overall impacts associated with Alternative 1 would be similar to those of the Downtown Plan and less than significant.

Land Use and Planning

Similar to the Downtown Plan, Alternative 1 would generally allow greater building heights, scale and intensity than currently exists in portions of the Downtown Plan Area, Alternative 1 involves reducing the maximum FAR in subareas in the Transit Community, Traditional Core, Markets, and Hybrid Industrial General Plan designations to a maximum of 3.0:1 FAR and 6.0:1 FAR. Either Alternative 1 or the Downtown Plan would accommodate high-intensity transit-oriented infill development. Like the Downtown Plan, Alternative 1 would be generally consistent with 2016-2040 RTP/SCS policies related to the provision of high intensity and transit-oriented development as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and Housing Element 2013-2021. However, as discussed under *Air Quality*, Alternative 1 may implement 2016-2040 RTP/SCS, AQMP, and Air Quality Element policies related to concentrating development near transit and reducing regional VMT to a lesser degree than the Downtown Plan since the lower overall development totals may result in increased development elsewhere in the City and incrementally higher regional VMT. Like the Downtown Plan, Alternative 1 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, Alternative 1's impacts would be similar to those of the Downtown Plan and less than significant.

Noise

New sensitive uses accommodated under either Alternative 1 or the Downtown Plan could be exposed to ambient noise that is in the "normally unacceptable" to "clearly unacceptable" range based on noise level/land use compatibility standards in the Noise Element of the City's General Plan. However, new development would be required to take measures to reduce interior noise levels to below 45 dBA CNEL.

Future development Downtown would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment in the Downtown Plan Area. In addition, on-site activities would be required to comply with applicable provisions of the LAMC. As with the Downtown Plan, traffic-related noise may increase by more than 3 dBA in some locations, but resulting noise levels would not be in the "normally unacceptable" range. Thus, permanent noise increases due to operational activities accommodated by Alternative 1 would be less than significant.

Future construction activity would be required to comply with appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05 and **Mitigation Measure 4.11-1.** Compared to the Downtown Plan, duration of construction and use of heavy duty equipment in the Alternative 1 scenario would be less than the Downtown Plan due to reduced overall development potential. Therefore, construction noise impacts from Alternative 1 is likely to be less than that of the Downtown Plan. Nevertheless, maximum noise levels generated by construction equipment under Alternative 1 could potentially involve two subterranean levels or more, construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. Therefore, although the overall impact generated by temporary construction noise resulting from

implementation of Alternative 1 would be less than that of the Downtown Plan, the impact would remain significant and unavoidable.

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, although Mitigation Measures 4.11-2(a) and 4.11-2(b) would reduce impacts to the degree feasible, Alternative 1 would result in a significant and unavoidable impact related to construction vibration. Overall impacts from Alternative 1 would, however, be incrementally less than those of the Downtown Plan.

It is not anticipated that new development in the Downtown Plan Area would involve activities that would result in substantial operational vibration (e.g., blasting operations). As with the Downtown Plan, operational groundborne vibration in the vicinity of new development under Alternative 1 would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible (2006). Accounting for additional vehicle trips that would be accommodated by the Alternative 1, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, similar to the Downtown Plan, impacts related to operational vibration under Alternative 1 would be less than significant.

Similar to the Proposed Project, Alternative 1 would have no impacts related to airport noise.

Population and Housing

Projected growth under Alternative 1 would fall below SCAG's 2040 population forecast by approximately 6,000 persons (-3%) but would exceed housing and employment forecasts by 1,000 dwelling units (1%), and 33,000 jobs (13%), respectively. Projected growth under the Downtown Plan would exceed SCAG's 2040 growth projections by 63,000 persons (33%), 37,000 dwelling units (39%), and 48,000 jobs (19%). Although the population forecast for this alternative is slightly less than under the RTP/SCS, Alternative 1 would increase the development capacity of the Downtown Plan Area in a manner generally consistent with SCAG's housing and job projections for the Downtown Plan Area. Like the Downtown Plan, Alternative 1 would also concentrate forecast growth in an area with a mix of jobs and housing and with good transit access. Like the Downtown Plan, Alternative 1 would not induce substantial population growth inconsistent with regional growth plans.

Alternative 1 would accommodate new development and redevelopment projects in the Downtown Plan Area that would likely result in displacement of existing housing units and residents. However, like the Downtown Plan, it would substantially increase the housing stock of the Downtown Plan Area overall. Therefore, implementation of Alternative 1 would allow for additional construction of housing in an urban center, which would help to offset housing displacement that may occur.

Similar to the Downtown Plan, Alternative 1 would accommodate growth generally in line with regional projections and would accommodate housing that more than offsets any displaced housing. Therefore, as with the Downtown Plan, population and housing impacts would be less than significant under Alternative 1.

Public Services

Alternative 1 would result in 36,000 fewer housing units (-27%), 69,000 fewer persons (-27%), and 15,000 fewer jobs (-5%) by 2040 than the Downtown Plan. With respect to fire and police services, either scenario would increase demand for fire and police protection service in the Downtown Plan Area. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Downtown

Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts. However, like the Downtown Plan, those impacts would be consistent with those already identified in this EIR for construction or operations. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns. With respect to schools, as summarized in **Table 5-2**, residential and non-residential development accommodated by Alternative 1 would result in approximately 35,821 new students by 2040. This is about 31 percent fewer students than would be added under the Downtown Plan. Both Alternative 1 and the Downtown Plan would create the need for new or expanded school facilities. However, under either scenario developers would be required to pay school impact fees. As with the Downtown Plan, any impacts associated with new school construction would be similar to those analyzed and identified in the EIR for other types of development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

**TABLE 5-2 ALTERNATIVE 1 ANTICIPATED STUDENT GENERATION IN THE DOWNTOWN PLAN AREA**

| | | Student Generation | | | | |
|---|---|---|---|---|---|---|
| | Units | Elementary School (TK-5) | Middle School (6-8) | High School (9-12) | SDC | Total Students Generated |
| Residential[1] | 63,030 du | 14,302 | 3,851 | 8,169 | 1,223 | 27,544 |
| Non-Residential[2] | 171,004,047 sf | 3,899 | 1,949 | 2,428 | -- | 8,277 |
| **Total Students Generated by Alternative 1** | | **18,200** | **5,801** | **10,597** | **1,223** | **35,821** |

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care

Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, either scenario would increase demand for library facilities. The Downtown Plan Area is well served by library facilities and would not require the construction of new or expanded facilities.

Overall impacts related to public services would be similar to, but slightly lower than, those of the Downtown Plan and would be less than significant. The lower overall amount of development in the Downtown Plan Area may result in more growth/development elsewhere in the City with unknown impacts related to public services.

Recreation

Implementation of Alternative 1 would involve less overall development and associated population increases than would occur under the Downtown Plan; nevertheless, as with the Downtown Plan, new development would increase the use of existing park and recreational facilities throughout the City, including in and around adjacent to the Downtown Plan Area. Total, pocket, community, and neighborhood parks (i.e., non-regional parks) currently provide 244.35 acres of land in the Downtown Plan Area. Under Alternative 1, the Downtown Plan Area population is projected to increase to approximately 183,000 residents by 2040, thereby decreasing the ratio of parks to residents to approximately 1.4 acre per 1,000 residents. Approximately 490 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under Alternative 1. Future development accommodated by the Downtown Plan would increase the population of the Downtown Plan Area to an estimated 252,000

residents, thereby decreasing the ratio of parks to residents to approximately 1.0 acre per 1,000 residents. Approximately 764 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under the Downtown Plan. Alternative 1 would require approximately 36 percent less parkland than the Downtown Plan. Because opportunities for new parks are limited, neither Alternative 1 nor the Downtown Plan would result in significant impacts related to the development and construction of new parks. However, either scenario would have potentially significant impacts related to the deterioration of existing parks due to the increase in population in the Downtown Plan Area.

Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. This would partially mitigate deterioration of facilities by providing funds for new facilities. However, due to the substantial population growth that would result from future development, and lack of development capacity for new parks in the Downtown Plan Area, implementation of either Alternative 1 or the Downtown Plan could accelerate the deterioration of existing parks in and around the Downtown Plan Area. Although Alternative 1's impact would be less than the Downtown Plan's impacts related to the deterioration of existing parks, impacts to existing recreational facilities would remain significant and unavoidable under either Alternative 1 or the Downtown Plan. Impacts related the construction of new parks would remain less than significant.

Transportation/Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Downtown Plan, or a proposed alternative, were to increase above the 2017 Baseline Condition or if there is inconsistency with the SCAG 2016 RTP/SCS. As shown in **Table 5-3,** VMT per service population under Alternative 1 would be 17.0, while the 2017 Baseline per service population VMT in the Downtown Plan Area is 19.6. Thus, per capita VMT under Alternative 1 would not exceed the 2017 Plan Baseline Condition threshold. Compared to the 2016 SCAG Region Conditions, Alternative 1 has lower vehicle trips per service population (2.6 versus 3.1) and lower VMT per service population (17.0 versus 35.4). Therefore, as with the Downtown Plan, impacts would be less than significant. However, the beneficial impacts to VMT would not be as great with Alternative 1 compared to the Downtown Plan.

Similar to the Downtown Plan, Alternative 1 would not result in significant impacts related to increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. However, as with the Downtown Plan, freeway off ramp queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area, which could make a significant and unavoidable impact to freeway safety.

Alternative 1 includes the network enhancements identified in MP 2035 and incorporated into the Downtown Plan.

**TABLE 5-3 COMPARISON BETWEEN EXISTING TRAFFIC CONDITIONS, THE DOWNTOWN PLAN AND ALTERNATIVE 1**

| Transportation Metric | Threshold | | Downtown Plan (2040) | Alternative 1 |
|---|---|---|---|---|
| | 2016 SCAG Region Conditions | 2017 Downtown Plan Area Baseline Conditions | | |
| Total Daily VT | 82,283,000 | 758,000 | 1,375,000 | 1,212,000 |
| Total Daily VT per Service Population | 3.1 | 2.6 | 2.5 | 2.6 |
| Total Daily VMT | 948,656,000 | 5,767,000 | 8,842,000 | 8,031,000 |
| **Total Daily VMT per Service Population** | **35.4** | **19.6** | **15.9** | **17.0** |

**SOURCE**: Fehr & Peers, February 2019.

Tribal Cultural Resources

Development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. The Sacred Lands File search conducted for the Downtown Plan Area was positive and the Tongva ethnographic village site of Yangna is thought to be located near Union Station. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Alternative 1 would generally accommodate development in the same areas that could be developed under the Downtown Plan. Although less development is expected under this Alternative which could result in incrementally fewer impacts. Although neither Alternative 1 nor the Downtown Plan includes specific development projects, new development accommodated by either scenario may disturb areas that potentially contain tribal resources. Similar to the Downtown Plan, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on a [mitigated] negative declaration or an EIR, includes consultation with California Native American tribes. Overall, like the Downtown Plan, impacts under Alternative 1 would be potentially significant. However, implementation of **Mitigation Measures 4.4-2(a)** through **4.4-2(d)** in Section 4.4, *Cultural Resources* and **4.16-1 (a)** and **(b)** in Section 4.16, *Tribal Cultural Resources*, would reduce Alternative 1 impacts to a less than significant level. Therefore, similar to the Downtown Plan, Alternative 1's impact would be less than significant with mitigation incorporated.

Utilities and Service Systems

Alternative 1 would result in 36,000 fewer housing units (-27%), 69,000 fewer persons (-27%), and 15,000 fewer jobs (-5%) through 2040 than the Downtown Plan. **Table 5-4** indicates that implementation of Alternative 1 would increase wastewater generation in the Downtown Plan Area by approximately 12 million gallons per day (mgd) above baseline conditions, which represents about 7 percent of the HWRP's excess capacity. As shown in **Table 4.17-3** in Section 4.17, *Utilities and Service Systems*, projected development in the Downtown Plan Area with implementation of the Downtown Plan would generate an estimated 18 mgd of wastewater, which would represent about 10 percent of the Hyperion Water Reclamation Plant's (HWRP) excess capacity of 175 mgd. As such, Alternative 1 would generate approximately 33 percent less additional wastewater as compared to the Downtown Plan. Therefore, the HWRP would have sufficient available treatment capacity to serve the Downtown Plan Area under Alternative 1. In addition, the HWRP would be able to adequately treat future project-generated sewage under Alternative 1 and the treatment requirements of the RWQCB would not be exceeded so new or expanded treatment facilities would not be needed. Expansion/replacement of Downtown Plan Area

conveyance infrastructure may be needed and various facility improvements are already planned. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development under Alternative 1 would not increase demands on stormwater drainage facilities or create the need for expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Downtown Plan, impacts associated with Alternative 1 would be less than significant.

**TABLE 5-4 ALTERNATIVE 1 PROJECTED WASTEWATER GENERATION**

| Land Use | Dwelling Units or Jobs | Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 89,962 du | 137.9 | 12,406,000 |
| Commercial | 229,638 jobs | 59.8 | 13,732,000 |
| Industrial | 33,163 jobs | 123 | 4,079,000 |
| Public Facilities | 26,633 jobs | 46.4 | 1,236,000 |
| Total 2040 with Alternative 1 Wastewater Generation | | | 32,425,000 |
| Current Wastewater Generation | | | 20,631,000 |
| **Net Change in Wastewater Generation** | | | **11,793,000** |

Notes: Wastewater generation numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
gpd – gallons per day
du – dwelling units
sf – square feet
**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

With respect to water demand, per the 2015 Urban Water Management Plan (UWMP), current water supplies, planned future water conservation efforts, and planned future water supplies will enable Los Angeles Department of Water and Power (LADWP) to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040), based on SCAG's population projections. The 2015 UWMP projects an increase of 195,960 acre feet per year (afy) (38 percent) in water demand between 2015 and 2040, under single/multiple dry year conditions. As shown in **Table 5-5**, the projected net increase in water demand of 17 mgd, or 18,486 afy, generated by new development accommodated by Alternative 1 would represent about 9 percent of the forecasted citywide water demand increase through 2040. As shown in **Table 4.17-6,** in Section 4.17, *Utilities and Service Systems*, projected growth in the Downtown Plan Area with implementation of the Downtown Plan would generate an estimated demand of 25 mgd, or 28,000 afy, which would represent about 14 percent of the forecasted citywide water demand increase through 2040. As such, Alternative 1 would demand approximately 34 percent less water as compared to the Downtown Plan. As with the Downtown Plan, water supplies would be adequate to meet projected demand through 2040 for Alternative 1 and development of new water supplies would not be necessary. Expansion/replacement of water distribution infrastructure may be needed, but temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 1 would be less than significant.

**TABLE 5-5 ALTERNATIVE 1 PROJECTED WATER DEMAND**

| Land Use | Dwelling Units or Jobs | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 89,962 du | 202.8 | 18,244,000 | 20,436 |
| Commercial | 229,638 jobs | 78.7 | 18,072,000 | 20,244 |
| Industrial | 33,163 jobs | 125.5 | 4,162,000 | 4,662 |
| Public Facilities | 26,633 jobs | 78.7 | 2,096,000 | 2,348 |
| Total 2040 with Alternative 1 Demand | | | 44,688,000 | 50,057 |
| Current Water Demand | | | 28,184,000 | 31,570 |
| **Net Change in Water Demand** | | | **16,504,000** | **18,486** |

Notes: Numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
du – dwelling unit
gpd – gallons per day
afy – acre feet per year (1 af = 325,850 gallons)
**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2K (LADWP 2016). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

As shown in **Table 4.17-7** in Section 4.17, *Utilities and Service Systems*, the combined daily intake capacity of landfills serving the Plan Area is 45,540 tons per day and the average disposal intake is 19,143 tons per day, resulting in an available capacity of 26,397 tons per day. As shown in **Table 5-6**, implementation of Alternative 1 would generate an increase of approximately 1,073 tons of solid waste per day above existing conditions, which would represent about 4 percent of the total available daily capacity (26,397 ton per day) at local landfills. As shown in **Table 4.17-9**, of Section 4.17, *Utilities and Service Systems*, development accommodated by the Downtown Plan would increase the amount of solid waste generated in the Downtown Plan Area by approximately 1,133 tons per day, or 413,534 tons per year, above existing conditions. The estimated daily solid waste that would be generated in the Downtown Plan Area would represent approximately 4 percent of the available intake capacity of landfills serving the Downtown Plan Area. Alternative 1 would generate approximately 5 percent less waste as compared to the Downtown Plan. Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2018 Annual Report, sufficient permitted capacity is available to accommodate the County's long-term disposal needs under the status quo. Therefore, similar to the Downtown Plan, new or expanded facilities would not be needed and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 1, but improvements to Downtown Plan Area distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 1 would be less than significant.

**TABLE 5-6 ALTERNATIVE 1 PROJECTED SOLID WASTE GENERATION**

| Land Use | Dwelling Units or Square Feet | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du | 7,878 | 22 |
| Multi-family Residential | 26,932 du | 0.46 ton/du | 41,383 | 113 |
| Commercial | 105,376,578 sf | 3.01 ton/1,000 sf | 595,515 | 1,632 |
| Industrial | 40,101,581 sf | 1.24 ton/1,000 sf | 95,198 | 261 |
| Public Facilities | 3,865,922 sf | 0.93/1,000 sf | 42,529 | 117 |
| Total 2040 Alternative 1 Solid Waste Generation | | | 782,502 | 2,144 |
| Current Solid Waste Generation | | | 390,771 | 1,071 |
| **Net Change in Waste Generation** | | | **391,731** | **1,073** |

Notes: Waste generation (tons) was rounded to the nearest whole number. Totals may not add up due to rounding.

du – dwelling unit

sf – square feet

[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))

**SOURCE:** CalEEMod Land Use SubType.

### Conclusion

The Reduced Development Potential Alternative would accommodate less development overall and thus accommodate less growth in the Downtown Plan Area, as compared to the Downtown Plan. Due to reduced FARs and lower development potential under Alternative 1 in comparison to the Downtown Plan, fewer historical resources are likely to be disturbed, and impacts related to historical resources would be less than that of the Downtown Plan. Similarly, reduced development potential under Alternative 1 compared to the Downtown Plan, would result is lesser impacts related to construction noise, construction vibration, and deterioration of existing parks under Alternative 1 than that of the Downtown Plan. Nevertheless, despite accommodating less development capacity as compared to the Downtown Plan, Alternative 1 would result in the same impact conclusions as the Downtown Plan in all impact categories. Therefore, while significant impacts would be less under Alternative 1, impacts related to historical resources, air quality, construction noise and vibration, transportation safety impacts related to freeway off-ramp queuing, and recreational facilities would remain significant and unavoidable.

## ALTERNATIVE 2: HOUSING REDISTRIBUTION

### Alternative Description

Alternative 2 would modify the Downtown Plan land use mix by expanding the areas where housing is permitted within the Markets and Production General Plan designations on the south-central portion of the Downtown Plan Area. This Alternative was included to meet the request of community groups and to consider an option with a different mix of housing types and locations where more housing is provided in the immediate vicinity of Downtown Plan Area jobs. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2), in which the only type of housing allowed is through conversion of existing buildings to Joint Living and Work Quarters, and Restricted Light Industrial (MR1), which does not permit any type of housing. HI1 allows

for adaptive reuse to housing, joint living and work quarters, and construction of new live/work units, in addition to a range of commercial and light industrial uses. Under this Alternative, the area with 8.0:1 maximum FAR in the Downtown Plan would be reduced to 4.5:1 and the area with 3:1 maximum FAR would be increased to 4.5:1, to promote a more compatible scale of development between residential, and hybrid industrial uses. Alternative 2 reduces the total number of housing units, as compared to the Downtown Plan, based on anticipated mix of units and allocation of housing and commercial uses in the areas where housing would be allowed. **Figure 5-2** shows the changes under Alternative 2 compared to the Downtown Plan.

As shown in **Table 5-1**, under Alternative 2 the Downtown Plan Area is projected to reach a population of 241,000 residents, 127,000 housing units, and 297,000 jobs by 2040. SCAG projects growth of the Downtown Plan Area to reach 189,000 residents, 96,000 housing units, and 257,000 jobs by 2040. Therefore, Alternative 2 would accommodate SCAG's population, housing and job growth forecasts in the Downtown Plan Area. Alternative 2 would accommodate less overall development and associated growth than the Downtown Plan. Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) through 2040 than the Downtown Plan.

Under Alternative 2, the Downtown Plan Area would have reduced development capacity, as compared to the Downtown Plan. Therefore, Alternative 2 was selected because it was expected to incrementally reduce the significant unavoidable impacts of the Downtown Plan with regard to historical resources, construction noise, construction vibration, and deterioration of existing parks as well as the Downtown Plan's significant, but mitigable impacts related to biological, archaeological and paleontological resources, and hazardous materials while still meeting all of the basic project objectives, including: accommodating employment, housing, and population growth projections (Primary Objective 1); providing for economic diversification and reinforcement of the Downtown Plan Area as a primary center of employment (Primary Objective 2); building upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area and concentrating development opportunity immediately surrounding the transit stations (Primary Objective 3); promoting a mode-shift from private automobile usage while fostering a transit, bicycle, and pedestrian supportive environment (Primary Objective 4); reducing vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions (Primary Objective 5; supporting a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options (Primary Objective 6); celebrating and reinforcing the character of each of the neighborhoods in the Downtown Plan Area (Primary Objective 7); providing a set of implementation tools that are responsive to the range of physical and functional needs across the Downtown Plan Area (Primary Objective 8); refining and expanding a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City (Secondary Objective 1); maintaining a meaningful amount of the Downtown Plan Area for production and high-intensity traditional industry (Secondary Objective 2); promoting a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living (Secondary Objective 3); identifying appropriate locations for housing and establishing zoning tools that encourage a range of unit typologies (Secondary Objective 4); ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners (Secondary Objective 5); and supporting and sustaining Downtown's ongoing revitalization (Secondary Objective 6). Alternative 2 would not meet certain project objectives regarding accommodating jobs and includes housing in areas with lower levels of transit service.

Although Alternative 2 would meet all objectives, it would meet certain objectives to a lesser degree than would the Downtown Plan due to the overall reduced development potential in comparison to the Downtown plan and introduction of residential uses in a portion of the plan area reserved for employment uses under the Downtown Plan. These include Primary Objective 1, which aims to focus new job-generating uses and residential development around transit stations; Primary Objective 3, which aims to allow for

intensive development throughout the Plan Area, and concentrating development opportunity immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses; Primary Objective 4, which aims to Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment; and Primary Objective 5, which aims to Reduce vehicle miles traveled. Similar to Alternative 1, because of the reduced development potential under Alternative 2, generation of public benefits would be less than that of the Plan, and therefore, would also meet Secondary Objective 1 to a lesser degree than that of the Downtown Plan.

As discussed below, Alternative 2 would result in incrementally greater impacts than the Downtown Plan with respect to transportation/traffic.

## Impact Analysis

Aesthetics

Compared to existing conditions, either Alternative 2 or the Downtown Plan would allow greater overall scale and intensity. However, unlike the Downtown Plan, Alternative 2 would modify the Downtown Plan land use mix by expanding the areas where housing is permitted in the Markets and Production General Plan designations on the south-central portion of the Downtown Plan Area. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2), which would allow for conversion to Joint Living and Work Quarters only, and Restricted Light Industrial (MR1), which does not permit any type of housing. IH1 allows for adaptive reuse to housing, joint living and work quarters, and construction of new live/work units, in addition to a range of commercial and light industrial uses. This alternative would also apply a maximum 4.5:1 FAR capacity to areas that are proposed as 3.0:1, 4.5;1, and 8.0:1 FAR under the Downtown Plan. Overall, Alternative 2 would accommodate less intense development and associated growth than would occur under the Downtown Plan. Because building heights would be similar to those allowed under the Downtown Plan, impacts to scenic vistas would be similar and less than significant. Although the proposed changes to General Plan designations and development intensity have the potential to change the visual character of existing neighborhoods and historical settings, impacts may occur to a lesser extent, as compared to the Downtown Plan. Nevertheless, new development would be implemented in accordance with applicable state and local plans, policies and guidelines, including but not limited to the City's General Plan Framework, Conservation Element, Mobility Plan 2035, relevant specific plans, the Downtown Design Guide and provisions of the LAMC as they relate to development standards, visual character, and historical resources.

As with the Downtown Plan, development accommodated by Alternative 2 could introduce new sources of light and glare in the Downtown Plan Area. However, development in a majority of the Downtown Plan Area already experiences high levels of nighttime lighting and glare, such that any additional lighting would be incremental. In addition, future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the Downtown Plan Area accommodated by Alternative 2 may increase shading and shadows in specific locations; however, shadows would be limited to the immediate area of each new development and would be typical of highly urbanized neighborhoods.

Overall, development accommodated by Alternative 2 may benefit, and would generally enhance, the visual character of the Downtown Plan Area. Therefore, as with the Downtown Plan, impacts related to aesthetics would be less than significant.

Air Quality

Alternative 2 would accommodate less overall development and associated growth than would the Downtown Plan. Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-

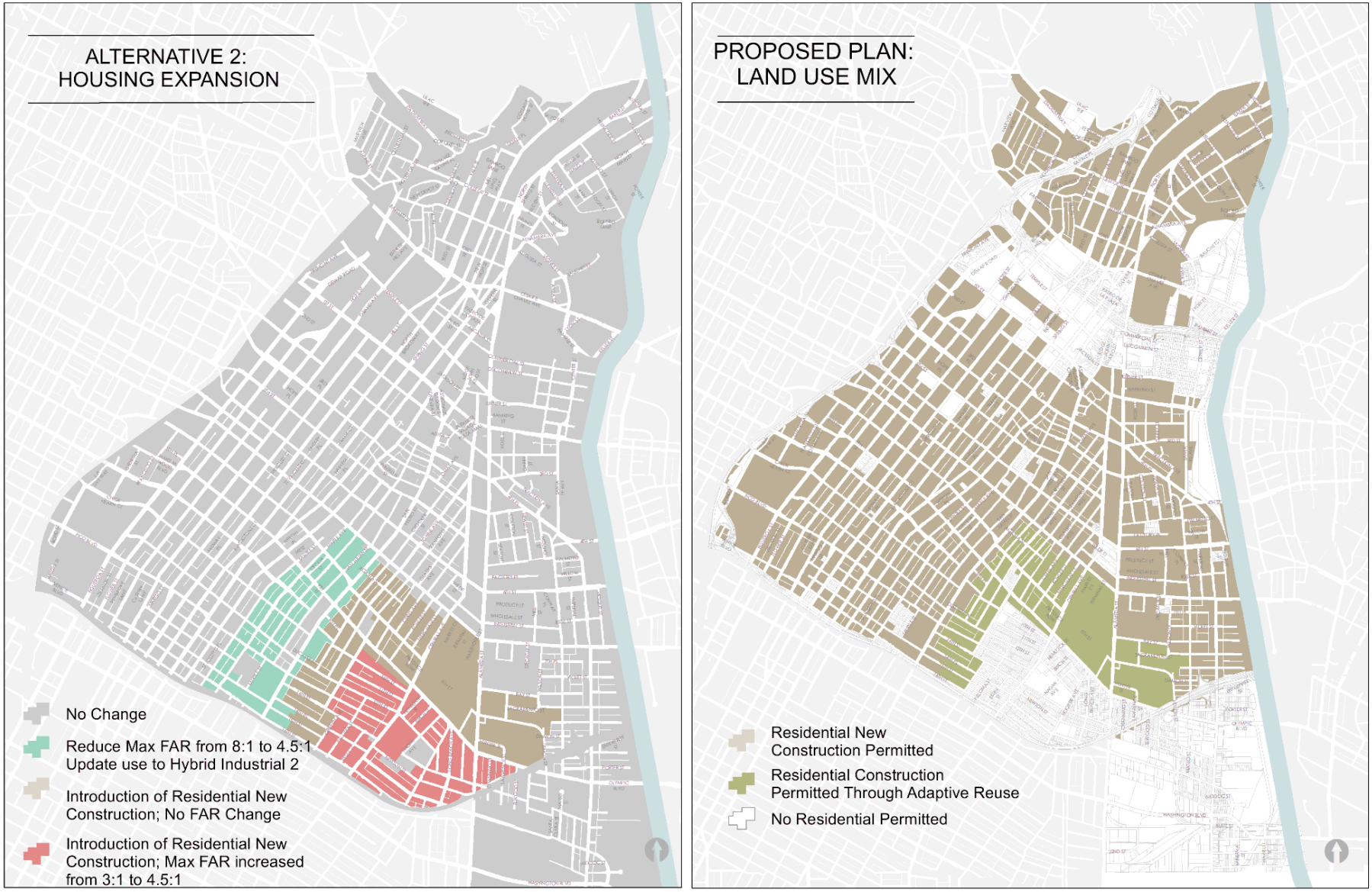
4%), and 8,000 fewer jobs (-3%) than would otherwise occur under development accommodated by the Downtown Plan for year 2040. Like the Downtown Plan, Alternative 2 would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 2 would not conflict with the AQMP. Alternative 2 would, however, accommodate less overall growth in the Downtown Plan Area than would the Downtown Plan. As such, it would attain to a lesser degree the policy goals of the RTP/SCS, AQMP, and City General Plan Framework Element and Air Quality Element goals related to concentrating development in areas with access to transit and reducing vehicle miles traveled and associated emissions than would the Downtown Plan. Therefore, as with the Downtown Plan, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be less than significant.

Although slightly less construction may occur under Alternative 2 as compared to the Downtown Plan, maximum daily emissions would be the same because the nature and magnitude of individual construction projects would be similar. Because reasonably foreseeable development under the Downtown Plan would generate construction emissions of $NO_X$ that exceed SCAQMD regional and local significance thresholds, and emissions of $PM_{10}$ and $PM_{2.5}$ that exceed SCAQMD LSTs, it is reasonable to assume that this development under this alternative would do the same. Because Alternative 2 includes less overall development capacity than the Downtown Plan, it is reasonable to assume that operational emissions would be less than what would occur under the Downtown Plan. As discussed in Section 4.2, *Air Quality*, and shown in **Table 4.2-11**, future daily regional emissions from mobile sources under implementation of the Downtown Plan are generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations that are projected to occur between existing conditions and 2040 resulting from more stringent statewide regulations. Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply under this alternative or the Downtown Plan, it is reasonable to assume that, under Alternative 2, future daily regional transportation-related emissions would also generally decrease relative to existing conditions due to improvements in vehicular engine efficiency technologies and fuel pollutant concentrations. As with the Downtown Plan, impacts related to construction emissions would be significant and unavoidable.

Alternative 2 would accommodate 5% less housing and 3% fewer jobs than the Downtown Plan. Thus, emissions would be slightly lower than under the Downtown Plan. Nevertheless, because a 99 percent reduction in VOC emissions compared to the Downtown Plan would be needed to bring emissions under the SCAQMD threshold, the increase in development in the Downtown Plan Area accommodated by Alternative 2 would result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to expanded use of consumer products and increased energy demand, similar to the Downtown Plan. In addition, future development in the Downtown Plan Area accommodated by Alternative 2 would foreseeably result in daily emissions of $PM_{10}$ and $PM_{2.5}$ from area sources and mobile sources (brake and tire wear) that would exceed the SCAQMD regional significance thresholds since Alternative 2 is not anticipated to result in 61 percent reduction in $PM_{10}$ emissions and a 68 percent reduction in $PM_{2.5}$ emissions that would be needed to bring emissions under SCAQMD thresholds. Mitigation Measure 4.2-2 would be applied to the Alternative 2 but similarly would not be expected to reduce impacts to a less than significant level. As with the Downtown Plan, impacts related to operational emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be potentially significant, but application of **Mitigation Measures 4.2-2**, would reduce impacts to less than significant. As with the Downtown Plan, impacts associated with Alternative 1, including impacts related to toxic air contaminants (TACs) from distribution center truck activity, would be significant as the Alternative would still allow distribution centers in parts of the Downtown Plan Area intended for industrial uses. **Mitigation Measure 4.2-3** would apply to the Alternative 2, but without specific project details impacts to sensitive receptors would be

**Figure 5-2 Alternative 2: Housing Redistribution**



significant and unavoidable. As with the Downtown Plan, impacts related to odors would be less than significant.

It should be noted that limiting growth Downtown as would occur under Alternative 2 may cause more growth to occur elsewhere in the City or region in locations that have less access to transit and less of a mix of jobs and housing. As a result, overall citywide and regional VMT and associated emissions may incrementally increase under this scenario.

Biological Resources

The Downtown Plan Area is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors and habitat that would support special status plant or animal species. The Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping are the only sources of biological habitat in and around the Downtown Plan Area. Both the Downtown Plan and Alternative 2 prioritize infill development in already urbanized area of the City, thus minimizing development in areas of potential native biological habitat or wildlife corridors. Similar to the Downtown Plan, Alternative 2 would not foreseeably result in modification of the portions of the Los Angeles River because neither plan includes components that would affect the existing use, zoning, or land use designation of the Los Angeles River. Although implementation of Alternative 2 would involve less development capacity and associated growth than would occur under the Downtown Plan, any new development has the potential to disturb sensitive plant or animal species such as nesting birds and heritage or protected trees in the Downtown Plan Area. Therefore, any future development would require adherence with the federal MBTA and/or CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404). In addition, Alternative 2 would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space or encroach upon any natural settings. Therefore, Alternative 2 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. As with to the Downtown Plan, Alternative 2's impacts related to biological resources would be less than significant with implementation of **Mitigation Measures 4.3-1(a)** and **(b)**.

Cultural Resources

The Downtown Plan Area, which is expected to experience substantial new development, includes a high concentration of historical resources. Similar to the Downtown Plan, Alternative 2 may result in demolition or alteration of a historical resource or its setting or disturb areas that may potentially contain archaeological resources and/or human remains. Although Alternative 2 would accommodate less development and associated growth than the Downtown Plan, it would expand the areas where housing is permitted in the Markets and Production General Plan designations on the south-central portion of the Downtown Plan Area. All future development projects would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. As with the Downtown Plan, existing requirements and **Mitigation Measures 4.4-2(a)**, **(b)**, **(c)**, and **(d)** would reduce impacts to archaeological resource impacts to a less than significant level. Although existing regulations provide certain protections for significant historical resources, individual developments allowed under either Alternative 2 or the Downtown Plan could potentially cause a substantial adverse change in or disturbance of historical resources as defined in CEQA Guidelines Section 15064.5. Therefore, as with the Downtown Plan, impacts to historical resources would be significant and unavoidable under Alternative 2.

Similar to Downtown Plan, Alternative 2 impacts to human remains would be less than significant based on anticipated compliance with existing regulations.

Energy

Alternative 2 would accommodate less overall development and associated growth than would the Downtown Plan. Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) than would otherwise occur under development accommodated by the Downtown Plan for year 2040. Therefore, it is reasonable to assume that implementation of Alternative 2 would result in less energy consumption than implementation of the Downtown Plan. As discussed under **Impact 4.5-1**, in Section 4.5, *Energy*, (**Table 4.5-5** through **Table 4.5-7**) implementation of the Downtown Plan would result in increased energy consumption in the Downtown Plan Area above 2017 baseline conditions. However, the Downtown Plan would result in lower per capita electricity and natural gas consumption for year 2040, as compared to year 2017 baseline conditions. The lower energy use per capita that would occur under the Downtown Plan can be attributed to the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. Although Alternative 2 may result in less overall energy consumption in the Downtown Plan Area than would the Downtown Plan, it would accommodate less intense development and would increase per capita VMT as compared to the Downtown Plan, thereby incrementally increasing energy consumption on a per capita basis. Nevertheless, like the Downtown Plan, Alternative 2 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 2 nor the Downtown Plan would conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be less than significant under Alternative 2, similar to those of the Downtown Plan.

Geology and Soils

Like the Downtown Plan, Alternative 2 would generally accommodate development in the same footprints as existing structures in the Downtown Plan Area. New development in the Downtown Plan Area would be exposed to existing geologic and soil hazards; however, it would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the CBC would reduce adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Downtown Plan Area may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Similar to the Downtown Plan, Alternative 2 would have the potential to disturb paleontological resources. As with the Downtown Plan, geology and soils impacts would be less than significant under Alternative 2 with adherence to regulatory code requirements and **Mitigation Measures 4.6-6(a), (b)** and **(c)** related to paleontological resources.

Greenhouse Gas Emissions

Alternative 2 would accommodate less overall development and associated growth than would the Downtown Plan. Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) through 2040 than the Downtown Plan. Development accommodated by either Alternative 2 or the Downtown Plan would generate GHG emissions through individual project construction and operation. GHG emissions would specifically arise from direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Section 4.7, *Greenhouse Gas Emissions*, **Table 4.7-4** compares current annual GHG emissions for the Downtown Plan Area to 2040 emissions. Implementation of the Downtown Plan would result in a 24 percent increase in total GHG emissions in the Downtown Plan Area by 2040 and a 62 percent decrease in per capita GHG emissions, above 2017 baseline conditions. The reduction in per capita GHG emissions below baseline conditions can be attributed to a combination of state-mandated GHG emission reduction

strategies and the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. It is reasonable to assume that under Alternative 2 future per capita emissions would also be lower than existing 2017 baseline emissions due to improved energy efficiency and reduced per capita VMT, but may be slightly higher than per capita GHG emissions under the Downtown Plan. Thus, the per capita and net reduction in GHG emissions under Alternative 2 would be consistent with regional, state, and federal efforts to reduce climate impacts from development and transportation. As with the Downtown Plan, impacts would be less than significant under Alternative 2.

It should be noted that because Alternative 2 would accommodate less overall growth in the Downtown Plan Area than the Downtown Plan would, it may push more population growth to other areas of the City or region where fewer transit options are available and distances between jobs, housing, and services are greater. As a result, accommodating less development Downtown under Alternative 2 may incrementally increase overall citywide or regional GHG emissions related to VMT and Alternative 2 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA as the Downtown Plan. Impacts would be greater than those of the Downtown Plan, though still less than significant.

Hazards and Hazardous Materials

General Plan designations proposed by the Downtown Plan and Alternative 2 would maintain existing light and heavy industrial uses in the southeastern portion of the Downtown Plan Area but would expand the mix of uses in the Markets and Hybrid Industrial designation areas to include commercial and residential uses. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2) which would allow for conversion to Joint Living and Work Quarters only, and Restricted Light Industrial (MR1), which does not permit any type of housing. IH1 allows for adaptive reuse to housing, joint living and work quarters, and construction of new residential units as long a base amount of floor area is set aside for employment-generating uses, in addition to a range of commercial and light industrial uses. Although certain heavy industrial facilities would remain and hazardous materials would continue to be transported through the Downtown Plan Area, neither Alternative 2 nor the Downtown Plan would substantially increase hazardous material risks from transport, use or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Downtown Plan, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

Similar to the Downtown Plan, there would be no or less than significant impacts related to airports, or emergency management plans because there are no airports, private air strips, or wildlands in or near the Plan Area and development under Alternative 2 would not interfere with circulation plans or emergency management plans.

Operational activities associated with development accommodated by Alternative 2 would not create increased potential for upset or accident conditions involving hazardous materials release; however, redevelopment, renovation, and demolition of structures built before 1979 could potentially involve asbestos or lead but asbestos and lead would not be released into the atmosphere with compliance of existing regulations. In addition, future development would potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Compliance with applicable regulations would reduce such impacts to a less than significant level. As with the Downtown Plan, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures 4.8-4(a)** and **4.8-4(b)** to Alternative 2 impacts would be less than

significant. Overall impacts associated with Alternative 2 would be similar to, but slightly less than, those of the Downtown Plan since the overall level of development would be lower.

Hydrology and Water Quality

The Downtown Plan Area is urbanized and almost entirely paved and developed except for parks, green spaces, and the Los Angeles River, which is located on the eastern boundary of the Downtown Plan Area. Similar to the Downtown Plan, Alternative 2 would generally accommodate development within the same footprints as existing structures in the Downtown Plan Area. Therefore, implementation of Alternative 2 would not substantially alter drainage patterns that would result in substantial erosion, siltation, or flooding on- or off-site. Any new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate Best Management Practices to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Downtown Plan Area would improve surface water quality by replacing older development with new development that incorporates LID methods. Therefore, Alternative 2 would result in less than significant impacts with respect to hydrology and water quality, similar to the Downtown Plan.

Land Use and Planning

Similar to the Downtown Plan, Alternative 2 would allow greater scale and intensity than currently exists in portions of the Downtown Plan Area. However, Alternative 2 would modify the Downtown Plan land use mix by expanding the areas where housing is permitted in the Markets and Production General Plan Designations on the south-central portion of the Downtown Plan Area. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2), which would allow for conversion to Joint Living and Work Quarters only, and Restricted Light Industrial (MR1), which does not permit any type of housing. IH1 allows for adaptive reuse to housing, joint living and work quarters, and construction of new residential units as long a base amount of floor area is set aside for employment-generating uses, in addition to a range of commercial and light industrial uses. This alternative would also apply a maximum 4.5:1 FAR to areas that are proposed as 3.0:1, 4.5:1, and 8.0:1 under the Downtown Plan.

Like the Downtown Plan, Alternative 2 would be generally consistent with 2016-2040 RTP/SCS policies related to the provision of high intensity and transit-oriented development as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and Housing Element 2013-2021. However, as discussed under *Air Quality*, Alternative 2 may implement to a lesser degree the 2016-2040 RTP/SCS, AQMP, and Air Quality Element policies related to concentrating development near transit and reducing regional VMT than the Downtown Plan because of the slight de-emphasis on concentrating housing near transit and because the lower overall development totals may result in increased development elsewhere in the City and incrementally higher regional VMT. Like the Downtown Plan, Alternative 2 would not physically divide an established community. Overall, Alternative 2's impacts would be similar to those of the Downtown Plan and less than significant.

Noise

New sensitive uses accommodated by either Alternative 2 or the Downtown Plan would be exposed to ambient noise that is in the "normally unacceptable" to "clearly unacceptable" range based on noise

level/land use compatibility standards in the Noise Element of the City's General Plan. However, exposure of new development to ambient noise would not increase noise and all new development would be required to take measures to reduce interior noise levels to below 45 dBA.

Any future development Downtown would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment in the Downtown Plan Area. In addition, any on-site activities would be required to comply with applicable provisions of the LAMC. As with the Downtown Plan, traffic-related noise may increase by more than 3 dBA in some locations, but resulting noise levels would not be in the "normally unacceptable" range. Thus, permanent noise increases due to operational activities accommodated by Alternative 2 would be less than significant.

Future construction activity would be required to comply with appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05 and **Mitigation Measure 4.11-1.** Compared to the Downtown Plan, duration of construction and use of heavy duty equipment in the Alternative 2 scenario would be less than the Downtown Plan due to reduced overall development potential. Therefore, construction noise impacts from Alternative 2 is likely to be less than that of the Downtown Plan. Nevertheless, maximum noise levels generated by construction equipment under Alternative 2 could potentially involve two subterranean levels or more, construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. Therefore, although the overall impact generated by temporary construction noise resulting from implementation of Alternative 2 would be less than that of the Downtown Plan, the impact would remain significant and unavoidable.

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical and fragile structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, both Alternative 2 and Downtown Plan would result in a significant and unavoidable impact related to construction vibration.

It is not anticipated that the operation of new development in the Downtown Plan Area would involve activities that would result in substantial vibration levels (e.g., blasting operations). Like the Downtown Plan, operational groundborne vibration in the vicinity of new development associated with Alternative 2 would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible (2006). Traffic-related vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, impacts related to operational vibration under the Downtown Plan would be less than significant.

Similar to the Proposed Project, Alternative 2 would have no impacts related to airport noise.

Similar to the Proposed Project, the impact generated by temporary construction noise and vibration resulting from implementation of Alternative 2 would be significant and unavoidable.

Population and Housing

Projected growth under Alternative 2 would exceed SCAG's 2040 population forecast by approximately 52,000 persons (28%) 31,000 dwelling units (32%), and 40,000 jobs (16%). Therefore, Alternative 2 would increase the development capacity of the Downtown Plan Area in a manner this is consistent with SCAG's growth projections for the Downtown Plan Area and, like the Downtown Plan, would concentrate forecast growth in an area with a mix of jobs and housing and with good transit access. Alternative 2 would accommodate less overall development capacity and associated growth than would the Downtown Plan.

Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) through 2040 than the Downtown Plan. Like the Downtown Plan, Alternative 2 would not induce substantial population growth inconsistent with the regional growth plans.

Alternative 2 would modify the Downtown Plan land use mix by expanding the areas where housing is permitted in the Markets and Production General Plan Designations on the south-central portion of the Downtown Plan Area. Under this alternative, the Industrial-Mixed Hybrid 1 (IH1) Use District would be applied to areas that are proposed as Industrial-Mixed Use 2 (IX2) which would allow for conversion to Joint Living and Work Quarters only, and Restricted Light Industrial (MR1), which does not permit any type of housing. IH1 allows for adaptive reuse to housing, joint living and work quarters, and construction of new residential units as long a base amount of floor area is set aside for employment-generating uses, in addition to a range of commercial and light industrial uses. Although Alternative 2 would accommodate new development and redevelopment projects in the Downtown Plan Area that would likely result in some displacement of existing housing units and residents, it would substantially increase the housing stock of the Downtown Plan Area overall. Therefore, similar to the Downtown Plan Alternative 2 would allow for additional construction of housing in an urban center. As with the Downtown Plan, population and housing impacts would be less than significant under Alternative 2.

Public Services

Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) through 2040 than the Downtown Plan. However, the increased growth under either scenario may require additional public facilities to service residents as a result of an increased density from infill development. With respect to fire and police services, either scenario would accommodate new development that would increase demand for fire and police protection service in the Downtown Plan Area and may create the need for new or expanded fire and police facilities. Based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. However, depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts already identified in this EIR for construction or operations. However, project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns.

With respect to schools, as summarized in **Table 5-7**, residential and non-residential development accommodated by Alternative 2 would result in an estimated 49,134 new students. Of this total, an estimated 25,109 would enroll in elementary school, 7,670 would enroll in middle school, 14,545 would enroll in high school, and 1,804 would enroll in special day classes. Overall Alternative 2 would result in approximately 5 percent fewer students than would the Downtown Plan. As such, Alternative 2 would create the need for new or expanded school facilities, but to a lesser extent than the Downtown Plan. Developers would be required to pay school impact fees. As with the Downtown Plan, any impacts associated with new school construction would be similar to those analyzed and identified in the EIR for other types of development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

With respect to libraries, either Alternative 2 or the Downtown would increase demand for library facilities. However, the Downtown Plan Area is well-served by library facilities and would not require the construction of new or expanded facilities. Compared to the Downtown Plan, Alternative 2 would accommodate less intense development and associated growth in the Downtown Plan Area, thus requiring fewer public services. This may, however, divert growth to other areas of the City, resulting in the need for expansion of public services in other areas of the City as development would continue elsewhere to accommodate SCAG's housing and population projections.

Overall, impacts under Alternative 2 would be less than significant, similar to those of the Downtown Plan.

**TABLE 5-7 ALTERNATIVE 2 ANTICIPATED STUDENT GENERATION IN THE DOWNTOWN PLAN AREA**

| | Units | Student Generation | | | | |
|---|---|---|---|---|---|---|
| | | Elementary School (TK-5) | Middle School (6-8) | High School (9-12) | SDC | Total Students Generated |
| Residential[1] | 93,314 | 21,173 | 5,701 | 12,093 | 1,810 | 40,778 |
| Non-Residential[2] | 172,649,288 | 3,936 | 1,968 | 2,452 | -- | 8,356 |
| **Total Students Generated by Alternative 2** | | **25,109** | **7,670** | **14,545** | **1,810** | **49,134** |

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care

Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

Recreation

Alternative 2 would accommodate less development and associated growth than would the Downtown Plan. Nevertheless, any new development would increase the use of existing park and recreational facilities throughout the City, including in and around adjacent to the Downtown Plan Area. The City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. Under Alternative 2, the population of the Downtown Plan Area is projected to increase to approximately 241,000 residents by 2040, thereby decreasing the ratio of parks to residents to approximately 1.1 acre per 1,000 residents. Approximately 720 acres of new parkland would be needed in the Downtown Plan Area under Alternative 2 to meet the City's park acreage standards. Future development accommodated by the Downtown Plan would increase the population of the Downtown Plan Area to an estimated 252,000 residents, thereby reducing the ratio of parks to residents to approximately 1.0 acre per 1,000 residents. Approximately 764 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under the Downtown Plan. Therefore, Alternative 2 would require approximately five percent less parkland than the Downtown Plan and would have incrementally less impacts related to the deterioration of existing park to recreation facilities. Because opportunities for new parks are limited, neither Alternative 2 nor the Downtown Plan would result in significant impacts related to the development and construction of new parks.

Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. Nevertheless, due to the substantial population growth that would result from future development and lack of development capacity for new parks in the Downtown Plan Area, implementation of either Alternative 2 or the Downtown Plan could accelerate the deterioration of existing parks in and around the Downtown Plan Area. Such impacts to existing recreational facilities would be significant and unavoidable under either Alternative 2 or the Downtown Plan. Impacts related the construction of new parks would remain less than significant.

Transportation/Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Downtown Plan, or a proposed alternative, were to increase above the 2017 Baseline

Condition or if there is inconsistency with the SCAG 2016 RTP/SCS. As shown in Error! Reference source not found., VMT per service population under Alternative 2 would be 16.1, while the 2017 Baseline per service population VMT in the Downtown Plan Area is 19.6. Thus, per capita VMT under Alternative 2 would not exceed the 2017 Plan Baseline Condition threshold. Compared to the 2016 SCAG Region Conditions, Alternative 2 has lower vehicle trips per service population (2.5 versus 3.1) and lower VMT per service population (16.1 versus 35.4). Therefore, as with the Downtown Plan, impacts would be less than significant. However, the beneficial impacts to VMT would not be as great with Alternative 2 compared to the Downtown Plan.

**TABLE 5-8 COMPARISON BETWEEN EXISTING TRAFFIC CONDITIONS, THE DOWNTOWN PLAN AND ALTERNATIVE 2**

| Transportation Metric | Threshold | | Downtown Plan (2040) | Alternative 2 |
|---|---|---|---|---|
| | 2016 SCAG Region Conditions | 2017 Plan Baseline Conditions | | |
| Total Daily VT | 82,283,000 | 758,000 | 1,375,000 | 1,337,000 |
| Total Daily VT per Service Population | 3.1 | 2.6 | 2.5 | 2.5 |
| Total Daily VMT | 948,656,000 | 5,767,000 | 8,842,000 | 8,670,000 |
| **Total Daily VMT per Service Population** | **35.4** | **19.6** | **15.9** | **16.1** |

**SOURCE**: Fehr & Peers, February 2019.

Similar to the Downtown Plan, Alternative 2 would not result in significant impacts related to plan consistency, increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. However, as with the Downtown Plan, freeway off-ramp queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area, which could have a significant and unavoidable impact to freeway safety impacts.

Alternative 2 includes the network enhancements identified in MP 2035 and incorporated into the Downtown Plan.

Tribal Cultural Resources

Development activities that include ground disturbance activities have the potential to significantly affect tribal cultural resources. The Sacred Lands File search conducted for the Downtown Plan Area was positive and the Tongva ethnographic village site of Yangna is thought to be located near Union Station. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Similar to the Downtown Plan, Alternative 2 would generally accommodate development in the same footprints as existing structures in the Downtown Plan Area. Although neither the Downtown Plan nor Alternative 2 includes specific development projects, new development accommodated under either scenario may disturb areas that potentially contain tribal resources. Similar to the Downtown Plan, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on a [mitigated] negative declaration or an EIR, includes consultation with California Native American tribes. Overall, as with the Downtown Plan, impacts under Alternative 2 would be potentially significant. However, implementation of **Mitigation Measures 4.4-2 (a)**, **(b)**, **(c)**, and **(d)** in Section 4.4, *Cultural Resources* and **4.16-1 (a) and (b)** in Section 4.16, *Tribal Cultural Resources*, would

reduce Alternative 2's impacts to a less than significant level. Therefore, as with the Downtown Plan, Alternative 2 would have a less than significant impact with mitigation incorporated.

Utilities and Service Systems

Alternative 2 would accommodate less overall development and associated growth than the Downtown Plan. Alternative 2 would result in 6,000 fewer housing units (-5%), 11,000 fewer persons (-4%), and 8,000 fewer jobs (-3%) through 2040 than the Downtown Plan. **Table 5-9** indicates that implementation of Alternative 2 would increase wastewater generation in the Downtown Plan Area by approximately 16 mgd above baseline conditions, which represents about 9 percent of the HWRP excess capacity of 175 mgd. As shown in **Table 4.17-3,** in Section 4.17, *Utilities and Service Systems***,** projected wastewater generation for the Downtown Plan Area in 2040 with implementation of the Downtown Plan would generate an estimated 18 mgd of wastewater, which would represent about 10 percent of the HWRP's excess capacity of 175 mgd. Alternative 2 would therefore generate approximately 11 percent less wastewater as compared to the Downtown Plan. The HWRP would have sufficient available treatment capacity to serve Downtown Plan Area development under Alternative 2. In addition, the HWRP would be able to adequately treat future project-generated sewage under Alternative 2 and the treatment requirements of the RWQCB would not be exceeded so new or expanded treatment facilities would not be needed. Expansion/replacement of Downtown Plan Area conveyance infrastructure may be needed and various facility improvements are already planned. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development under Alternative 2 would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Downtown Plan, impacts associated with Alternative 2 would be less than significant.

**TABLE 5-9 ALTERNATIVE 2 PROJECTED WASTEWATER GENERATION**

| Land Use | Dwelling Units or Jobs | Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 120,246 du | 137.9 | 16,582,000 |
| Commercial | 237,249 jobs | 59.8 | 14,187,000 |
| Industrial | 33,373 jobs | 123 | 4,105,000 |
| Public Facilities | 26,464 jobs | 46.4 | 1,228,000 |
| Total 2040 with Alternative 2 Wastewater Generation | | | 37,074,000 |
| Current Wastewater Generation | | | 20,631,000 |
| **Net Change in Wastewater Generation** | | | **16,442,000** |

Notes: Wastewater generation numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
gpd – gallons per day
du – dwelling units
sf – square feet
**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

With respect to water demand, per the 2015 Urban Water Management Plan, current water supplies, planned future water conservation efforts, and planned future water supplies will enable Los Angeles Department

of Water and Power (LADWP) to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040), based on SCAG's population projections. The 2015 UWMP projects an increase of 195,960 afy (38 percent) in citywide water demand between 2015 and 2040, under single/multiple dry year conditions. **Table 5-10** indicates that the projected net increase in water demand of 23 mgd, or 26,051 afy, generated by new development under Alternative 2 would represent about 13 percent of the forecasted citywide water demand increase through 2040. As shown in **Table 4.17-6,** in Section 4.17, *Utilities and Service Systems*, estimated water demand for the Downtown Plan Area with implementation of the Downtown Plan would be 25 mgd, or 28,000 afy. This would represent about 14 percent of the forecasted citywide water demand increase through 2040. Alternative 2 would demand approximately 8 percent less water as compared to the Downtown Plan. Therefore, water supplies are adequate to meet projected demand through 2040 for Alternative 2 and development of new water supplies would not be necessary. Expansion/replacement of water distribution infrastructure may be needed, but temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 2 would be less than significant.

**TABLE 5-10 ALTERNATIVE 2 PROJECTED WATER DEMAND**

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family Residential | 6,733 | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 120,246 du | 202.8 | 24,386,000 | 27,316 |
| Commercial | 237,249 jobs | 78.7 | 18,671,000 | 20,915 |
| Industrial | 33,373 jobs | 125.5 | 4,188,000 | 4,691 |
| Public Facilities | 26,464 jobs | 78.7 | 2,083,000 | 2,333 |
| Total 2040 with Alternative 2 Demand | | | 51,441,000 | 57,622 |
| Current Water Demand | | | 28,184,000 | 31,570 |
| **Net Change in Water Demand** | | | **23,257,000** | **26,051** |

Notes: Water demand numbers are rounded to the nearest thousand. Totals may not add up due to rounding.
du – dwelling unit
gpd – gallons per day
afy – acre feet per year (1 af = 325,850 gallons)
**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2K (LADWP 2016). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

As shown in **Table 4.17-7** in Section 4.17, *Utilities and Service Systems*, the combined daily intake capacity of landfills serving the Plan Area is 45,540 tons per day and the average disposal intake is 19,143 tons per day, resulting in an available capacity of 26,397 tons per day. As shown in **Table 5-11**, implementation of Alternative 2 would generate an increase of approximately 1,139 tons of solid waste per day above existing conditions, which would represent about 4 percent of the total available daily capacity (26,397 ton per day) at local landfills. As shown in **Table 4.17-9** in Section 4.17, *Utilities and Service Systems*, development accommodated by the Downtown Plan would increase the amount of solid waste generated in the Downtown Plan Area by approximately 1,133 tons per day, or 413,534 tons per year, above existing conditions. This would also represent approximately 4 percent of the available intake capacity of landfills serving the Downtown Plan Area. Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2018 Annual Report, sufficient permitted capacity is available to accommodate the County's long-term disposal needs under the status quo. Therefore, similar to the Downtown Plan, new or expanded facilities would not be needed and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 2, but improvements to Downtown Plan Area distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such

improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 2 would be less than significant.

**TABLE 5-11 ALTERNATIVE 2 PROJECTED SOLID WASTE GENERATION**

| Land Use | Dwelling Units or Square Feet | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du | 7,878 | 22 |
| Multi-family Residential | 120,246 du | 0.46 ton/du | 55,313 | 152 |
| Commercial | 202,938,587 sf | 3.01 ton/1,000 sf | 610,845 | 1,674 |
| Industrial | 72,516,161 sf | 1.24 ton/1,000 sf | 89,920 | 246 |
| Public Facilities | 45,730,208 sf | 0.93/1,000 sf | 42,529 | 117 |
| Total 2040 Alternative 2 Solid Waste Generation | | | 806,485 | 2,210 |
| Current Solid Waste Generation | | | 390,771 | 1,071 |
| **Net Change in Waste Generation** | | | **415,714** | **1,139** |

Notes: Waste generation (tons) was rounded to the nearest whole number. Totals may not add up due to rounding.

du – dwelling unit

sf – square feet

[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))

**SOURCE:** CalEEMod Land Use SubType.

### Conclusion

The Housing Redistribution Alternative would result in slightly less development and growth in the Downtown Plan Area, as compared to the Downtown Plan. Nevertheless, Alternative 2 would result in the same impact conclusions as the Downtown Plan in all impact categories. Although significant impacts would be less under Alternative 2, unavoidable significant impacts under this Alternative would still occur with respect to historical resources, air quality, construction noise and vibration, transportation safety impacts related to freeway off-ramp queuing and recreational facilities, and transportation, as with the Downtown Plan.

## ALTERNATIVE 3: INCREASED DEVELOPMENT POTENTIAL

### Alternative Description

The "Increased Development Potential" Alternative would permit greater development capacity in the Markets and Community Center area, in exchange for a higher requirement for the provision of public benefits. Under this alternative, the Industrial-Mixed Use 2 (IX2), in which the only type of housing allowed is through conversion of existing buildings to Joint Living and Work Quarters, would be applied to areas that are proposed as Restricted Light Industrial (MR1), where no housing is allowed under the Downtown Plan. This alternative would raise the maximum FAR to 10.0:1 in areas that are proposed as 3:1, 4.5:1, 6.0:1 and 8.5:1. The FAR would also be raised to a maximum of 13.0:1 in areas that are proposed as 8.0:1 and 10.0:1. **Figure 5-3** shows the changes under the Increased Development Potential Alternative compared to the Downtown Plan. Alternative 3 was included to inform decision makers and foster public participation

on an alternative that could result in higher community benefits by allowing for greater development capacity in the Downtown Plan Area.

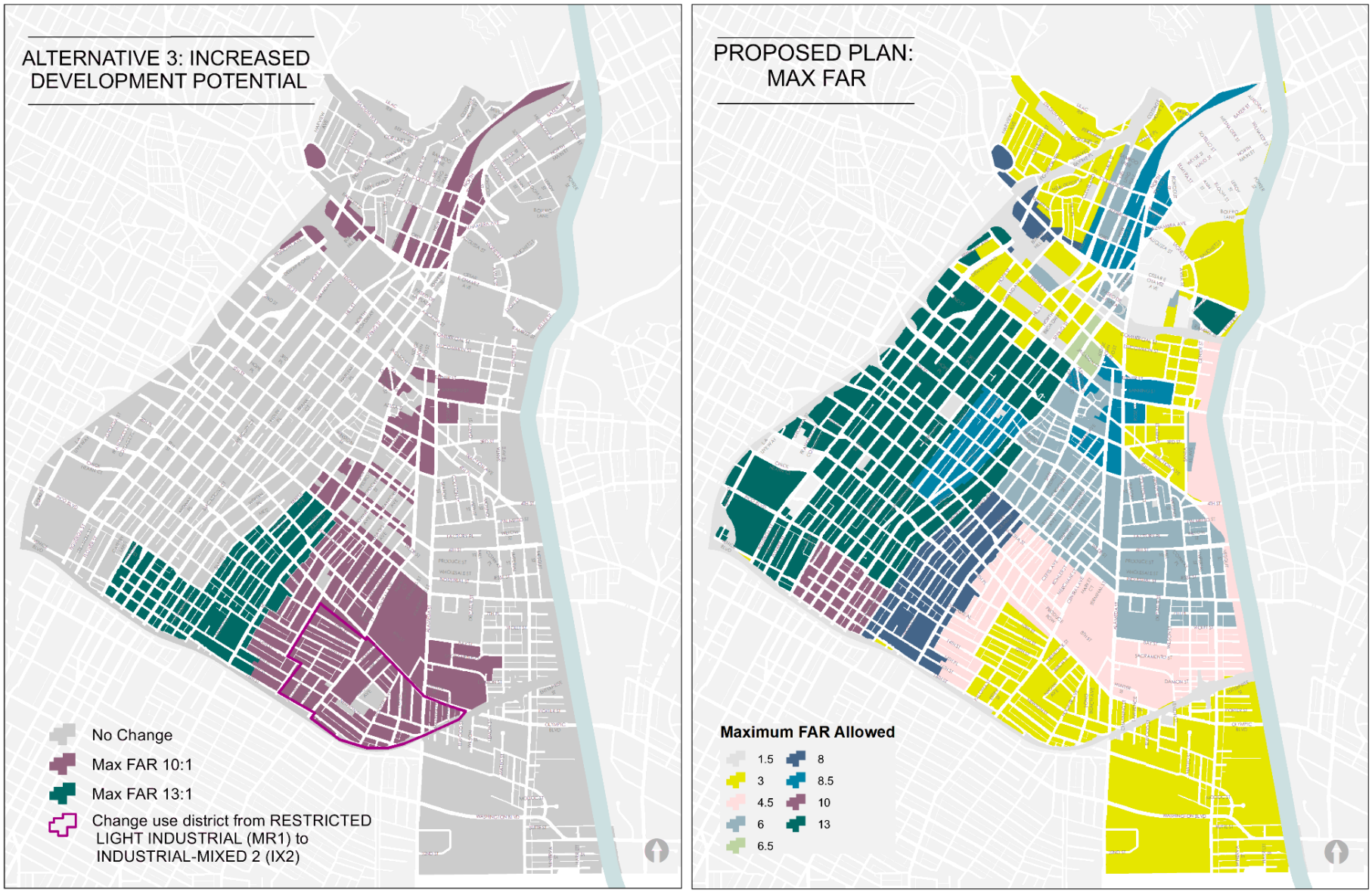
As shown in **Table 5-1**, under Alternative 3 the Downtown Plan Area is projected to have a population of 263,000 residents, with 139,000 housing units and 364,000 jobs in 2040. SCAG projects a Downtown Plan Area population of 189,000 residents in 2040 along with 96,000 housing units and 257,000 jobs. Therefore, Alternative 3 would exceed SCAG's population, housing and job growth forecasts in the Downtown Plan Area. Alternative 3 would result in 6,000 more housing units (5%), 11,000 more persons (4%), and 59,000 more jobs (19%) by 2040 as compared to the Downtown Plan. Because Alternative 3 would increase the development capacity and associated growth in the Downtown Plan Area, as compared to the Downtown Plan, it may also result in greater environmental impacts related to aesthetics, cultural resources, air quality and greenhouse gas emissions, energy, public services and utilities in the Downtown Plan Area. In addition, air quality and greenhouse gas emissions, and energy consumption may decrease elsewhere in the City as a function of reduced VMT as population, housing, and job growth is further concentrated in the Downtown Plan Area.

Alternative 3 would be subject to the escalating bonus system, which dictates that as the FAR capacity increases, greater benefits must be provided. The Increased Development Potential Alternative meets the project objectives to support the delivery of public benefits in the form of affordable housing, open space, preservation, community facilities, and public realm improvements, but does not meet objectives to concentrate development in the most transit served areas.

Under Alternative 3, the Downtown Plan Area would have increased development capacity, as compared to the Downtown Plan. Therefore, it may result in incrementally greater impacts in the Downtown Plan Area, including the significant unavoidable impacts of the Downtown Plan with regard to historical resources, construction noise, construction vibration, deterioration of existing parks, and traffic safety to highway off-ramps as well as the Downtown Plan's significant, but mitigable impacts related to air quality, biological, archaeological and paleontological resources, and hazardous materials. On the other hand, further concentrating development in the Downtown Plan Area may limit development elsewhere in the City, with reductions in environmental impacts regionally. Specifically, this alternative may help reduce overall regional VMT and associated air pollutant and GHG emissions compared to the Downtown Plan by further increasing future development in areas with good transit access and where housing, jobs, and amenities are in close proximity to one another.

Alternative 3 was selected to consider its potential regional benefits and because it would meet all of the basic project objectives, including: accommodating employment, housing, and population growth projections (Primary Objective 1); providing for economic diversification and reinforcement of the Downtown Plan Area as a primary center of employment (Primary Objective 2); building upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Plan Area and concentrating development opportunity immediately surrounding the transit stations (Primary Objective 3); promoting a mode-shift from private automobile usage while fostering a transit, bicycle, and pedestrian supportive environment (Primary Objective 4); reducing vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions (Primary Objective 5; supporting a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options (Primary Objective 6); Celebrate and reinforce the character of each of the neighborhoods in the Plan Area (Primary Objective 7); providing a set of implementation tools that are responsive to the range of physical and functional needs across the Plan Area (Primary Objective 8); refining and expanding a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City (Secondary Objective 1); maintaining a meaningful amount of the Plan Area for production and high-intensity traditional industry (Secondary Objective 2); promoting a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living (Secondary Objective 3;

**Figure 5-3 Alternative 3: Increased Development Potential**



identifying appropriate locations for housing and establishing zoning tools that encourage a range of unit typologies (Secondary Objective 4); ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners (Secondary Objective 5); and supporting and sustaining Downtown's ongoing revitalization (Secondary Objective 6).

Although Alternative 3 would generally meet all objectives, it may meet certain objectives to a lesser or greater degree than the Downtown Plan would. It would meet Primary Objective 2 to reinforce the Downtown Plan Area as a primary center of employment for the City and the Southern California region to a greater degree than the Downtown Plan, due to the overall increase in development potential compared to the Downtown Plan. For the same reasons, public benefits would be more than that of the Plan and would meet Secondary Objective 1 to a greater degree than the Downtown Plan. Although Alternative 3 would allow for more development capacity around transit, it would also increase capacity elsewhere in the Plan Area, and growth would likely be spread out. Therefore, Alternative 3 would only partially meet Primary Objective 3, of concentrating growth near transit with an appropriate range of building sizes and mix of uses.

As discussed below, Alternative 3 would result in incremental greater impacts than the Downtown Plan with respect to aesthetics, air quality, cultural resources, hazards/hazardous materials, noise, public services, recreation, transportation/traffic, and utilities/service systems.

## Impact Analysis

Aesthetics

Compared to existing conditions, either Alternative 3 or the Downtown Plan would generally allow greater scale and intensity, Alternative 3 would permit greater development than the Downtown Plan in Markets, Community Center and some portion of the Production area, in exchange for a higher requirement for the provision of public benefits. Under this alternative, the maximum FAR would be raised to 10.0:1 in areas that are proposed as3:1, 4.5:1, 6.0:1 and 8.5:1. The FAR would also be raised to a maximum of 13.0:1 in areas that are proposed as 8.0:1 and 10.0:1 under the Downtown Plan. Compared to the Downtown Plan, Alternative 3 may result in incrementally greater impacts to visual character, obstruction of scenic views, alterations of historical resource and shading effects, due to increased development intensity and changes to land use designations. Nevertheless, future development would be implemented in accordance with applicable state and local plans, policies and guidelines including but not limited to the City's General Plan Framework, Conservation Element, Mobility Plan 2035, relevant specific plans, the Downtown Design Guide and provisions of the LAMC as it relates to development standards, visual character and historical resources. As with the Downtown Plan, Alternative 3 could introduce new sources of light and glare in the Downtown Plan Area. However, development in most of the Downtown Plan Area already experiences high levels of nighttime lighting and glare, such that any additional effects would be incremental. In addition, future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the Downtown Plan Area accommodated by Alternative 3 may increase shading and shadows in specific locations; however, shadows would be limited to the immediate area of each new development and would be typical of highly urbanized neighborhoods. Overall, development accommodated by Alternative 3 would result in less than significant aesthetic impacts similar to those of the Downtown Plan.

Air Quality

Alternative 3 would accommodate greater overall development and associated growth than the Downtown Plan. Alternative 3 would result in an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) through 2040 than the Downtown Plan. Like the Downtown Plan, Alternative 3 would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be

inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 3 would not conflict with the AQMP. Because Alternative 2 would accommodate more overall growth in the Downtown Plan Area than would the Downtown Plan, and would attain to a greater degree the policy goals of the RTP/SCS, AQMP, and City General Plan Framework Element and Air Quality Element goals related to concentrating development in areas with access to transit and reducing vehicle miles traveled and associated emissions than would the Downtown Plan. Therefore, as with the Downtown Plan, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be less than significant.

Maximum daily construction emissions would be similar to what would occur under the Downtown Plan since the types and magnitudes of individual construction projects would be similar. As with the Downtown Plan, it is reasonable to assume that development would result in construction emissions of $NO_X$ that exceed SCAQMD regional and local significance thresholds, and emissions of $PM_{10}$ and $PM_{2.5}$ that exceed SCAQMD LSTs. Because development capacity would increase under Alternative 3, it is reasonable to assume that operational emissions would also increase compared to the Downtown Plan. Nonetheless, as discussed in Section 4.2, *Air Quality*, and shown in **Table 4.2-11**, future daily regional emissions from mobile sources under implementation of the Downtown Plan is generally expected to decrease relative to existing emissions due primarily to more stringent statewide regulations. It is reasonable to assume that under Alternative 3 future daily regional emissions would generally decrease relative to existing emissions due to improvements in vehicular engine efficiency technologies and fuel pollutant concentrations. As with the Downtown Plan, impacts related to construction emissions would be significant and unavoidable.

The increase in development in the Downtown Plan Area accommodated by Alternative 3 would result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to heavily expanded use of consumer products and increased energy demand, similar to the Downtown Plan. In addition, future development in the Downtown Plan Area accommodated by Alternative 3 would result in daily emissions of $PM_{10}$ and $PM_{2.5}$ from area sources and mobile sources (brake and tire wear) that would exceed the SCAQMD regional significance thresholds. **Mitigation Measure 4.2-2** would be applied to this alternative but, similar to the Downtown Plan, would not be expected to reduce impacts to a less than significant level. As with the Downtown Plan, impacts related to construction emissions would be significant and unavoidable.

As with the Downtown Plan, impacts associated with Alternative 1, including impacts related to toxic air contaminants (TACs) from distribution center truck activity, would be significant as the alternative would still allow distribution centers in portions of the Downtown Plan Area intended for industrial uses. Mitigation Measure 4.2-3 would apply to the Alternative, but without specific project details impacts to sensitive receptors would be significant and unavoidable. As with the Downtown Plan, impacts related to odors would be less than significant.

It should be noted that because Alternative 3 would accommodate more development than the Downtown Plan in the Downtown Plan Area, it may limit growth that would occur elsewhere in the City or region in locations that have less access to transit and less of a mix of jobs and housing. As a result, overall citywide and regional VMT and associated emissions may incrementally lessen under this scenario.

Biological Resources

The Downtown Plan Area is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors and habitat that would support special status plant or animal species. The Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping are the only sources of biological habitat in and around the Downtown Plan Area. Both the Downtown Plan and Alternative 3 prioritize infill development in already urbanized area of the City, thus, minimizing development in areas of potential native biological habitat or wildlife corridors. As with the Downtown Plan, Alternative 3 would not foreseeably result in modification of the portions of the Los Angeles River because neither plan includes

components that would affect the existing use, zoning, or land use designation of the Los Angeles River. As with the Downtown Plan, any new development has the potential to disturb sensitive plant or animal species such as nesting birds and heritage or protected trees in the Downtown Plan Area. Therefore, future development would require adherence with federal MBTA and/or the CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404). In addition, Alternative 3 would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space or encroach upon any natural settings. Therefore, Alternative 3 would not conflict with goals, policies, or programs of the General Plan Framework or the City Conservation Element. As with the Downtown Plan, Alternative 3, impacts related to biological resources would be less than significant with implementation of **Mitigation Measures 4.3-1(a)** and **(b)**.

Cultural Resources

The Downtown Plan Area, which is expected to experience substantial new development, includes a high concentration of historical resources. Alternative 3 would permit greater scale and intensity in these areas than would the Downtown Plan and, therefore, may result in greater impacts to cultural resources, including demolition or alteration of a historical resource or its setting, or disturb areas that may potentially contain archaeological resources and/or human remains. Future developments in the Downtown Plan Area would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and may be subject to project-specific mitigation requirements under CEQA. As with the Downtown Plan, existing requirements and **Mitigation Measures 4.4-2(a)**, **(b)**, **(c)** and **d** would reduce impacts to archaeological resource associated with Alternative 3 to a less than significant level. Similar to Downtown Plan, Alternative 1 impacts to human remains would be less than significant based on anticipated compliance with existing regulations.

Although existing regulations provide certain protections for significant historical resources, individual developments allowed by either Alternative 3 or the Downtown Plan could potentially cause a substantial adverse change in or disturbance of historical resources as defined in CEQA Guidelines Section 15064.5. Therefore, as with the Downtown Plan, impacts to historical resources would be significant and unavoidable under Alternative 3, and incrementally greater with Alternative 3.

Energy

Alternative 3 would accommodate greater overall development and associated growth than the Downtown Plan. Alternative 3 would result in an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) than would otherwise occur under development accommodated by the Downtown Plan for year 2040. Therefore, it is reasonable to assume that overall, implementation of Alternative 3 would result in greater overall energy consumption as compared to the Downtown Plan. As discussed under **Impact 4.5-1** in Section 4.5, *Energy*, (**Table 4.5-5** through **Table 4.5-7**) implementation of the Downtown Plan would result in increased energy consumption in the Downtown Plan Area above 2017 baseline conditions. However, the Downtown Plan would result in lower per capita electricity and natural gas consumption for year 2040, as compared to 2017 baseline conditions. The lower per capita energy use that would occur can be attributed to the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. Although Alternative 3 may result in greater energy consumption in the Downtown Plan Area overall, the higher overall development intensity may reduce per capita VMT and energy consumption in the City and region. Thus, Alternative 3 may result in incrementally reduced impacts with respect to the inefficient, unnecessary, or wasteful direct or indirect consumption of energy. Like the Downtown Plan, Alternative 3 would not result in energy demands that exceed the existing or planned capacity for the service area or the wider Southern California region. Neither Alternative 3 nor the Downtown Plan would conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing

reliance on renewable energy sources. Overall, impacts would be less than significant under Alternative 3, as with the Downtown Plan.

Geology and Soils

As with the Downtown Plan, Alternative 3 would generally accommodate development in the same footprints as existing structures in the Downtown Plan Area. Any new development in the Downtown Plan Area would be exposed to existing geologic and soil hazards; however, it would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and CBC would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Downtown Plan Area may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Similar to the Downtown Plan, Alternative 3 would have the potential to disturb paleontological resources. As with the Downtown Plan, geology and soils impacts would be less than significant under Alternative 3 with adherence to regulatory code requirements and **Mitigation Measure 4.6-1(a), (b)** and **(c)** related to paleontological resources.

Greenhouse Gas Emissions

Alternative 3 would accommodate more development and associated growth than the Downtown Plan. Implementation of Alternative 3 would result in an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) through 2040 beyond that anticipated under the Downtown Plan. Either the Downtown Plan or Alternative 3 would generate GHG emissions through individual project construction and operation. *Section 4.7, Greenhouse Gas Emissions*, **Table 4.7-4** compares current annual GHG emissions for the Downtown Plan Area to 2040 emissions. Implementation of the Downtown Plan would result in a 24 percent increase in total GHG emissions in the Downtown Plan Area by 2040 and a 62 percent reduction in per capita GHG emissions, compared to 2017 baseline conditions. The reduction in per capita GHG emissions below baseline conditions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. It is reasonable to assume that under Alternative 3 future per capita emissions would also be lower than existing 2017 baseline emissions due to improved energy efficiency and reduced per capita VMT. Thus, the per capita and net reduction in GHG emissions under Alternative 3 would demonstrate compliance with regional, state, and federal efforts to reduce climate impacts from development and transportation. Although Alternative 3 may result in greater GHG emissions in the Downtown Plan Area, the more intense development under Alternative 3 may contribute to an incremental reduction in Citywide and regional GHG VMT and related GHG emissions by concentrating more future growth in an area well served by transit and where housing, jobs, and services are in close proximity to one another. Overall, impacts would be less than significant under Alternative 3, as with the Downtown Plan.

Hazards and Hazardous Materials

General Plan designations under Alternative 3 and the Downtown Plan would maintain existing light and heavy industrial uses in the southeastern portion of the Downtown Plan Area but would expand the mix of uses in the Markets and Hybrid Industrial designation area to include commercial and residential uses. Although certain heavy industrial facilities would remain and hazardous materials would continue to be transported through the Downtown Plan Area, neither Alternative 3 nor the Downtown Plan would substantially increase hazardous material risks from transport, use or disposal based on the extensive

existing regulations of hazardous materials. As such, as with the Downtown Plan, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

Similar to the Downtown Plan, there would be no or less than significant impacts related to airports, or emergency management plans because there are no airports, private airstrips, or wildlands in or near the Plan Area and development under Alternative 3 would not interfere with circulation plans or emergency management plans.

Redevelopment, renovation, and demolition of structures built before 1979 could potentially involve asbestos or lead but asbestos and lead would not be released into the atmosphere with compliance of existing regulations. In addition, future development would potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Compliance with applicable regulations would reduce such impacts to a less than significant level. As with the Downtown Plan, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures 4.8-4(a)** and **4.8-4(b)** to Alternative 3 impacts would be less than significant. Overall impacts associated with Alternative 3 would be similar to, but slightly higher than, those of the Downtown Plan since the overall level of development would be greater.

Hydrology and Water Quality

The Downtown Plan Area is urbanized and almost entirely paved and developed except for parks, green spaces, and the Los Angeles River, which is located on the eastern boundary of the Downtown Plan Area. Similar to the Downtown Plan, Alternative 3 would generally accommodate development within the same footprints as existing structures in the Downtown Plan Area. Therefore, implementation of Alternative 3 would not substantially alter drainage patterns that would result in substantial erosion, siltation, or flooding on- or off-site. Any new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate Best Management Practices to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Downtown Plan Area would improve surface water quality by replacing older development with new development that incorporates LID methods. Therefore, Alternative 3 would result in less than significant impacts with respect to hydrology and water quality, similar to those of the Downtown Plan.

Land Use and Planning

As with the Downtown Plan, Alternative 3 would allow development of greater scale and intensity than currently exists in portions of the Downtown Plan Area. Alternative 3 would include greater development capacity than the Downtown Plan in the proposed Market and Community Center areas, in exchange for a higher requirement for the provision of public benefits. Under this alternative, the maximum FAR would be raised to 10.0:1 in areas that are proposed as 3:1, 4.5:1, 6.0:1 and 8.5:1 under the Downtown Plan. The FAR would also be raised to a maximum of 13.0:1 in areas that are proposed as 8.0:1 and 10.0:1. **Figure 5-3** shows the changes under the Increased Development Potential Alternative compared to the Downtown Plan. Alternative 3 would be subject to an escalating bonus system, which dictates that as the FAR capacity increases, there is a greater provision of benefits that must be provided. Thus, Alternative 3 would support

the delivery of public benefits in the form of affordable housing, open space, preservation, community facilities, and public realm improvements.

Compared to the Downtown Plan, Alternative 3 would increase development intensity and related growth in the Downtown Plan Area. This may meet objectives related to reinforcing the Downtown Plan Area as a primary center of employment for the City and the Southern California region to a greater degree than the Downtown Plan. In addition, by concentrating more development Downtown, this alternative may incrementally reduce growth elsewhere in the City where transit options and mixed uses are more limited. Either Alternative 3 or the Downtown Plan would be consistent with policies and objectives contained in the 2016-2040 RTP/SCS with respect to high density, transit-oriented development. Similar to the Downtown Plan, Alternative 3 would also be generally consistent with the City's General Plan and Framework Element, Mobility Plan 2035, Air Quality Element and Housing Element 2013-2021. Like the Downtown Plan, Alternative 3 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. As with the Downtown Plan, impacts would be less than significant under Alternative 3.

Noise

New sensitive uses accommodated by either Alternative 3 or the Downtown Plan would be exposed to ambient noise that is in the "normally unacceptable" to "clearly unacceptable" range based on noise level/land use compatibility standards in the Noise Element the City's General Plan. However, exposure of new development to ambient noise would not increase noise and all new development would be required to take measures to reduce interior noise levels to below 45 dBA.

Any future development in the Downtown Plan Area would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the Downtown Plan Area. In addition, any on-site activities would be required to comply with applicable provisions of the LAMC. As with the Downtown Plan, traffic-related noise may increase by more than 3 dBA in some locations, but resulting noise levels would not be in the "normally unacceptable" range. Thus, permanent noise increases due to operational activities accommodated by Alternative 3 would be less than significant.

Future construction activity would be required to comply with appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05 and **Mitigation Measure 4.11-1.** Compared to the Downtown Plan, duration of construction and use of heavy duty equipment in the Alternative 3 scenario would be higher than the Downtown Plan due to greater overall development potential. Therefore, construction noise impacts from Alternative 3 is likely to be more than that of the Downtown Plan. Similar to the Downtown Plan, maximum noise levels generated by construction equipment under Alternative 3 could potentially involve two subterranean levels or more, construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. Therefore, the impact would remain significant and unavoidable.

Future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical and fragile structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, either Alternative 3 or Downtown Plan would result in a significant and unavoidable impact related to construction vibration.

It is not anticipated that new development in the Downtown Plan Area would involve activities that would result in substantial vibration levels (e.g., blasting operations). As with the Downtown Plan, operational groundborne vibration in the vicinity of new development associated with Alternative 3 would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration*

*Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible (2006). Accounting for additional vehicle trips that would be accommodated by the Alternative 3, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, impacts related to operational vibration would be less than significant.

Similar to the Proposed Project, Alternative 1 would have no impacts related to airport noise.

Population and Housing

Projected growth under Alternative 3 would exceed SCAG's 2040 population forecast by approximately 74,000 persons (39%) 43,000 dwelling units (45%), and 107,000 jobs (42%). Alternative 3 would also accommodate an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) than would be accommodated through 2040 under the Downtown Plan. Therefore, like the Downtown Plan, Alternative 3 would increase the development capacity of the Downtown Plan Area in a manner that accommodates SCAG growth projections for the Downtown Plan Area. To an even greater degree than the Downtown Plan, Alternative 3 would concentrate forecast growth in an area with a mix of jobs and housing and with good transit access.

Alternative 3 would be subject to an escalating bonus system, which dictates that as the FAR capacity increases, there is a greater provision of benefits that must be provided. Thus, Alternative 3 would support the delivery of public benefits, including affordable housing.

Although Alternative 3 would accommodate new development and redevelopment projects in the Downtown Plan Area that would likely result in some displacement of existing housing units and residents, it would substantially increase the housing stock of the Downtown Plan Area overall. Therefore, Alternative 3 would allow for additional construction of housing in an urban center, which would offset displacement of existing housing throughout the City. As with the Downtown Plan, population and housing impacts would be less than significant under Alternative 3.

Public Services

Alternative 3 would accommodate more overall development and associated growth than the Downtown Plan. Alternative 3 would result in an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) beyond that anticipated through 2040 under the Downtown Plan. With respect to fire and police services, either scenario would accommodate new development that would increase demand for fire and police protection service in the Downtown Plan Area. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. However, depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts already identified in this EIR for construction or operations. However, project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns.

With respect to schools, as summarized in **Table 5-12** residential and non-residential development accommodated by Alternative 3 would result in an estimated 56,082 new students by 2040. Of this total, an estimated 28,628 would enroll in elementary school, 8,817 would enroll in middle school, 16,600 would enroll in high school, and 2,037 would enroll in special day classes. Alternative 3 would result in approximately 8 percent increase in students as compared to the Downtown Plan. As such, Alternative 3 would accommodate development that would increase the student population of the Downtown Plan Area and would create the need for new or expanded school facilities, but to a greater extent than the Downtown Plan. As with the Downtown Plan, developers would be required to pay applicable school impact fees. As

with the Downtown Plan, any impacts associated with new school construction would be similar to those analyzed and identified in the EIR for other types of development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

**TABLE 5-12 ALTERNATIVE 3 ANTICIPATED STUDENT GENERATION IN THE DOWNTOWN PLAN AREA**

| | | Student Generation | | | | |
|---|---|---|---|---|---|---|
| | Units | Elementary School (TK-5) | Middle School (6-8) | High School (9-12) | SDC | Total Students Generated |
| Residential[1] | 105,017 | 23,828 | 6,417 | 13,610 | 2,037 | 45,892 |
| Non-Residential[2] | 210,524,997 | 4,800 | 2,400 | 2,989 | -- | 10,189 |
| **Total Students Generated by Alternative 3** | | **28,628** | **8,817** | **16,600** | **2,037** | **56,082** |

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care

Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, either Alternative 3 or the Downtown Plan would increase demand for library facilities. However, the Downtown Plan Area is well served by library facilities and would not require the construction of new or expanded facilities.

Compared to the Downtown Plan, Alternative 3 would accommodate more intense development and associated growth, thus requiring more public services Downtown. However, this may reduce development elsewhere in the City, resulting in less need for expansion of public services in other areas. Overall, impacts under Alternative 3 would be less than significant, as with the Downtown Plan.

Recreation

Alternative 3 would accommodate more development and associated growth than the Downtown Plan. As with the Downtown Plan, any new development would increase the use of existing park and recreational facilities throughout the City, including in and around adjacent to the Downtown Plan Area. The City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. Under Alternative 3, the Downtown Plan Area population is projected to increase to approximately 263,000 residents by 2040, thereby decreasing the ratio of parks to residents to approximately 0.98 acre per 1,000 residents. Approximately 793 acres of new parkland would be needed in the Downtown Plan Area to meet the City's park acreage standards under Alternative 3. Future development accommodated by the Downtown Plan would increase the population of the Downtown Plan Area to an estimated 252,000 residents, thereby decreasing the ratio of parks to residents to approximately 1.0 acre per 1,000 residents. Approximately 764 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under the Downtown Plan. Approximately four percent more parkland would be needed to meet City standards than under the Downtown Plan. Therefore, impacts to park and recreation facilities would be incrementally greater under Alternative 3.

Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. This would partially

mitigate impact related to the deterioration of facilities. Nevertheless, due to the substantial population growth that would result from future development and lack of development capacity for new parks in the Downtown Plan Area, implementation of either Alternative 3 or the Downtown Plan could accelerate the deterioration of existing parks in and around the Downtown Plan Area. Such impacts to existing recreational facilities would be significant and unavoidable under either Alternative 3 or the Downtown Plan. Impacts related to construction of new parks would remain less than significant.

Transportation/Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Downtown Plan, or a proposed alternative, were to increase above the 2017 Baseline Condition or if there is inconsistency with the SCAG 2016 RTP/SCS. As shown in **Table 5-13**, VMT per service population under Alternative 3 would be 16.5, while the 2017 Baseline per service population VMT in the Downtown Plan Area is 19.6. Thus, per capita VMT under Alternative 2 would not exceed the 2017 Plan Baseline Condition threshold. Compared to the 2016 SCAG Region Conditions, Alternative 2 has lower vehicle trips per service population (2.5 versus 3.1) and lower VMT per service population (16.5 versus 35.4). Therefore, as with the Downtown Plan, impacts would be less than significant. However, the beneficial impacts to VMT in the Downtown Plan Area would not be as great with Alternative 3 compared to the Downtown Plan. On the other hand, accommodating more development in the Downtown Plan Area would be expected to generally reduce future development in other portions of the City/region, thereby placing more development in an area with good transit access and housing, jobs, and amenities in close proximity to one another. From a regional perspective, this would be expected to reduce overall VMT.

**TABLE 5-13 COMPARISON BETWEEN EXISTING TRAFFIC CONDITIONS, THE DOWNTOWN PLAN AND ALTERNATIVE 3**

| Transportation Metric | Threshold | | Downtown Plan (2040) | Alternative 3 |
|---|---|---|---|---|
| | 2016 SCAG Region Conditions | 2017 Plan Baseline Conditions | | |
| Total Daily VT | 82,283,000 | 758,000 | 1,375,000 | 1,582,000 |
| Total Daily VT per Service Population | 3.1 | 2.6 | 2.5 | 2.5 |
| Total Daily VMT | 948,656,000 | 5,767,000 | 8,842,000 | 10,317,000 |
| **Total Daily VMT per Service Population** | **35.4** | **19.6** | **15.9** | **16.5** |

**SOURCE**: Fehr & Peers, February 2019.

As with the Downtown Plan, Alternative 3 would not result in significant impacts related to plan consistency, increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. However, as with the Downtown Plan, freeway off ramp queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area, which could make a significant and unavoidable impact to freeway safety impacts.

Alternative 3 includes the network enhancements identified in MP 2035 and incorporated in the Downtown Plan.

Tribal Cultural Resources

Development activities that include ground disturbance activities have the potential to significantly affect tribal cultural resources. The Sacred Lands File search conducted for the Downtown Plan Area was positive and the Tongva ethnographic village site of Yangna is thought to be located near Union Station. Effects on

tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Although neither the Downtown Plan nor Alternative 3 includes specific development projects, any new development accommodated by either scenario may disturb areas that potentially contain tribal resources. Alternative 3 could have incrementally greater impacts to the Downtown Plan as it would have greater development. As with the Downtown Plan, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects subject to CEQA review would be required to comply with AB 52, which for projects relying on a [mitigated] negative declaration or an EIR, includes consultation with California Native American tribes.. Overall, as with the Downtown Plan, impacts under Alternative 3 would be potentially significant. However, implementation of **Mitigation Measures 4.4-2 (a)**, **(b)**, **(c)**, and **(d)** in Section 4.4, *Cultural Resources* and **4.16-1 (a)** and **(b)** in Section 4.16, *Tribal Cultural Resources*, would reduce Alternative 3 impacts to a less than significant level. Therefore, as with the Downtown Plan, impacts associated with Alternative 3 would be less than significant with mitigation incorporated.

Utilities and Service Systems

Alternative 3 would accommodate more development and associated growth than the Downtown Plan. Alternative 3 would result in an increase of 6,000 housing units (5%), 11,000 persons (4%), and 59,000 jobs (19%) beyond that anticipated through 2040 under the Downtown Plan. As shown in **Table 5-14**, implementation of Alternative 3 would increase wastewater generation in the Downtown Plan Area by approximately 26 mgd, which represents about 15 percent of the HWRP excess capacity of 175 mgd. As shown in **Table 4.17-3** in Section 4.17, *Utilities and Service Systems,* projected wastewater generation for the Downtown Plan Area with implementation of the Downtown Plan would generate an estimated 18 mgd of wastewater. This would represent about 10 percent of the HWRP excess capacity of 175 mgd. Alternative 3 would generate approximately 44 percent more wastewater as compared to the Downtown Plan. Nevertheless, the HWRP would have sufficient available treatment capacity to serve the Downtown Plan Area under Alternative 3. In addition, the HWRP would be able to adequately treat future project-generated sewage under Alternative 3 and the treatment requirements of the RWQCB would not be exceeded so new or expanded treatment facilities would not be needed. Expansion/replacement of Downtown Plan Area conveyance infrastructure may be needed and various facility improvements are already planned. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development under Alternative 3 would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Downtown Plan, impacts associated with Alternative 3 would be less than significant.

With respect to water demand, per the 2015 Urban Water Management Plan, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040), based on SCAG's population projections. The 2015 UWMP projects an increase of 195,960 afy (38 percent) in water demand between 2015 and 2040, under single/multiple dry year conditions. As shown in **Table 5-15**, the projected net increase in water demand of 37,891 afy generated by new development accommodated by Alternative 3 would represent about 19 percent of the forecasted water demand increase through 2040. As shown in **Table 4.17-6** in Section 4.17, *Utilities and Service Systems,* estimated water demand for the Downtown Plan Area with implementation of the Downtown Plan would be 25 mgd, or 28,000 afy, which would represent about 14 percent of the forecasted citywide water demand increase through 2040. Development under Alternative 3 would demand approximately 36 percent more water than development anticipated under the Downtown Plan. Nevertheless, water supplies would be adequate to meet projected demand through 2040 for Alternative 3 and development of new water supplies would not be necessary.

**TABLE 5-14 ALTERNATIVE 3 PROJECTED WASTEWATER GENERATION**

| Land Use | Dwelling Units or Jobs | Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 131,949 du | 137.9 | 18,196,000 |
| Commercial | 240,909 jobs | 59.8 | 14,406,000 |
| Industrial | 96,383 jobs | 123 | 11,855,000 |
| Public Facilities | 26,464 jobs | 46.4 | 1,228 |
| Total 2040 with Alternative 3 Wastewater Generation | | | 46,657,000 |
| Current Wastewater Generation | | | 20,631,000 |
| **Net Change in Wastewater Generation** | | | **26,025,000** |

Notes: Wastewater generation numbers are rounded to the nearest thousand. Totals may not add up due to rounding.

gpd – gallons per day

du – dwelling units

sf – square feet

**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

**TABLE 5-15 ALTERNATIVE 3 PROJECTED WATER DEMAND**

| Land Use | New Dwelling Units (du) or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 131,949 du | 202.8 | 26,759,000 | 29,974 |
| Commercial | 240,909 jobs | 78.7 | 18,960,000 | 21,237 |
| Industrial | 96,383 jobs | 125.5 | 12,096,000 | 13,549 |
| Public Facilities | 26,464 jobs | 78.7 | 2,083,000 | 2,333 |
| Total 2040 with Alternative 3 Demand | | | 62,010,000 | 64,461 |
| Current Water Demand | | | 28,184,000 | 37,891 |
| **Net Change in Water Demand** | | | **33,826,000** | **37,891** |

Notes: Water demand numbers are rounded to the nearest thousand. Totals may not add up due to rounding.

du – dwelling unit

gpd – gallons per day

afy – acre feet per year (1 af = 325,850 gallons)

**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2K (LADWP 2016). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

Expansion/replacement of water distribution infrastructure may be needed, but temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 3 would be less than significant. It should also be noted that accommodating more development Downtown may reduce development elsewhere in the City, thus offsetting any increase in water demand in the Downtown Plan Area.

As shown in **Table 4.17-7** in Section 4.17, *Utilities and Service Systems*, the combined daily intake capacity of landfills serving the Downtown Plan Area is 45,540 tons per day and the average disposal intake is 19,143 tons per day, resulting in an available capacity of 26,397 tons per day. As shown in **Table 5-16**, Alternative 3 would generate an increase of approximately 1,287 tons of solid waste per day, which would represent about 5 percent of the total available daily capacity (26,397 ton per day) at local landfills. As shown in **Table 4.17-9** in Section 4.17, *Utilities and Service Systems*, development accommodate by the Downtown Plan would increase the amount of solid waste generated in the Downtown Plan Area by an estimated 1,133 tons per day, or 413,534 tons per year. This represents approximately 4 percent of the available intake capacity of landfills serving the Downtown Plan Area. Alternative 3 would generate approximately 13 percent more waste as compared to the Downtown Plan. Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2018 Annual Report, sufficient permitted capacity is available to accommodate the County's long-term disposal needs under the status quo. Sufficient permitted capacity is available to accommodate the Downtown Plan Area's solid waste disposal needs. As with the Downtown Plan, solid waste generation under Alternative 3 would remain within the capacity of waste disposal facilities and new or expanded facilities would not be needed. Impacts would be less than significant.

**TABLE 5-16 ALTERNATIVE 3 PROJECTED SOLID WASTE GENERATION**

| Land Use | Dwelling Units or Square Feet | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 131,949 du | 0.46 ton/du | 60,697 | 166 |
| Commercial | 203,261,906 sf | 3.01 ton/1,000 sf | 611,818 | 1,676 |
| Industrial | 110,876,964 sf | 1.24 ton/1,000 sf | 137,487 | 377 |
| Public Facilities | 45,730,208 sf | 0.93/1,000 sf | 42,529 | 117 |
| Total 2040 Alternative 3 Solid Waste Generation | | | 806,409 | 2,357 |
| Current Solid Waste Generation | | | 390,771 | 1,071 |
| **Net Change in Waste Generation** | | | **469,638** | **1,287** |

Notes: Waste generation (tons) was rounded to the nearest whole number. Totals may not add up due to rounding.

du – dwelling unit

sf – square feet

[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))

**SOURCE:** CalEEMod Land Use SubType.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 3, but improvements to Downtown Plan Area distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such

improvements would be within the parameters described for the Downtown Plan. As with the Downtown Plan, impacts associated with Alternative 3 would be less than significant.

### Conclusion

Alternative 3 would accommodate increased development overall compared to the Downtown Plan and thus more growth in the Downtown Plan Area. Nevertheless, Alternative 3 would result in the same impact conclusions as the Downtown Plan in all impact categories. Unavoidable significant impacts under this alternative would relate to historical resources, air quality, construction noise and vibration, recreational facilities, and traffic safety related to highway off-ramps, and due to higher overall development these impacts would occur to a greater degree than under the Downtown Plan.

## ALTERNATIVE 4: NO PROJECT ALTERNATIVE

### Alternative Description

The "No Project" alternative involves continued implementation of the existing Central City and Central City North Community Plans. This alternative assumes that the City's existing plans and policies would continue to accommodate development in accordance with existing General Plan designations. As shown in **Table 5-1**, under current plans the Downtown Plan Area is projected to accommodate a population of 112,000 residents, 59,000 housing units, and 278,000 jobs by 2040. SCAG projects growth of the Downtown Plan Area to reach 189,000 residents, 96,000 housing units, and 257,000 jobs by 2040. Therefore, population and housing growth in the Downtown Plan Area would fall below SCAG's forecasts under current plans, while forecast employment growth would be accommodated. Overall, current land use patterns limit population and housing growth in the Downtown Plan Area, as compared to the Downtown Plan, and would likely cause development to occur elsewhere in the region to meet the 2040 SCAG projections for population and housing. This may increase regional emissions of air pollutants and greenhouse gases as well as increased regional energy consumption, VMT, and population displacement.

Alternative 4 was selected because it meets CEQA's requirement to study a "no project" alternative. The analysis of Alternative 4 treats the alternative as a "new" project similar to the other alternatives and discusses both potentially "significant" impacts and mitigation requirements. However, it should be recognized that Alternative 4 would not actually require any new discretionary approval from the City and, therefore, would not technically have any new impacts under CEQA, nor would the City would have a mechanism for imposing the mitigation measures proposed for the Proposed Project and other project alternatives.

Alternative 4 would meet some of the basic project objectives, including: providing for economic diversification and reinforcement of the Downtown Plan Area as a primary center of employment (Primary Objective 2); building upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Plan Area and concentrating development opportunity immediately surrounding the transit stations (Primary Objective 3); promoting a mode-shift from private automobile usage while fostering a transit, bicycle, and pedestrian supportive environment (Primary Objective 4); reducing vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions (Primary Objective 5; supporting a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options (Primary Objective 6); celebrating and reinforcing the character of each of the neighborhoods in the Plan Area (Primary Objective 7); maintaining a meaningful amount of the Plan Area for production and high-intensity traditional industry (Secondary Objective 2); Alternative 1 would partially meet the objective of accommodating employment, housing, and population growth projections (Primary Objective 1); however, as noted above, population growth forecast under this alternative is slightly less than SCAG's forecast.

Due to limitations placed on development in the Downtown Plan Area under existing plans and policies, Alternative 4 would not be consistent with Primary Objective 1, which aims to accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 and Primary Objective 8, which aims to provide a set of implementation tools that are responsive to the range of physical and functional needs across the Plan Area, and across the City. It would also fail to fulfill the following secondary objectives: refining and expanding a system that links development with public benefits to deliver community amenities in the Downtown Plan Area, and is adaptable to the policy needs across the City (Secondary Objective 1); promoting a mix of land uses that fosters sustainability, equity, community, neighborhood density, and healthy living (Secondary Objective 3); identifying appropriate locations for housing and establishing zoning tools that encourage a range of unit typologies (Secondary Objective 4); ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options to tenants and property owners (Secondary Objective 5); and supporting and sustaining Downtown's ongoing revitalization (Secondary Objective 6).

Although Alternative 4 would partially fulfill other objectives, it would meet the following primary objectives to a lesser degree than the Downtown Plan would: Primary Objective 3, which aims to concentrate development opportunities immediately surrounding the transit stations with an appropriate range of building sizes and mix of uses; Primary Objective 4, which aims to promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment; Primary Objective 5, which aims to reduce VMT to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32; and Objective 6, which aims to support a growing residential population by expanding the areas where housing is permitted and allowing for a full range of housing options.

As discussed below, Alternative 4 would incrementally increase impacts related to transportation as compared to the Downtown Plan and would have the same significant and unavoidable impacts to air quality, historic resources, construction noise and vibration, recreation and transportation safety related to freeway off-ramps.

## Impact Analysis

Aesthetics

Under Alternative 4, development would continue under current planned land use patterns in the Downtown Plan Area. Existing development primarily consists of commercial and industrial land uses with small-scattered pockets of open space parks and residential areas. Structures in the Downtown Plan Area currently range from low-rise structures in industrial zones to high-rise structures located primarily in the commercial-zoned financial district. Compared to the Downtown Plan designations, Alternative 4 would generally accommodate less overall building height, scale and intensity.

The current General Plan designations would generally accommodate development with less overall height, scale and intensity, as compared to the Downtown Plan, and thus may result in fewer changes in visual character, obstruction of scenic views, alterations of historical resource and shading effects. Nevertheless, any development would be implemented in accordance with applicable state and local plans, policies and guidelines including, but not limited to, the City's General Plan Framework, Conservation Element, Mobility Plan 2035, relevant specific plans, the Downtown Design Guide and provisions of the LAMC as it relates to development standards, visual character and historical resources. Like the Downtown Plan, Alternative 4 could introduce new sources of light and glare in the Downtown Plan Area. However, development in most of the Downtown Plan Area already experiences high levels of nighttime lighting and glare, such that any additional effects would be incremental. In addition, future development would comply with applicable regulations regarding permitted light and glare. Similarly, development in the Downtown Plan Area accommodated by Alternative 4 may increase shading and shadows in specific locations; however, shadows would be limited to the immediate area of each new development and would be typical

of highly urbanized neighborhoods. Overall, similar to the Downtown Plan, development accommodated by Alternative 4 may benefit, and would generally enhance, the visual character of the Downtown Plan, and impacts related to aesthetics would be less than significant

Air Quality

Alternative 4 would accommodate less overall development and associated growth than the Downtown Plan. Alternative 4 would result in 74,000 fewer housing units (-56%), 140,000 fewer residents (-56%), and 27,000 fewer jobs (-9%) through 2040 than would be anticipated under the Downtown Plan. Like the Downtown Plan, Alternative 4 would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be inconsistent with growth forecasts and, therefore, would not exceed the assumptions in the AQMP. However, the reduced level of growth in the Downtown Plan Area under Alternative 4 would likely mean that more growth would occur elsewhere in the City or region. This may increase regional impacts related to air quality as a function of VMT if growth occurs in areas with fewer transit options and longer distances between jobs, housing, and services. Like the Downtown Plan, Alternative 4 would not increase reasonably anticipated development in the Downtown Plan Area in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 4 would not conflict with the AQMP. However, because Alternative 4 would accommodate less overall growth in the Downtown Plan Area than would the Downtown Plan, it would attain the policy goals of the RTP/SCS, AQMP, and City General Plan Framework Element and Air Quality Element goals related to concentrating development in areas with access to transit and reducing VMT and associated emissions to a lesser degree. Therefore, as with the Downtown Plan, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be less than significant.

Although less construction may occur overall under Alternative 4 as compared to the Downtown Plan, maximum daily emissions would be similar to what would occur under the Downtown Plan since the nature and magnitude of individual construction projects would be similar. Therefore, it is reasonable to assume that development would result in construction emissions of $NO_X$ that exceed SCAQMD regional and local significance thresholds, and emissions of $PM_{10}$ and $PM_{2.5}$ that exceed SCAQMD LSTs. Similarly, because less development would occur under Alternative 4, it is reasonable to assume that overall operational emissions would be less as compared to the Downtown Plan. Nevertheless, because a 99 percent reduction in VOC emissions would be needed to bring VOC emissions under the SCAQMD threshold, the increase in development in the Downtown Plan Area accommodated by Alternative 4 could result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to expanded use of consumer products and increased energy demand, similar to the Downtown Plan. In addition, future development in the Downtown Plan Area accommodated by Alternative 4 would result in daily emissions of NOx, $PM_{10}$ and $PM_{2.5}$ from area sources and mobile sources (brake and tire wear) that would exceed the SCAQMD regional significance thresholds since Alternative 4 is not anticipated to result in 61 percent reduction in $PM_{10}$ emissions and 68 percent reduction in $PM_{2.5}$ emissions that would be needed to bring emissions under SCAQMD thresholds. Mitigation measures required for the Downtown Plan would also reduce impacts associated with this alternative. However, because this alternative would not be subject to mitigation measures proposed in the Downtown Plan, criteria pollutant emissions would be potentially higher than the Downtown Plan. Additionally, exposure of sensitive receptors to temporary construction emissions could be significant and unavoidable without the mitigation measure and impacts from toxic air contaminants (TACs) from distribution center truck activity would be greater than that of the Downtown Plan Area. Exposure to odors would also be similar to the less than significant impact identified for the Downtown Plan. As with the Downtown Plan, impacts related to construction and operational emissions, and as well exposure of sensitive receptors to temporary construction emissions would be significant and unavoidable.

Biological Resources

The Downtown Plan Area is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors and habitat that would support special status plant or animal species. The Los Angeles River, as well as small portions of parks and open space, trees and minor urban landscaping are the only sources of biological habitat in and around the Downtown Plan Area. Current City Plans and the Downtown Plan prioritize infill development, thus minimizing development in areas of potential native biological habitat or wildlife corridors. Implementation of current plans, like the Downtown Plan, would not foreseeably result in modification of the portions of the Los Angeles River, as neither plan would include components that would affect the existing use, zoning, or land use designation of the Los Angeles River. Although implementation of Alternative 4 would involve less overall development and associated growth than the Downtown Plan, any new development has the potential to disturb sensitive plant or animal species such as nesting birds and heritage or protected trees in the Downtown Plan Area. Therefore, any future development would require adherence with the federal MBTA, the CFGC, and the LAMC Tree Preservation Ordinance (177,404). Alternative 4 would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space or encroach upon any natural settings. Therefore, Alternative 4 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. **Mitigation Measures 4.3-1(a)** and **(b)** would also reduce potential disturbance of nesting birds under Alternative 4. However, because Alternative 4 would not be subject to mitigation measures proposed for the Downtown Plan, the potential to disturb nesting birds would be greater than under the Downtown Plan and would be significant and unavoidable.

Cultural Resources

The Downtown Plan Area, which is expected to experience substantial new development, includes a high concentration of historical resources. As with the Downtown Plan, Alternative 4 may result in demolition or alteration of historical resources or their setting or disturb areas that may potentially contain archaeological resources. Alternative 4 would accommodate development consistent with current land use designation and patterns and, as such, may result in slightly reduced impacts to historical resources and associated settings as compared to the Downtown Plan. Either Alternative 4 or the Downtown Plan would have the potential to disturb archaeological resources and/or human remains. All future development projects would continue to be subject to existing federal, state, and local requirements with respect to cultural resources and discretionary projects may be subject to project-specific mitigation requirements under CEQA. As with the Downtown Plan, implementation of **Mitigation Measures 4.4-2(a)**, **(b)**, and **(c)** and **(d)** would reduce the potential to disturb archaeological resources and human remains. However, because this alternative would not be subject to mitigation measures proposed in the Downtown Plan, the potential for disturbance would be greater than under the Downtown Plan and would be significant and unavoidable. In addition, although existing regulations provide certain protections for significant historical resources, individual developments allowed by Alternative 4 could potentially cause a substantial adverse change in or disturbance of historical resources as defined in CEQA Guidelines Section 15064.5. However, because this alternative would not be subject to mitigation measures proposed for the Downtown Plan, the potential for disturbance of cultural resources would be greater than under the Downtown Plan, and significant and unavoidable.

Energy

As compared to the Downtown Plan, development under Alternative 4 would result in less transportation energy use and less electricity and natural gas consumption than the Downtown Plan in 2040. However, on a per capita basis, Alternative 4 would result in more transportation energy use and more electricity and natural gas consumption than the Downtown Plan for year 2040. In addition, Alternative 4 would result in 2040 per capita electricity and natural gas consumption higher than under 2017 baseline conditions, while the Downtown Plan would result in lower per capita electricity and natural gas consumption in 2040 as

compared to year 2017 baseline conditions. The lower per capita energy use that would occur under the Downtown Plan can be attributed in part to the fact that implementation of the Downtown Plan would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking.

Because Alternative 4 would consume less energy overall, but more energy than the Downtown Plan on a per capita basis, it may result incrementally greater impacts with respect to the inefficient, unnecessary, or wasteful direct or indirect consumption of energy as compared to the Downtown Plan. Nevertheless, as with the Downtown Plan, Alternative 4 would not result in energy demands that exceed the existing or planned capacity for the service area or the wider Southern California region. In addition, neither Alternative 4 nor the Downtown Plan would conflict with applicable federal, state, or local energy conservation policies aimed at reducing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be less than significant under Alternative 4, as with the Downtown Plan.

Geology and Soils

Implementation of the City's current General Plan and Downtown Plan would generally accommodate development in the same footprints as existing structures in the Downtown Plan Area. Any new development in the Downtown Plan Area under either Alternative 4 or the Downtown Plan would be exposed to existing geologic and soil hazards; however, it would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and CBC would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil,or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Downtown Plan Area may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Similar to the Downtown Plan, Alternative 1 would have the potential to disturb paleontological resources. Implementation of **Mitigation Measures 4.6-1(a), (b)** and **(c)** would reduce the potential to disturb or damage paleontological resources. However, because this alternative would not be subject to mitigation measures proposed for the Downtown Plan, the potential for disturbance of paleontological resources would be greater than under the Downtown Plan, and significant and unavoidable.

Greenhouse Gas Emissions

Development accommodated by either Alternative 4 or the Downtown Plan Alternative would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. Section 4.7, *Greenhouse Gas Emissions*, **Table 4.7-4** compares current annual GHG emissions for the Downtown Plan Area to 2040 emissions with and without the Downtown Plan. Implementation of Alternative 4 would result in a 3 percent reduction in total GHG emissions in the Downtown Plan Area in 2040 and a 34 percent reduction in per capita GHG emissions compared to 2017 baseline conditions. Implementation of the Downtown Plan would result in a 24 percent increase in total GHG emissions in the Downtown Plan Area in 2040 and a 62 percent reduction in per capita GHG emissions. Under either Alternative 4 or the Downtown Plan, future per capita emissions would be lower than under 2017 baseline emissions due to improved energy efficiency and reduced per capita VMT. The per capita reduction in GHG emissions demonstrates compliance with regional, state, and federal efforts to reduce climate impacts from development and transportation. Overall, impacts would be less than significant under Alternative 4, as with the Downtown Plan.

Although Alternative 4 would result in fewer GHG emissions than the Downtown Plan in the Downtown Plan Area, it would accommodate less intense development and associated growth in the Downtown Plan

Area, which may result in more population and housing growth elsewhere in the City and region where fewer transit options are available and the distances between residences, jobs, and services are greater. As a result, overall citywide and regional GHG emissions as a function of VMT may increase and Alternative 4 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the 2016–2040 RTP/SCS), the Sustainable City pLAn and GreenLA as the Downtown Plan. Overall GHG emissions would be incrementally greater than those of the Downtown Plan.

Hazards and Hazardous Materials

Development under the City's General Plan would continue under the current planned land use pattern in the City, whereas the Downtown Plan would maintain existing light and heavy industrial uses in the southeastern portion of the Downtown Plan Area but expand the mix of uses in the Markets and Hybrid Industrial designation areas to include commercial and residential uses. Alternative 4 would involve no change to planned land use patterns and would involve less overall development capacity and associated growth than would occur under the Downtown Plan. Similar to the Downtown Plan, operational activities associated with development under Alternative 4 would not create increased potential for upset or accident conditions involving hazardous materials release from transport, use or disposal. As such, as with the Downtown Plan, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

Similar to the Downtown Plan, this alternative would pose no or less than significant issues related to airports or emergency management plans because there are no airports or private airstrips in or near the Plan Area, and development under Alternative 4 would not interfere with circulation plans or emergency management plans. No wildland fire hazard areas are present Downtown; therefore, no impacts related to wildland fire risks would occur.

As with the Downtown Plan, redevelopment, renovation, and demolition of structures built before 1979 could potentially involve asbestos or lead but asbestos and lead would not be released into the atmosphere with compliance of existing regulations. In addition, future development would potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Grading and construction activity could also potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools. Compliance with applicable regulations would reduce such impacts to a less than significant level. As with the Downtown Plan, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, which could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. Overall impacts associated with Alternative 4 would be similar to, but slightly less than, those of the Downtown Plan since the overall level of development would be lower. As with the Downtown Plan, impacts related to the potential disturbance of contaminated soils would be significant. Adherence to **Mitigation Measures 4.8-4(a)** and **4.8-4(b),** as discussed in Section 4.8, *Hazards and Hazardous Materials*, would reduce impacts related to contaminated soils. However, because this alternative would not be subject to mitigation measures proposed in the Downtown Plan, the potential for exposure to contaminants to the public due to possible construction on hazardous sites, and release of hazardous emissions which could potentially affect schools would be greater than under the Downtown Plan and would be significant and unavoidable.

Hydrology and Water Quality

The Downtown Plan Area is urbanized and almost entirely paved and developed except for parks, green spaces, and the Los Angeles River, which is located on the eastern boundary of the Downtown Plan Area. Alternative 4 would accommodate development in a manner consistent with current land use patterns and, therefore, would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. Development accommodated by the either Alternative 4 or the Downtown Plan

would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, new development projects under either Alternative 4 or the Downtown Plan would be required to incorporate Best Management Practices to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development resulting from either this alternative or the Downtown Plan would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of sites in the Downtown Plan Area under either Alternative 4 or the Downtown Plan would improve surface water quality by replacing older development with new development that incorporates LID methods. Therefore, like the Downtown Plan, Alternative 4 would not adversely affect conditions with respect to hydrology and water quality and impacts would be less than significant.

Land Use and Planning

Under Alternative 4, development would continue under current planned land use patterns in the City. This alternative would not accommodate the greater building heights, scale and intensity that could occur in portions of the Downtown Plan Area under the Downtown Plan, especially in areas with proposed Transit Core, Hybrid Industrial, and Transit Community designations. Like the Downtown Plan, Alternative 1 would be generally consistent with 2016-2040 RTP/SCS policies related to the provision of high intensity and transit-oriented development as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and Housing Element 2013-2021. However, as discussed under *Air Quality*, Alternative 4 may implement 2016-2040 RTP/SCS, AQMP, and Air Quality Element policies related to concentrating development near transit and reducing regional VMT to a lesser degree than the Downtown Plan since the lower overall development totals may result in increased development elsewhere in the City and incrementally higher regional VMT. Like the Downtown Plan, Alternative 4 would not physically divide an established community or conflict with an applicable habitat conservation plan, natural community conservation plan. Overall, like the Downtown Plan, this alternative would not conflict with land use plans and policies or divide a community. Overall, impacts related to land use would be less than significant under Alternative 4, as with the Downtown Plan.

Noise

New sensitive uses accommodated by either Alternative 4 or Downtown Plan would be exposed to ambient noise that is in the "normally unacceptable" to "clearly unacceptable" range based on noise level/land use compatibility standards in the Noise Element the City's General Plan. However, exposure of new development to ambient noise would not increase noise and new development would be required to incorporate methods to reduce interior noise levels to below 45 CNEL.

Any future development Downtown would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment in the Downtown Plan Area. In addition, any on-site activities would be required to comply with applicable provisions of the LAMC. Future development accommodated by either Alternative 4 or the Downtown Plan would also increase vehicle trips in the Downtown Plan Area that would generate mobile noise. However, mobile noise would not increase noise levels to be within the "normally unacceptable" category for land uses adjacent to affected corridors. Permanent noise increases due to stationary and mobile operational activities would be similar to those of the Downtown Plan.

All construction would be required to comply with the appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05. Nevertheless, maximum noise levels generated by construction equipment under Alternative 4 could potentially involve two subterranean levels or more,

construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. In addition, **Mitigation Measure 4.11-1** for the Downtown Plan would not apply. Therefore, impacts from temporary construction noise resulting from implementation of Alternative 4 would be significant and unavoidable and be greater than that of the Downtown Plan.

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Mitigation Measure 4.11-2(a) and (b) would not apply and thus, construction-related vibration would be greater to that of the Downtown Plan, and significant and unavoidable impact.

It is not anticipated that new development in the Downtown Plan Area would involve activities that would result in substantial vibration levels (e.g., blasting operations). Like the Downtown Plan, operational groundborne vibration in the vicinity of new development associated with Alternative 4 would be primarily generated by vehicular travel on the local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible (2006). Accounting for additional vehicle trips that would be accommodated by Alternative 4, traffic vibration levels would be similar to existing conditions and not perceptible.

Similar to the Proposed Project, Alternative 4 would have no impacts related to airport noise.

Population and Housing

Projected growth under Alternative 4 would fall below SCAG's 2040 population forecast by approximately 77,000 persons (-41%), 37,000 dwelling units (-39%) but would exceed employment forecasts by 21,000 jobs (8%), respectively. The population forecast for Alternative 4 is less than under SCAG's RTP/SCS, but Alternative 4 would concentrate forecast growth in an area with a mix of jobs and housing and with good transit access. As such, although it would not implement RTP/SCS policies related to jobs/housing balance and concentrating growth and development near transit to the same degree that the Downtown Plan would, it would not result in significant impacts related population or housing growth. Alternative 4 would have less potential to displace housing than the Downtown Plan, but would also include less replacement housing. Like the Downtown Plan, Alternative 4 would result in an overall increase in housing that would more than offset any housing displacement that may occur. It should be noted, however, that limiting housing development in the Downtown Plan Area as would occur under Alternative 4 may result in increased housing development elsewhere in the City, which could potentially increase displacement of existing housing in other Los Angeles neighborhoods. Like the Downtown Plan, Alternative 4 would not induce substantial population growth inconsistent with the regional growth plans. Overall, impacts related to population and housing would be less than significant under Alternative 4, as with the Downtown Plan.

Public Services

Implementation of Alternative 4 would involve less overall development and associated growth than the Downtown Plan. Nevertheless, the increased growth under either scenario may require additional public facilities to serve new residents. With respect to fire and police services, either Alternative 4 or the Downtown Plan would accommodate new development that would increase demand for fire and police protection service. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Downtown Plan Area, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts; however, like the Downtown Plan, those impacts would be consistent with those already identified in this EIR for

construction or operations. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns.

With respect to schools, as summarized in **Table 5-17**, residential and non-residential development accommodated by Alternative 4 would result in approximately 16,9178 new students by 2040. Of this total, an estimated 8,505 would enroll in elementary school, 2,921 would enroll in middle school, 4,999 would enroll in high school, and 493 would enroll in special day classes. Overall Alternative 4 would result in approximately 69 percent less students as compared to the Downtown Plan. As such, Alternative 4 would accommodate development that would increase the student population of the Downtown Plan Area and would create the need for new or expanded school facilities, but to a lesser extent than the Downtown Plan. As with the Downtown Plan, developers would be required to pay applicable school impact fees. As with the Downtown Plan, any impacts associated with new school construction would be similar to those analyzed and identified in the EIR for other types of development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

**TABLE 5-17 ALTERNATIVE 4 ANTICIPATED STUDENT GENERATION IN THE DOWNTOWN PLAN AREA**

| | | Student Generation | | | | |
|---|---|---|---|---|---|---|
| | Units | Elementary School (TK-5) | Middle School (6-8) | High School (9-12) | SDC | Total Students Generated |
| Residential[1] | 25,429 du | 5,770 | 1,554 | 3,296 | 493 | 11,112 |
| Non-Residential[2] | 119,942,669 sf | 2,735 | 1,367 | 1,703 | -- | 5,805 |
| **Total Students Generated by the No Project Alternative** | | **8,505** | **2,921** | **4,999** | **493** | **16,918** |

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care

Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, either Alternative 4 or the Downtown Plan would increase demand for library facilities. However, the Downtown Plan Area is well served by library facilities and would not require the construction of new or expanded facilities.

Overall, impacts related to public services would be less than significant under Alternative 4, as with the Downtown Plan.

Recreation

Implementation of Alternative 4 would involve less overall development and associated population increases than the Downtown Plan. However, any new development would increase the use of existing park and recreational facilities throughout the City, including in and around adjacent to the Downtown Plan Area. The City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. Under Alternative 4, the Downtown Plan Area population is projected to increase to approximately 112,000 residents, thereby reducing the ratio of parks to residents to approximately 2.18 acres per 1,000 residents. Approximately 203 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under Alternative 4. Under

the Downtown Plan, the population of the Downtown Plan Area would increase to an estimated 252,000 residents, thereby reducing the ratio of parks to residents to approximately 1.0 acre per 1,000 residents. Approximately 764 acres of new parkland would be needed in the Downtown Plan Area by 2040 to meet the City's park acreage standards under the Downtown Plan.

Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. This would partially mitigate impacts related to deterioration of facilities. However, due to the substantial population growth that would result from future development and lack of development capacity for new parks in the Downtown Plan Area, implementation of either Alternative 4 or Downtown Plan could accelerate the deterioration of existing parks in and around the Downtown Plan Area. This potential would be incrementally less for Alternative 4. As with the Downtown Plan, Alternative 4 would not be expected to result in the construction of substantial new park acreage. As with the Downtown Plan, impacts related to deterioration of parks would be significant and unavoidable.

Transportation/Traffic

As shown in **Table 5-18**, VMT per service population under Alternative 4 would not exceed the 2017 baseline condition threshold. Compared to the 2016 SCAG region condition, Alternative 4 would have lower vehicle trips per service population (2.7 versus 3.1) and lower VMT per service population (18.9 versus 35.4). Compared to the 2017 baseline condition, Alternative 4 would have higher daily vehicle trips per service population (2.7 versus 2.6), but lower VMT per service population (18.9 versus 19.6). Alternative 4 would not have the beneficial impacts to VMT of the Downtown Plan.

**TABLE 5-18 COMPARISON BETWEEN EXISTING TRAFFIC CONDITIONS FOR THE DOWNTOWN PLAN AND ALTERNATIVE 4**

| Transportation Metric | Threshold | | Downtown Plan (2040) | Alternative 4 |
|---|---|---|---|---|
| | 2016 SCAG Region Conditions | 2017 Plan Baseline Conditions | | |
| Total Daily VT | 82,283,000 | 758,000 | 1,375,000 | 1,045,000 |
| Total Daily VT per Service Population | 3.1 | 2.6 | 2.5 | 2.7 |
| Total Daily VMT | 948,656,000 | 5,767,000 | 8,842,000 | 7,372,000 |
| **Total Daily VMT per Service Population** | **35.4** | **19.6** | **15.9** | **18.9** |

**SOURCE**: Fehr & Peers, February 2019.

As with the Downtown Plan, Alternative 4 would not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. However, as with the Downtown Plan, freeway off ramp queuing-related safety issues could potentially arise as additional development occurs in the Downtown Plan Area. As with the Downtown Plan, this would result in significant and unavoidable impacts to freeway safety impacts. Alternative 4 includes the network enhancements and street designations identified in MP 2035. However, it does not assume amendments to the MP 2035 that are proposed as part of the Downtown Plan.

Tribal Cultural Resources

As described in Section 4.4, *Cultural Resources*, Los Angeles has a long history of Native American occupation, and any development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual

development site conditions and the characteristics of the proposed activity. The Sacred Lands File search conducted for the Downtown Plan Area was positive and the Tongva ethnographic village site of Yangna is thought to be located near Union Station. Development accommodated by either Alternative 4 or the Downtown Plan may disturb areas that potentially contain tribal resources. Similar to the Downtown Plan, all future development projects under Alternative 4 would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on a [mitigated] negative declaration or an EIR, would require consultation with California Native American tribes. Implementation of **Mitigation Measures 4.4-2 (a)**, **(b)**, **(c)**, and **(d)** in Section 4.4, *Cultural Resources,* and **Measures 4.16-1(a)** and **(b)** in Section 4.16-1, *Tribal Cultural Resources*, would reduce the potential to disturb tribal cultural resources. However, this alternative would not be subject to mitigation measures proposed in the Downtown Plan. Therefore, the potential for disturbance of tribal cultural resources would be greater than under the Downtown Plan and significant and unavoidable.

Utilities and Service Systems

Implementation of Alternative 4 would involve less overall development and associated growth than the Downtown Plan. Alternative 4 would result in 74,000 fewer housing units (-56%), 140,000 fewer residents (-56%), and 27,000 fewer jobs (-9%) than would be added through 2040 under the Downtown Plan. As shown in **Table 4.17-3,** in Section 4.17, *Utilities and Service Systems***,** projected wastewater generation for the Downtown Plan Area in 2040 with implementation of the Downtown Plan. would generate an estimated 18 mgd of wastewater, which would represent about 10 percent of the HWRP excess capacity of 175 mgd. By comparison, **Table 5-19** indicates that implementation of Alternative 4 would increase wastewater generation in the Downtown Plan Area by approximately 7 million gallons per day mgd, which represents about 4 percent of the HWRP excess capacity of 175 mgd. Alternative 4 would generate approximately 61 percent less wastewater as compared to the Downtown Plan. Therefore, as with the Downtown Plan, the HWRP would have sufficient available treatment capacity to serve the Downtown Plan Area under Alternative 4. In addition, the HWRP would be able to adequately treat future project-generated sewage under Alternative 4 and the treatment requirements of the RWQCB would not be exceeded so new or expanded treatment facilities would not be needed. Expansion/replacement of Downtown Plan Area conveyance infrastructure may be needed and various facility improvements are already planned. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan. Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development under Alternative 2 would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects.

With respect to water demand, per the 2015 Urban Water Management Plan, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040), based on SCAG's population projections. The 2015 UWMP projects an increase of 195,960 afy (38 percent) in water demand between 2015 and 2040, under single/multiple dry year conditions. As shown on **Table 5-20**, the projected net increase in water demand of 9,947 afy generated by new development accommodated by Alternative 4 would represent about 5 percent of the forecasted water demand increase through 2040. By comparison, as shown in **Table 4.17-6,** in Section 4.17, *Utilities and Service Systems*, estimated water demand for the Downtown Plan Area in 2040 with implementation of the Downtown Plan would be 25 mgd, or 28,000 afy. This represents about 14 percent of the forecasted citywide water demand increase through 2040. Alternative 4 would demand approximately 64 percent less water as compared to the Downtown Plan. Therefore, as with the Downtown Plan, adequate water supply exists to meet projected demand through the year 2040 for Alternative 4 and development of new water supplies would not be necessary. Expansion/replacement of water distribution infrastructure may be needed, but temporary traffic, air

quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan.

**TABLE 5-19 ALTERNATIVE 4 PROJECTED WASTEWATER GENERATION**

| Land Use | Dwelling Units or Jobs | Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 52,361 du | 137.9 | 7,221,000 |
| Commercial | 169,955 jobs | 59.8 | 10,163,000 |
| Industrial | 51,689 jobs | 123 | 6,358,000 |
| Public Facilities | 56,795 jobs | 46.4 | 2,635,000 |
| Total 2040 with Alternative 4 Wastewater Generation | | | 27,348,513 |
| Current Wastewater Generation | | | 20,631,000 |
| **Net Change in Wastewater Generation** | | | **6,717,175** |

Notes: Wastewater generation numbers are rounded to the nearest thousand. Totals may not add up due to rounding.

gpd – gallons per day

du – dwelling units

**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%.Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

**TABLE 5-20 ALTERNATIVE 4 PROJECTED WATER DEMAND IN THE DOWNTOWN PLAN AREA**

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 52,361 du | 202.8 | 10,619,000 | 11,895 |
| Commercial | 169,955 jobs | 78.7 | 13,375,000 | 14,982 |
| Industrial | 51,689 jobs | 125.5 | 6,487,000 | 7,266 |
| Public Facilities | 56,795 jobs | 78.7 | 4,470,000 | 5,007 |
| Total 2040 with Alternative 4 Demand | | | 37,064,000 | 41,517 |
| Current Water Demand | | | 28,184,000 | 31,570 |
| **Net Change in Water Demand** | | | 8,880,000 | **9,947** |

Notes: Water demand numbers are rounded to the nearest thousand. Totals may not add up due to rounding.

du – dwelling unit

gpd – gallons per day

afy – acre feet per year (1 af = 325,850 gallons)

**SOURCE:** Water demand rates were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2K (LADWP 2016). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

As shown in **Table 4.17-7** in Section 4.17, *Utilities and Service Systems*, the combined daily intake capacity of landfills serving the Downtown Plan Area is 45,540 tons per day and the average disposal intake is 19,143 tons per day, resulting in an available capacity of 26,397 tons per day. As shown in **Table 5-21,** implementation of Alternative 4 would generate an increase of approximately 421 tons of solid waste per day above existing conditions, which would represent about 2 percent of the total available daily capacity (26,397 ton per day) at local landfills. As shown in **Table 4.17-9** in Section 4.17, *Utilities and Service Systems*, development accommodated by the Downtown Plan would increase the amount of solid waste generated in the Downtown Plan Area by approximately 1,133 tons per day, or 413,534 tons per year, above existing conditions. This would represent approximately 4 percent of the available intake capacity of landfills serving the Downtown Plan Area. Alternative 4 would generate approximately 63 percent less waste as compared to the Downtown Plan. Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2018 Annual Report, sufficient permitted capacity is available to accommodate the County's long-term disposal needs under the status quo. Sufficient permitted capacity is available to accommodate the Downtown Plan Area's solid waste disposal needs. Therefore, as with the Downtown Plan, implementation of Alternative 4 would result in solid waste generation that would remain within the capacity of waste disposal facilities serving the City. Therefore, similar to the Downtown Plan, new or expanded facilities would not be needed.

**TABLE 5-21 ALTERNATIVE 4 PROJECTED SOLID WASTE GENERATION**

| Land Use | Dwelling Units or Square Feet | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 52,361 du | 0.46 ton/du | 24,086 | 66 |
| Commercial | 107,372,768 sf | 3.01 ton/1,000 sf | 323,192 | 885 |
| Industrial | 125,352,077 sf | 1.24 ton/1,000 sf | 155,437 | 426 |
| Public Facilities | 36,561,904 sf | 0.93/1,000 sf | 34,003 | 93 |
| Total 2040 Alternative 4 Solid Waste Generation | | | 544,595 | 1,492 |
| Current Solid Waste Generation | | | 390,771 | 1,071 |
| **Net Change in Waste Generation** | | | **153,824** | **421** |

Notes: Waste generation (tons) was rounded to the nearest whole number. Totals may not add up due to rounding.
du – dwelling unit
sf – square feet
[1] Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))
**SOURCE:** CalEEMod Land Use SubType.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 4, but improvements to Downtown Plan Area distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Downtown Plan.

Overall, impacts related to utilities and service systems would be less than significant under Alternative 4, as with the Downtown Plan.

### Conclusion

Alternative 4 would include less development capacity overall and thus less growth in the Downtown Plan Area, as compared to the Downtown Plan. Nevertheless, as with the Downtown Plan, this alternative would have the potential to disturb cultural and tribal cultural resources, contaminated sites, and nesting birds and would also generate air pollutant emissions and construction noise and vibration exceeding applicable thresholds. Finally, similar to the Downtown Plan, it may lead to the deterioration of existing parks in and around the Downtown Plan Area and result in safety related impacts due to highway off-ramp queuing. Because this alternative would not be subject to mitigation measures proposed in the Downtown Plan, the level of impact would be greater than under the Downtown Plan despite the lower overall intensity of development in the Downtown Plan Area under this alternative and would have additional significant and unavoidable impacts to biological resources (nesting birds), archaeological, paleontological, hazardous (contaminated sites), and tribal resources. In addition, limiting development potential Downtown may induce higher levels of growth in other areas of the City and region that have fewer transit options and longer distances between housing, jobs, and services. As such, Alternative 4 may incrementally increase regional traffic and related air pollutant and GHG emissions.

## ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative (Alternative 4) is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

As shown in **Table 5-22**, alternatives 1, 2, and 4 would all incrementally reduce impacts for multiple issue areas compared to the Downtown Plan. This is because these alternatives would all reduce overall development levels in the Downtown Plan Area. However, none of these alternatives would avoid any of the significant and unavoidable impacts of the Downtown Plan. Alternative 4 would involve the lowest overall level of growth and development in the Downtown Plan Area. However, because Alternative 4 would not be subject to mitigation measures proposed in the Downtown Plan, it may result in higher greater overall impacts than the Downtown Plan for certain issues. In addition, by limiting growth in the Downtown Plan Area, Alternative 1 could cause more forecast growth and associated development to occur in other areas of the City or region that have less access to transit and longer distances between housing, jobs, and services. In this way, Alternative 4 may also result in greater overall regional VMT and associated air pollutant and GHG emissions.

Among the other alternatives, Alternative 1 would involve the least growth and development and would be subject to the mitigation measures included in this EIR. Thus, it would result in the fewest impacts in the Downtown Plan Area. Based on the ability to result in reduced environmental impacts and meet project objectives, the Reduced Development Potential (Alternative 1) is the Environmentally Superior Alternative.

**TABLE 5-22 IMPACT COMPARISON OF ALTERNATIVES**

| Issue | Alternative 1: Reduced Development Capacity | Alternative 2: Housing Redistribution | Alternative 3: Increased Development Potential | Alternative 4: No Project |
|---|---|---|---|---|
| Aesthetics | + | + | - | + |
| Air Quality | **+** | **+** | **-** | **=** |
| Biological Resources | + | + | - | **-** |
| Cultural Resources | **+** | **+** | **-** | **=** |
| Energy | + | + | - | - |
| Geology and Soils | + | + | - | **-** |
| Greenhouse Gas Emissions | + | + | - | + |
| Hazards/Hazardous Materials | + | + | - | **=** |
| Hydrology/Water Quality | = | = | = | = |
| Land Use and Planning | = | = | = | = |
| Noise | **+** | **+** | **-** | **=** |
| Population and Housing | = | = | = | = |
| Public Services | + | + | - | + |
| Recreation | **+** | **+** | **-** | **+** |
| Transportation/Traffic | **-** | **-** | **-** | **-** |
| Tribal Cultural Resources | + | + | - | **=** |
| Utilities/Service Systems | + | + | - | + |

+ Superior to the proposed project (reduced level of impact)

- Inferior to the proposed project (increased level of impact)

= Similar level of impact to the proposed project

Significant and unavoidable impacts are bolded and red. Note that for Alternative 4, impacts would not technically be "significant" under CEQA since that alternative involves continued implementation of the existing Central City and Central City North community plans, impacts are identified as "significant and unavoidable" if the physical effect associated with the alternative would be equivalent to a "significant impact" if the alternative involved a new discretionary action.

# 5.6 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6 (c) of the *CEQA Guidelines* requires that an EIR identify those alternatives that were considered but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or would not avoid or substantially lessen one or more significant effects of the proposed project. Alternative 3 addresses increased housing development as was suggested during EIR scoping. No other alternatives were identified that would feasibly attain most of the basic project objectives but would also avoid or substantially lessen the significant effects of the project. Outside of a complete moratorium on new development, none of the impacts could be reduced to below a level of significance. Any demolition or construction activity in the Downtown Plan Area would have the potential to adversely

affect historical resources or generate significant construction-related noise. In addition, because of the Downtown Plan Area already fails to meet City park standards, any population growth Downtown would exacerbate this condition and could potentially result in significant impacts related to deterioration of existing parks. With respect to air quality VOC emissions associated with projected growth in the Downtown Plan Area under the Downtown Plan are estimated at 5,004 pounds per day, more than 90 times the 55 pounds per day VOC threshold. Moreover, as previously noted, limiting development in the Downtown Plan Area may simply divert more growth and development to other areas of the City, thus increasing the potential for similar impacts in other areas and increasing overall Citywide and regional VMT and associated air pollutant and GHG emissions.

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# 6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that all phases of a project must be considered when evaluating its impact on the environment. As part of this analysis, in addition to the impact analysis done in Chapter 4 and the alternative analysis in Chapter 5, the EIR must also analyze and identify (1) significant irreversible environmental changes that would result from implementation of the Proposed Project, (2) growth-inducing impacts of the Proposed Project, and (3) any secondary impacts from the proposed mitigation measures identified in Chapter 4. These impacts are analyzed in this Chapter.

## 6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, Section 15126.2(c) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that would be consumed as a result of implementation of the Downtown Plan and New Zoning Code include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources (see Chapters 4.5, *Energy*, and 4.17, *Utilities and Service Systems*). In addition, construction activities related to the reasonably expected development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, use of such resources would not be unusual as compared to other construction projects and would not susbstantially affect the availability of such resources.

With respect to operation activities, compliance with applicable building codes, as well as mitigation measures, would ensure that natural resources are conserved or recycled to the maximum extent feasible. It is also likely that in response to GHG reduction mandates, new technologies or systems will emerge, or

will become more cost-effective or user-friendly, that will further reduce the reliance of Downtown Plan Area development upon nonrenewable natural resources. However, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the Downtown Plan and New Zoning Code due to population increases.

In summary, implementation of the Downtown Plan and New Zoning Code would involve irreversible environmental changes to existing natural resources, such as the commitment of energy and water resources as a result of the operation and maintenance of future development. However, neither the Downtown Plan nor the New Zoning Code would involve wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would also occur with new construction. New development accommodated by the Downtown Plan and New Zoning Code would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and local green building requirements, as discussed in Section 4.5, *Energy*. Therefore, the use of energy related to the Downtown Plan and New Zoning Code would occur in an efficient manner.

## 6.2 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that growth inducing impacts of a proposed project be considered. Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Generally, a project is considered to result in growth inducing effects if it results in one of the following:

- The extension of infrastructure (sewer, water, etc.) to an area currently undeveloped and/or lacking adequate infrastructure, thus removing an obstacle to growth; and/or
- The provision of housing or employment to an area currently undeveloped or lacking in adequate housing or employment.

The Downtown Plan Area is an urbanized community with road, water, sewer, storm drain, and other infrastructure in place. Although the Downtown Plan would include certain utility upgrades, such upgrades are specifically intended to accommodate the growth planned for the Downtown Plan Area and would not induce growth outside the Downtown Plan Area. Rather, the Downtown Plan is specifically intended to concentrate development in an area that is already served by infrastructure in order to ensure that infrastructure is utilized efficiently and in a manner that reduces the environmental impacts of development.

As analyzed in Chapter 4.12, *Population, Housing, and Employment*, of this EIR, the Downtown Plan and New Zoning Code would accommodate substantial growth in population and employment in the Downtown Plan Area. However, such growth would not induce growth outside the Downtown Plan Area beyond what is anticipated to result from the Downtown Plan itself. To the contrary, by concentrating growth in the Downtown Plan Area, it is anticipated that implementation of the Downtown Plan would actually limit growth in other areas of the City to some degree. Because growth in the Downtown Plan Area would involve high density, mixed-use infill development in an area that is well-served by transit, it is actually anticipated to reduce per capita vehicle miles traveled (VMT) and associated air pollutant and GHG emissions relative to development in other areas of the City. Further, concentrating development in the urbanized Downtown Plan Area would generally avoid impacts to agricultural, biological, and mineral resources while

redevelopment of properties with new development built to current standards would generally improve surface water quality and reduce the potential for substantial seismic damage.

Neither the Downtown Plan nor the New Zoning Code would result in unplanned growth; rather, both components of the Proposed Project would ensure that projected growth is accommodated. In conclusion, the Downtown Plan and New Zoning Code are anticipated to satisfy a portion of the anticipated population growth in the region in an efficient manner consistent with state, regional and City policies. The Downtown Plan would be consistent with the projected growth forecast for the Los Angeles region and regional policies to reduce urban sprawl. To that end, it would efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality.

# 6.3 POTENTIAL SECONDARY EFFECTS

CEQA Guidelines Section 15126.4(a)(1)(D) states that, "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the Guidelines, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures.

**Downtown Plan:**

**Air Quality**

**Mitigation Measure 4.2-2** would reduce regional and local emissions generated by various construction activities, including equipment operation and truck trips, through best management practices. Implementation of this measure would have a beneficial impact on reducing air quality impacts and would not result in adverse secondary impacts. **Mitigation Measure 4.2-3** would require health risk assessment and, as necessary, limitations and design features to avoid significant health risks. This mitigation measure is a procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

**Biological Resources**

**Mitigation Measures 4.3-1(a)** and **4.3-1(b)** require development projects on certain sites to conduct pre-construction bird nest surveys to ensure that sensitive species and/or habitats are not adversely affected. This mitigation measure is a procedural action that would not result in physical changes in the environment that could result in secondary impacts.

**Cultural Resources**

**Mitigation Measures 4.4-2(a)**, **4.4-2(b)**, **4.4-2(c),** and **4.4-2(d)** would provide for the recovery of any significant archaeological resources that cannot be preserved in place. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

**Geology**

**Mitigation Measures 4.6-6(a), 4.6-6(b)**, and **4.6-6(c)** would ensure that potential paleontological resources are identified and either further avoided or recovered. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

**Hazards and Hazardous Materials**

**Mitigation Measures 4.8-4(a)** and **4.8-4(b)** would require preliminary investigation for hazardous materials potential on all Downtown Plan Area excavation and grading. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts. Any potential remediation of contamination would be required to comply with regulations and regulatory agency oversight, which may require subsequent environmental review. Any impacts from remediation would be speculative at this time.

**Noise**

Mitigation Measure **4.11-1** involves specific construction-related measures to substantially reduce noise levels. Mitigation Measures **4.11-2(a)** and **4.11-2(b)** involve specific construction-related measures to substantially reduce vibration levels. These measures would not result in additional secondary impacts. The potential use of some measures, such as sound barriers and building designs, could affect the visual environment. However, the potential visual effects from this mitigation measure are expected to be similar to the effects that have been evaluated in the Aesthetics section of this EIR. No adverse secondary impacts would result from these measures.

**Tribal Resources**

Mitigation Measures **4.16-1(a) and 4.16-1(b)** would ensure that tribal resources are identified and either further avoided or recovered. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

**New Zoning Code:**

No Mitigation Measures were identified.

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|---|---|
| Principal: | John Muggridge, AICP |
| Senior Transportation Planner: | Amanda Chapman, AICP |

# Joe Power, AICP CEP

SENIOR PRINCIPAL

Joe Power is a Principal and Planning Manager with Rincon Consultants. He has over 27 years of experience in the planning field and has managed or primarily authored successful planning and environmental and planning studies on projects ranging from affordable housing to urban redevelopment to citywide transportation systems. Mr. Power has prepared numerous CEQA and NEPA environmental documents and is an expert in interpreting state and federal planning and environmental law, as well as in developing environmental documentation that is informative, readable, and legally defensible. He has prepared specialized technical reports on a range of planning and environmental topics, including noise, air quality, greenhouse gases, sustainability, and water supply. Mr. Power is a skilled public presenter and moderator, having facilitated public workshops for various General Plan Elements and EIRs, and conducted professional presentations at both the California and National American Planning Association conferences.

## EDUCATION

MA, Architecture and Urban Planning, UCLA Graduate School of Architecture and Urban Planning (1991)

BA, Urban and Economic Geography, University of Georgia (1985)

## AFFILIATIONS

American Planning Association

American Institute of Certified Planners # 010273

- *Certified Environmental Planner*

## DETAILED PROJECT EXPERIENCE

### DEVELOPMENT

**Los Angeles County Community Development Commission - CEQA/NEPA Review, Los Angeles County, California**
Mr. Power oversees Rincon's contract to provide as needed NEPA/ CEQA documentation and consulting services to the Los Angeles Community Development Commission. He has managed the preparation of the majority of NEPA-required environmental documentation for projects proposed under the CDBG Program within unincorporated Los Angeles County and 48 cooperating cities within the County during this timeframe. Rincon's involvement in this program has included preparation of well over 500 ERR documents prepared in compliance with 24 CFR Part 58. Mr. Power also prepares and provides technical review for the required NEPA documentation for the CDC's Neighborhood Stabilization Program (NSP).

**Program Manager, NEPA Environmental Review Services On-Call Contract, City and County of San Francisco Mayor's Office of Housing and Community Development**
Rincon Consultants is in the first year of the second consecutive five-year contract with the City and County of San Francisco's Mayor's Office of Housing and Community Development to provide as needed NEPA documentation. As part of this contract, Mr. Power has overseen preparation of several ERRs required by HUD and described in 24 CFR Part 58, including preparation of CEs and EAs. The contract also includes preparation of EISs, as appropriate.

**Project Manager, Palisades Bluffs Improvement Project CEQA/NEPA Compliance, Santa Monica, California**
Mr. Power was the project manager in charge of preparing the CEQA and NEPA documentation for the Palisades Bluffs Improvement Project for the City of Santa Monica. The bluffs extend about 1.6 miles along Pacific Coast Highway (PCH) from the McClure Tunnel northwest to the City's northern limits. Palisades Park, which sits atop the bluff, has been an important recreational and visual resource for the City for over 100 years. A Mitigated Negative Declaration (MND) was completed per CEQA guidelines and a Categorical Exemption (CE) and a series of Technical Studies were completed for NEPA. The technical studies included traffic, earth resources and

geotechnical constraints, biological and historical resources, noise and visual resources.

## PROJECT EXPERIENCE

### TRANSPORTATION

- Principal, Alamitos Avenue "Road Diet" Improvements Project Focused EIR

### DEVELOPMENT

- Over 100 NEPA EAs for affordable housing, commercial rehabilitation, and infrastructure projects, Los Angeles County CDC
- Over 50 NEPA CEs for affordable housing projects, Santa Barbara County Housing Authority
- Principal, City of Long Beach, Outlets at the Pike Initial Study, Long Beach, California (2014)
- Principal, City of Long Beach, Civic Center Supplemental EIR, Long Beach, California (2015-2016)
- Long Beach North Village Redevelopment Project EIR, City of Long Beach
- Principal, City of Long Beach, Thomas Safran Senior Housing Project EIR, City of Long Beach, California (2012-2013)
- UPS Ontario Expansion Project, Ware Malcomb
- Principal, City of Long Beach, Press-Telegram EIR Addendum, City of Long Beach, California (2012)
- Principal, City of Long Beach, Auto Nation Automobile Auction EIR, City of Long Beach, California (2012)
- Principal, City of Long Beach, Downtown Plan FEIR Long Beach, California (2011-2012)
- Principal, City of Long Beach, Addendum to the Downtown Plan FEIR Long Beach, California (2012)
- Principal, City of Long Beach, Pacific Pointe East Development EIR, City of Long Beach California (2013-2014)
- Principal, City of Long Beach, Long Beach Riverwalk EIR, Long Beach, California (2014-2016)
- Principal, City of Long Beach, 3655 N. Norwalk Boulevard Residential Development EIR, Long Beach, California (2015-2017)
- Principal, City of Long Beach, Long Beach Police Department Tunnel Project IS-MND Long Beach, California (2011-2012)
- Bahia Marina MND, City of Long Beach
- Port of Los Angeles Southern California International Gateway Project EIR Peer Review, City of Long Beach
- Cherry Ave Charter School MND, City of Long Beach
- Principal, City of Long Beach, Press-Telegram Mixed Use Development EIR, City of Long Beach, California (2008-2012)

### ORDINANCE STUDIES

- Principal, City of Long Beach, Long Beach Plastic Carryout Bag Ordinance IS-MND, City of Long Beach California (2010)
- Principal, City of Long Beach, Plastic Carryout Bag Ordinance EIR Addendum, City of Long Beach California (2011)

### GENERAL PLANS, SPECIFIC PLANS, AND MASTER PLANS

- TOD Pedestrian Master Plan IS-MND, City of Long Beach

### INFRASTRUCTURE

- Port of Los Angeles Pier S Terminal and Backchannel Improvement Project EIR/EIS Peer Review, City of Long Beach
- Studebaker LB Tank Removal ND, City of Long Beach

### ON-CALL CONTRACTS

- City of Long Beach, Environmental Services On-call, Long Beach, California (2005- Present)

# Shannon Carmack

PRINCIPAL/ARCHITECTURAL HISTORY PROGRAM MANAGER

Shannon Carmack is a Principal and the Architectural History Program Manager for Rincon Consultants. Ms. Carmack has more than 19 years of professional experience providing cultural resources management and historic preservation planning for large-scale and high-profile projects. She has worked throughout California in numerous sectors including local planning, development/construction, public utilities, Department of Defense, transportation, recreation, and education. Ms. Carmack prepares documentation to satisfy CEQA/NEPA, Section 106, and Local Historic Preservation Ordinances. She also provides reports and studies that are in compliance with the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties (Standards) and the California Historic Building Code. She has developed and implemented successful mitigation for countless projects that included Historic American Building Survey (HABS) documentation, oral histories and interpretive programs. Ms. Carmack meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History.

## EDUCATION

B.A., History, emphasis in American History, California State University, Long Beach (2007)

## SPECIALIZED EDUCATION/ TRAINING

Green Strategies for Historic Buildings, National Preservation Institute (2008)

CEQA Workshop Training, AEP (2007)

Oral History Methods, CSU Long Beach (2005)

Identification and Evaluation of Mid-20th Century Buildings, National Preservation Institute (2004)

Section 4(f) Cultural Resources Compliance for Transportation Projects, National Preservation Institute (2003)

## PROJECT EXPERIENCE

- City of Ventura – 867 East Main Street Historic Building Assessment, Ventura, California
- City of San Buenaventura Housing Authority– Cultural Resources Assessment Report for the Willett Ranch Project, Ventura, California
- Cultural Resources Technical Study-1240-1280 North Ventura Avenue, City and County of Ventura, California
- County of Ventura Public Works – Kenney Street Widening and Pedestrian Improvements Project Cultural Resources Study, Ventura County, California
- County of Ventura Public Works – Yerba Buena Road Guardrail Project Cultural Resources Study, Ventura County, California
- County of Ventura Public Works – Santa Clara Bike Lanes and Pedestrian Facilities Historic Resources Evaluation Report, Ventura County, California
- City of Riverside and the State Office of Historic Preservation, *Latino Historic Context Statement*, Riverside, California
- City of Long Beach, Grant Neighborhood Historic Context Statement and Historic Resources Survey, Long Beach, California
- City of Long Beach, Citywide Historic Context Statement Update, Long Beach, California
- City of Indio Reconnaissance-Level Historic Resources Survey, General Plan Update, Indio, California
- World Citrus West Evaluation; City of Fullerton, Orange County, California

  6634 Sunset Avenue Historic Habitation, Los Angeles, California
- Roger Y. Williams Residence, National Register of Historic Places Nomination; City of San Juan Capistrano, Orange County, California
- Hobby City Redevelopment; Cities of Anaheim and Stanton, Orange County, California
- South Coast Shipyard Redevelopment Project; City of Newport Beach, Orange County, California

## PROJECT EXPERIENCE, CONT'D

- Susan Street Exit Ramp Improvement Project; City of Costa Mesa, Orange County, California
- Lambert Ranch General Plan Amendment and Zone Change EIR; City of Irvine, Orange County, California
- Mountain Park Specific Plan Amendment EIR; City of Anaheim, California
- Fort McArthur "Hey Rookie" Pool Historic Habitation, Los Angeles, California
- Woodland Hills Fire Station Historic Assessment and HABS, Los Angeles, California
- Long Beach Courthouse Historic Impacts Assessment, Long Beach, California
- Chapman's Millrace Relocation and Rehabilitation; San Gabriel Mission, Los Angeles County, California
- 7 Oakmont Drive Historic-Cultural Monument (HCM) Application, Los Angeles, California
- Windsor Square Design Review, Los Angeles, California
- Edwards Air Force Base Cold War Historic Context, EAFB, Los Angeles and Kern Counties, California
- Venice Post Office Rehabilitation, Venice Beach, Los Angeles, California
- Terminal Island Historic Survey Evaluation and Historic Context Statement; Los Angeles, California
- University Park Historic District Design Review, Los Angeles, California
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County, California
- Metro Green Line to LAX Project, Los Angeles, California
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; Los Angeles, California
- Olympic Boulevard and Mateo Street Improvements; Los Angeles, California
- Port of Los Angeles Berths 167-169 Rehabilitation Project; Los Angeles, California
- Metro Regional Connector Transit Corridor Project; Los Angeles, California
- Port of Los Angeles Al Larson Boat Shop Historic Assessment; Los Angeles, California
- ACE San Gabriel Trench Project Cultural Resources Services; Los Angeles County, California
- Interstate 5 Improvement Project; Cities of La Mirada, Cerritos, Norwalk, Downey and Santa Fe Springs, Los Angeles County, California

## DETAILED PROJECT DESCRIPTIONS

**Fagan Canyon Project; City of Santa Paula, Ventura County**
Served as architectural historian for project that included the redevelopment of a historic cattle ranch property. Conducted field surveys, historic research, oral histories, and prepared DPRs and a technical report that included methods, findings and an impacts assessment. The ranch residence was found to be historically significant for its design by Austen Pierpont, former owner/operator of the locally significant Pierpont Inn.

**TY Lin International, Cabrillo Blvd Rail Bridge Replacement, Santa Barbara, California**

Ms. Carmack is responsible for the preparation and management of the cultural reports and studies conducted for the project. The Cabrillo Rail Bridge Project involves pedestrian and bicycle Improvements on Cabrillo Boulevard, between US-101 and the intersection of Cabrillo Boulevard and Los Patos Way. The project will include the replacement of the UP Railroad Overhead bridge over Cabrillo Boulevard and retirement of the existing UP Overhead Bridge along with construction of a round-a-bout at Cabrillo Boulevard and Los Patos Way. The bicycle improvements will consist of a new Class 1 bike path under the new UP Overhead Bridge, connecting the existing bike path to the Beachway bike path. Rincon is providing environmental (CEQA/NEPA) and Caltrans coordination assistance on this project, including Section 106 compliance. The project is located within a City Historic District with contributing elements located within the project APE.

# Lindsey Sarquilla, MESM

SENIOR ENVIRONMENTAL PLANNER

Lindsey Sarquilla is a Senior Environmental Planner within Rincon's Environmental Sciences and Planning group. In this capacity, she is responsible for managing and preparing CEQA and NEPA documentation, as well as technical air quality, greenhouse gas (GHG) emissions, health risk, and noise impact analyses. Her experience includes a wide range of technical environmental and planning studies across the state involving land and infrastructure development, seaports, urban redevelopment, solar power facilities, oil extraction and refining facilities, landfills, general plans and specific plans, climate action plans, and other long-range planning documents. Ms. Sarquilla is experienced with a variety of air pollutant and GHG emissions models, including AERMOD, HARP 1 and 2, the CalEEMod land use emissions forecast tool, and the California Air Resources Board's Mobile Source Emissions Inventory (EMFAC). She is also experienced with the Federal Highway Administration's Traffic Noise Model and Roadway Construction Noise Model, as well as noise protocols in use by a variety of agencies, including the Environmental Protection Agency, the Federal Transit Administration, and the Department of Housing and Urban Development.

## EDUCATION

MESM, Bren School of Environmental Science & Management, University of California, Santa Barbara

B.A., Environmental Studies, Brandeis University

## TRAINING

HUD Region IX Environmental Review Training, 2016

CARB Health Risk Assessments & Dispersion Modeling, 2016

CARB HARP 2, 2017

## PROJECT EXPERIENCE

- Private Solar Client – Gaskell West Solar Project Air Quality and Greenhouse Gases Technical Report, Kern County, California
- First Solar – Cuyama Solar Project Photovoltaic Installation Phase Monitoring Services, Santa Barbara County, California
- Henkels & McCoy, Port of Long Beach Cerritos Channel Tower Removal Project Air Quality Thresholds Analysis, Los Angeles County, California
- STV Incorporated, Purple Line Project, Los Angeles County Metropolitan Transportation Authority
- California High Speed Rail, Merced to Fresno Segment, Madera County, California
- California High Speed Rail
  - Merced to Fresno Segment Construction Package-1 North Extension Re-Evaluation
  - Bakersfield F Street Station Supplemental EIR/EIS
- Solar Farm Project IS-MND, California State University Channel Islands
- Air Quality, Health Risk, and Greenhouse Gas Technical Reports for Distributed Solar Sites, Kern County, Confidential Client
- Santa Barbara County Air Pollution Control District, Environmental Document CEQA Assistance Open Services, Santa Barbara County, California
- Oxnard Harbor District, Port of Hueneme Reducing Emissions Supporting Health (PHRESH) Plan, Port of Hueneme, California
- Oxnard Harbor District, Port of Hueneme Berth Deepening and Wharf Improvement Project Subsequent IS-MND, Port of Hueneme, California
- Hollister Avenue - State Street Improvements Project, Noise, Air Quality, GHG and Water Quality Technical Studies, County of Santa Barbara

- City of Buellton Various Mixed-Use, Commercial, and Industrial Projects Air Quality, Greenhouse Gas Emissions, and Noise Technical Studies
- Saticoy Area Plan Update, Health Risk Assessment, County of Ventura
- Terraphase Engineering, Health Risk Assessment for Cement Processing Facility, San Bernardino County
- City of Los Angeles, Updates to the Downtown Plan EIR, Los Angeles, California
- Metropolitan Water District of Southern California, F.E. Weymouth Water Treatment Plant Upgrades Project, La Verne, California
- West Basin Municipal Water District, Palos Verdes Recycled Water Pipeline Project, Torrance, California
- Los Alamos Community Services District, Water Well #6 Project IS-MND, Los Alamos, California
- Kennedy/Jenks Consultants, City of Los Angeles Sanitation District (LASAN) LA-Glendale Wastewater Treatment Plant IS-MND and Technical Studies, Los Angeles County, California
- Yuba County Water Agency, Cottage Creek Dam Spillway Removal IS-MND
- City of Oxnard, 1641 Mountain View Avenue Facility Noise Study
- City of Menifee, Trumble Road Open Pit Restoration Technical Studies

# Steven Treffers, MHP

SENIOR ARCHITECTURAL HISTORIAN

Mr. Treffers is a senior architectural historian with Rincon's Cultural Resources Group. With nearly 10 years of professional experience and a Master's in historic preservation from the University of Southern California, School of Architecture, he meets and exceeds the Secretary of the Interior's Professional Qualification Standards for History and Architectural History. He has a wide range of experience with projects requiring historic resources compliance with Section 106 of the National Historic Preservation Act, California Environmental Quality Act, and local ordinances. With extensive experience in Southern California, Mr. Treffers has overseen and contributed to numerous projects for the Los Angeles Bureau of Engineering. For these efforts, Mr. Treffers has managed and conducted historic resource surveys, and coordinated directly with state and local agencies. Both professionally and as a former commissioner on the South Pasadena Cultural Heritage Commission, Mr. Treffers has also worked closely with design teams on projects involving alterations to historic resources to ensure compliance with SOI Standards and applicable design guidelines. As a result, he has extensive experience identifying character-defining features, reviewing architectural drawings, and collaborating with local governments, stakeholders, architects, and engineers to meet project objectives while retaining those elements that convey the reason for a historic resource's significance.

## EDUCATION

M.H.P., Historic Preservation; University of Southern California, Los Angeles; 2012

Graduate Certificate Program, Architecture & Urbanism; University of Southern California, Los Angeles; 2011

B.A., European History; University of California, Santa Cruz; 2003

## TRAININGS

Section 106 Compliance Training; Society for American Archaeology 2014

CEQA Training, California Preservation Foundation; 2015

## CERTIFICATIONS/ REGISTRATIONS

Meets and exceeds requirements in the Secretary of the Interior's Professional Qualification Standards in Architectural History and History

## SELECT PROJECT EXPERIENCE

- Los Angeles River Valley Bikeway and Greenway Project; Los Angeles, California
- El Sereno Clubhouse Historic Building Documentation Package; Los Angeles, California
- El Sereno Clubhouse Historic Resources Evaluation; Los Angeles, California
- Alma Park Historic Resources Evaluation; Los Angeles, California
- Cesar Chavez Median Project; Los Angeles, California
- Main Street Lighting Improvement Project; Los Angeles, California
- Woodland Hills Recreation Center Cultural Resources Survey; Los Angeles, California
- Phase I Architectural Review for the Cypress Park Community Center –Youth Facility; Los Angeles, California
- Highland Park Junior Arts Center Project; Los Angeles, California
- Metro West Santa Ana Branch EIR/EIS Cultural Resources Technical Studies; Los Angeles County
- Port of Los Angeles Immigration Station Historic Resources Evaluation and Design Review; Los Angeles, California
- Terminal Island Historic Resources Survey; Port of Los Angeles, City and County of Los Angeles
- Everport Terminal Cultural Resources Assessment, Port of Los Angeles, City and County of Los Angeles
- Port of Los Angeles Berths 167-169 Rehabilitation Project; City and County of Los Angeles

## PROJECT EXPERIENCE, CONT'D

- City of Long Beach, *Citywide Historic Context Statement Update*, Long Beach, California
- City of Indio Reconnaissance-Level Historic Resources Survey, General Plan Update, Indio, California
- LA Plaza de Cultura y Artes Project; Los Angeles, California
- 7 Oakmont Historic Review, Los Angeles, California
- Lacy Street Studios Historic Resources Evaluation; Los Angeles, California
- 118-126 Flores Peer Review; Los Angeles, California
- 1332 West Jefferson Historic Resources Assessment; Los Angeles, California
- 10 South Van Ness Avenue Historic Resource Evaluation; San Francisco, California
- Fifth Church of Christ Scientist Peer Review; Los Angeles, California
- Alameda Corridor East – San Gabriel Trench Project; San Gabriel, Los Angeles County
- Metro Gold Line Foothill Extension Intermodal Parking Facility Project; Azusa, Los Angeles County
- Metro Crenshaw/LAX Transit Corridor EIR Cultural Resources Services; City and County of Los Angeles
- East Los Angeles College (ELAC) Firestone Building Cultural Resources Services; South Gate, County of Los Angeles
- HABS Documentation of the Placentia Orange Growers Association; Placentia, California
- 6634 Sunset Boulevard Rehabilitation Project; Los Angeles, California
- Venice Post Office Rehabilitation Project; Los Angeles, California
- Windsor Village Historic Preservation Overlay Zone Review; City and County of Los Angeles
- River Grove Bridge Rehabilitation Project; Community of Whitley Gardens, San Luis Obispo County
- Bello Bridge Rehabilitation Project; Pismo Beach, San Luis Obispo County
- Branch Mill Bridge Project; Arroyo Grande, San Luis Obispo County
- High Speed Rail, Construction Package 4 Project; Fresno County
- Complete the Gap Trail Project; San Mateo County
- East Cabrillo Boulevard Bridge and Pedestrian Improvements; City and County of Santa Barbara
- Shell Beach Road Streetscape Project; Pismo Beach, San Luis Obispo County
- Higuera Widening Project; City and County of San Luis Obispo
- Monterey Regional Airport Historic Resources Survey; City and County of Monterey
- Historic District Survey for the Air Force Research Laboratory; Edwards Air Force Base
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base
- Camarillo Airport Hanger Project; Camarillo, Ventura County
- Chino Airport; Chino, San Bernardino County
- Cold War Era Buildings Survey and Context Report; Edwards Air Force Base
- California American Water Slant Test Well Project; Marina, Monterey County
- Indian Flat Substation Expansion Project; El Portal, Mariposa County
- Humboldt Bay-Humboldt #1 60kV Reconductoring Project; Humboldt County
- PG&E Compressed Air Energy Storage; San Joaquin, Solano, and Yolo Counties
- Academy of Art Existing Sites Technical Memorandum; City and County of San Francisco
- Montecito Union School; Montecito, Santa Barbara County
- Flood County Park; Menlo Park, San Mateo County

## EDUCATION

M.A., Anthropology, San Diego State University (2017)

B.A., Anthropology, University of California, Santa Barbara (2012)

## EXPERIENCE

Rincon Consultants, Inc. (July 2012 – present)

Channel Islands National Park (2012)

California Archaeology Lab, University of California, Santa Barbara (2012)

Paleoethnobotany and Zooarchaeology Lab, University of California, Santa Barbara (2011)

California Archaeology Lab, University of California, Santa Barbara (2010 – 2011)

University of California, Santa Barbara (2011)

# Hannah G. Haas, M.A., RPA

ARCHAEOLOGIST & PROJECT MANAGER

Ms. Haas is an Archaeologist at Rincon Consultants. Her responsibilities include performing archaeological and cultural resources survey, archaeological testing and monitoring, and the preparation of technical reports. Ms. Haas received her Masters of Liberal Arts and Sciences in Anthropology from San Diego State in 2017. Her research focused on California's Northern Channel Islands and historical ecology. Ms. Haas has over five years of experience working in cultural resources management conducting projects in compliance with the California Environmental Quality Act (CEQA), Section 106 of the National Historic Preservation Act (NHPA), and the National Environmental Policy Act (NEPA). She has worked on more than 130 projects and served as lead author of more than 90 cultural resources technical reports. Ms. Haas uses her academic training and professional experience to ensure that all cultural resources components of projects are satisfactorily conducted.

## PROJECT EXPERIENCE

- Cultural Resources Specialist and Report Author, Brannan-Andrus Levee Maintenance District Levee Repair Project, Isleton, Sacramento County, CA – Conducted cultural resources records search, pedestrian survey, and Native American scoping and served as primary author of a technical report. – Client: Robertson-Bryan, Inc.
- Cultural Resources Specialist, Mokelumne Trail Project, Brentwood, Contra Costa County, CA – Conducted cultural resources records search, pedestrian survey, and prepared cultural resources section of EIR addendum. – Client: Circlepoint
- Cultural Resources Specialist and Report Author, Grand Avenue Improvement Project, Oakland, Alameda, CA –As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: City of Oakland
- Cultural Resources Specialist and Report Author, Lakeside Green Streets Improvement Project, Oakland, Alameda County, CA - -- As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: City of Oakland
- Cultural Resources Specialist, Dexter Canyon Bridge Replacement Project, Santa Clara County, CA – Conducted cultural resources records search and technical memorandum. Client: Fall Creek Engineering, Inc.
- Cultural Resources Specialist, Cultural Resources Records Search for the SJSU End Zone Project, San Jose, Santa Clara County, CA – Conducted cultural resources records search and prepared technical memorandum. Client: San Jose State University
- Cultural Resources Specialist, Cultural Resource Study for the Milpitas Recycled Water Pipeline Project, Milpitas, Santa Clara County, CA – Conducted cultural resources records search, Native American scoping, and served as primary author of CEQA+ format technical report. Client: RMC Water and Environment

- Cultural Resources Specialist, 3001 El Camino Real Project, Palo Alto, Santa Clara County, California – Managed cultural resources study, conducted cultural resources records search, provided AB 52 assistance to City, and prepared technical memorandum. Client: City of Palo Alto
- Cultural Resources Specialist, 2755 El Camino Real Project, Palo Alto, Santa Clara County, California – Managed cultural resources study, conducted cultural resources records search, provided AB 52 assistance to City, and prepared technical memorandum. Client: City of Palo Alto
- Cultural Resource Specialist, Environmental Impact Report for the Bay Fair BART Transit Oriented Development Specific Plan, San Leandro, Alameda County, California – Client: City of San Leandro
- Cultural Resources Specialist, Initial Study/Mitigated Negative Declaration for the 22626 4th Street Project, Hayward, Alameda County, CA – Managed cultural resources tasks and prepared technical memorandum and Cultural and Tribal Cultural Resources sections of IS/MND. Client: City of Hayward
- Cultural Resources Specialist, Initial Study/Mitigated Negative Declaration for the Gading Road Project, Hayward, Alameda County, CA – Managed cultural resources tasks and prepared technical memorandum and Cultural and Tribal Cultural Resources sections of IS/MND. Client: City of Hayward
- Cultural Resource Specialist and Report Author, Upper Sand Creek Basin Expansion Project, Antioch, Contra Costa County, CA – Monitored grading and excavation in Sand Creek and prepared negative findings technical memorandum. Client: Top Grade Construction
- Cultural Resources Specialist, Environmental Impact Report for the City of Novato General Plan Update, Novato, Marin County, California – Prepared Cultural and Tribal Cultural resources section of EIR. Client: City of Novato
- Cultural Resources Specialist, 7701 Redwood Avenue Hotel Project, Novato, Marin County, California – Conducted Native American scoping and prepared technical memorandum. Client: City of Novato
- Cultural Resources Specialist, Residence Inn Project, Novato, Marin County, California – Conducted pedestrian survey, archival research, Native American scoping and prepared technical memorandum and cultural and tribal cultural resources sections of IS/MND. Client: City of Novato
- Cultural Resource Specialist and Report Author for the Morro Bay Harborwalk Project, Morro Bay, County of San Luis Obispo, CA – As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: Caltrans
- Cultural Resources Specialist, Hollister Avenue Widening Project, Goleta and Santa Barbara, Santa Barbara County, CA- As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR, and aided in the preparation of an Archaeological Resources Evaluation Proposal. Excavation at the project site is ongoing. The work is being performed for compliance with Section 106 of the NHPA. Client – County of Santa Barbara
- Cultural Resources Specialist, Clark Avenue Interchange PEAR Project, Santa Barbara County, CA – As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: County of Santa Barbara
- Cultural Resources Specialist, State Route 1/State Route 166 Intersection Widening and Improvements Project, Santa Barbara County, CA – As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: Psomas Engineering
- Cultural Resources Specialist, State Route 166 and Black Road Improvements Project, Santa Maria, Santa Barbara County, CA– As Author, prepared resource documentation and Caltrans style technical reports, including an ASR, HRER, and HPSR. The work was performed for compliance with Section 106 of the NHPA. Client: Psomas Engineering
- Cultural Resources Specialist, State Route 91 and Beach Boulevard project, Santa Ana, Orange County, CA – A Cultural Resources Specialist, conducted archaeological fieldwork and prepared Caltrans Style HRCR. The work was performed for compliance with CEQA. Client: Kimley-Horn and Associates.

**Yara Fisher, AICP**

**Principal Planner**

***Education***
*MURP, Urban and Regional Planning, University of California, Irvine, 1998*
*BA, Political Science, University of California, San Diego, 1995*

***Professional Affiliations***
*Member, American Institute of Certified Planners*
*Member, American Planning Association*

***Selected Program Level Planning and Environmental Projects***
- *UCSD Long Range Development Plan and EIR*
- *Clairemont Community Plan Amendment, Affordable Housing Development*
- *County of San Diego Advance Planning On-Call Services, Affordable Housing Projects and Density Bonus Code Amendments*
- *Re:code LA and Community Plans EIRs*
- *SANDAG 2050 RTP/SCS EIR, Region Forward Project Evaluation Criteria and Plan Performance Measures, TOD Strategy*
- *City of San Diego General Plan Program EIR*
- *City of La Mesa General Plan, CAP, and Program EIR*
- *City of West Hollywood General Plan and CAP Program EIR*
- *City of Santa Ana Climate Action Plan ND*
- *Downey Zoning Ordinance*
- *Salinas Zoning Code*
- *Rancho Santa Margarita Zoning Code*
- *Salinas General Plan and Program EIR*
- *Aliso Viejo General Plan and EIR*
- *Rancho Santa Margarita General Plan and Program EIR*
- *Laguna Hills General Plan and Program EIR*
- *City of San Marcos General Plan, Zoning Ordinance and Program EIR*
- *San Juan Capistrano General Plan and EIR*
- *City of Imperial Beach Mixed Use Zoning and Program EIR, 2019 LCP Update and ND*
- *Midway-Pacific Highway and Old Town Community Plans and EIRs*
- *Downtown Long Beach Plan and Program EIR*
- *Civic San Diego On-Call Environmental Services*
- *Los Angeles County Housing Element*
- *Numerous Housing elements for agencies throughout Southern California*

Yara Fisher has led teams developing comprehensive plans and environmental documents for a variety of local, regional, and private clients. Many of these projects have focused on long range housing, transportation and infill planning efforts and their associated Program EIR. Her experience ranges from general plans, zoning ordinances, housing elements, specific plans, and climate action plans/strategies to environmental documentation and climate change mitigation strategies for a variety of private, local, and regional planning projects. Her environmental experience includes the preparation and management of program- and project-level environmental impact reports, mitigated negative declarations, and other tiered documents required under CEQA. She has been with AECOM since 1998.

**Project Experience**

City of Pasadena General Plan Implementation, City of Pasadena, CA
Ms. Fisher is assisting the City of Pasadena in preparing environmental documentation for eight Specific Plans, tiering from the prior General Plan EIR. As part of a broader team updating the Specific Plans, Ms. Fisher oversaw environmental staff and subconsultants, directing the technical work for successful completion of eight Addenda. [2019-ongoing]

Community Plans and New Zoning Code EIR, City of Los Angeles, CA
Ms. Fisher managed the preparation of Citywide program-level impact analyses for the re:code LA effort within the Downtown Community Plan EIR. Re:code LA is a program to comprehensively revise the City of Los Angeles Zoning Code. The re:code LA program will amend the text of the Los Angeles Municipal Code (LAMC) to replace the City's existing Zoning Ordinance (Chapter 1 of the LAMC) with a New Zoning Code. The new Zoning Code will be implemented through community plan updates. The New Zoning Code will include, among other

provisions, new zone classifications and revised/reorganized development standards and requirements for new zone classifications. This effort was involved extensive collaboration with staff and consultants in preparing the environmental anlaysis. (2017-ongoing)

**Los Angeles County, Housing Element,**
**Los Angeles County, CA**
As project manager, Ms. Fisher oversaw the preparation of the 2008–2014 Los Angeles County Housing Element. Working closely with Veronica Tam & Associates and numerous county staff, Ms. Fisher helped deliver a quality product on time and within budget. A huge component of this effort was identifying suitable vacant and underutilized sites to allow of the housing units needed to meet the Regional Housing Needs Assessment. In addition to a comprehensive update of all element sections, a major component of this work program was developing an organizational structure and format that complemented the draft general plan.

**UCSD Long Range Development Plan and EIR, San Diego, CA.** Principal-in-Charge of the preparation of a program-level EIR for UCSD's Long Range Development Plan (LRDP). Working closely with Campus Planning Staff, she also assisted with the drafting and formatting of the LRDP, which establishes the development and growth parameters for the campus in light of UC Regents' goals for the statewide educational system. The EIR addressed impacts associated with the Plan in light of its surrounding communities and coastal resources. The Plan and EIR included a detailed greenhouse gas emissions analysis and reduction strategy to address implementation of the LRDP. The EIR also included a VMT analysis for the years 2025 and 2035, one of the first VMT analyses prepared for a UC campus. *AEP and APA Award winning project.* [2016-2018]

City of Imperial Beach Local Coastal Program Update and Climate Action Plan, Imperial Beach, CA. Project Director for the development of the City's first Sea Level Rise adaptation framework and Climate Action Plan. This includes leading efforts to translate the City's 2016 Sea Level Rise Vulnerability Assessment into Sea Level Rise adaptation policies for the City's Local Coastal Program and General Plan Update as well as the corresponding Implementation Plan. As part of this effort, AECOM also developed a Sea Level Rise checklist for the City to guide the selection of particular adaptation strategies over time that are fiscally and economically sustainable and preserve beaches and private property. She also oversaw the development of the Negative Declaration to support the project. {2017 - 2020]

**County of San Diego Advance Planning and Environmental Services**
**San Diego County, CA**
Through an on-call contract with the County of San Diego Planning and Development Services Department, Yara prepared updated sections of the Land Development Code related to the County's affordable housing and density bonus programs. Through an on-call with Department of General Services she also assisted the County with obtaining entitlements for an affordable housing community. The site was a commercially zoned surplus County property located within the City of San Diego within a Transit Priority Area and Community Commercial Core. The goal was to entitle the site and prep it through demolition activities to allow an affordable housing developer to be able to process a future affordable housing project ministerially through the City of San Diego. She also oversees adjunct staffing services for a variety of staff working on efforts ranging from Code Compliance to preparation of the Alpine Community Plan Supplemental EIR.

**City of San Marcos, General Plan, Zoning Ordinance, and Program EIR, San Marcos, CA**
As project manager, Ms. Fisher led a team of community outreach specialists, sustainability planners, and environmental analysts in a comprehensive update to this general plan and zoning ordinance. The program included an extensive public outreach program, including a website, newsletters, a General Plan Advisory Committee, extensive stakeholder engagement with Palomar College and CSU San Marcos, youth outreach, and public workshops. The land use alternatives process was informed by the AECOM's Sustainable Systems Integration Model (SSIM), which helped highlight key sustainability factors. As a tandem process, the Zoning Ordinance was also updated to reflect a form-based approach to development in targeted mixed use areas. Ms. Fisher also led the Program EIR. The General Plan won a local and State APA award for comprehensive planning for a small jurisdiction. [2010 – 2013**]**

University Innovation District (UID). Chula Vista, CA. Strategic CEQA Advisor for HomeFed, who was proposing a re-envisioned University Innovation District in co-operation with the City of Chula Vista. The UID provided a flexible zoning approach to developing a mix of campus, housing, and industrial uses. CEQA guidance included an evaluation of options for tiering from three previously certified environmental impact reports within the UID area. [2020]

**Port of San Diego Master Plan Update, San Diego, CA.** Project Manager for the Port Master Plan update. Ms. Fisher is

leading a team of community planners, economists, urban designers, coastal policy planners, and mobility experts to comprehensively update the Port's Master Plan. This work program builds upon an extensive stakeholder and strategic visioning process with the intent of developing a modern, streamlined Port Master Plan document to meet Coastal Act requirements as well as facilitate future project implementation. The updated Plan includes refined land and water uses as well as Baywide and District-level policies to increase coastal access and recreation opportunities consistent with the District's goals. A unique aspect of this effort was developing a dynamic model to plan and evaluate scenarios within each of the Districts ten Planning Districts. [2015-2017]

**Civic San Diego, Environmental Services, San Diego, CA**
Project manager and staff liaison for the processing of environmental projects for Civic San Diego. Primary tasks include the preparation of CEQA secondary studies, which tier off of the previously adopted master EIR and subsequent EIR for redevelopment in downtown San Diego. Other environmental documentation and general environmental consulting services were also provided, ranging from CEQA exemptions, revised secondary study content and format, and addendums to previously certified EIRs, including the greenhouse gas analysis and Addendum for the Ballpark Village project, a multi-use development oriented to Petco Park in downtown San Diego. Since 2003, Ms. Fisher has assisted Civic San Diego in the processing of more than 100 publicly and privately initiated projects. [2003 – 2019]

**City of La Mesa GHG Inventory, CAP, and General Plan EIR**
Project Manager for a unique and collaborative shared work approach with City staff preparing an updated GHG inventory, CAP, and Program EIR for their Centennial General Plan. The work program included an update to the previously prepared International Council for Local Government Initiatives (ICLEI) GHG inventory, making refinements to the municipal operations assumptions as well as addressing communitywide emissions generated by vehicular traffic, energy, and water use. The inventory was used to refine General Plan policies related to the City's sustainability goals as well as support the GHG emissions analysis within the Program EIR. The Program EIR covered all environmental topics and was completed in a cost efficient manner using a mix of AECOM and City staff resources. The Plan and Program EIR were unanimously approved/certified with no legal challenge to either document. Following adoption of the General Plan, Ms. Fisher assisted the team with development of the CAP and a Supplemental Focused EIR. [2012-2018]

**City of San Diego, Old Town and Midway Community Plan Updates and Program EIR, San Diego, CA**
Ms. Fisher led parallel updates to the Old Town and Midway Community Plans. In the heart of San Diego, these Community Plan areas are within the coastal zone and include regional destinations such as Lindbergh Field, Old Town Historic State Park, and the Sports Arena. Transportation and transit planning, creating linkages to historic resources and open spaces, and balancing regional needs with those who live and work in the areas are key considerations in the updates of these Community Plans. The team for the Community Plan updates and EIR included outreach specialists, urban designers, sustainability planners, land planners, historic designers, mobility experts, and environmental resource specialists. The marriage of these specialties afforded a comprehensive approach to planning and environmental review for these two important areas of San Diego. [2010 – 2018**]**

**City of West Hollywood General Plan Noise Element, CAP, and Program EIR**
Project Manager for completion of the General Plan Noise Element, Climate Action Plan and Program EIR for the City of West Hollywood's updated General Plan. The team coordinated closely with City staff and their consultant team to complete the City's first CAP as well as a comprehensive Program-level EIR for the two planning documents. The General Plan, CAP, and EIR were unanimously approved by the decision-makers and no legal challenge was brought. [2009-2013]

**SANDAG RCP and RTP/SSCS Planning And Environmental Services, San Diego, California**
For many years, Ms. Fisher has provided a variety of services in support of SANDAG's Regional Comprehensive Plan (RCP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) efforts. She was Project Manager for the Program EIRs for the most recent RCP, as well as the two most recent RTP/SCS documents. The RTP/SCS EIRs provided a program-level analysis of impacts related to regional growth and multi-modal transportation improvements for the entire San Diego region. Impacts were detailed for three separate time periods – 2020, 2035, and 2050. In response to input received from the public and decision makers throughout development of the RTP/SCS and EIR, the EIR also provided an extensive analysis of alternatives to the project. To meet statutory deadlines, development of the EIR was fast-tracked once the preferred RTP/SCS was established.

Recently, Ms. Fisher assisted SANDAG in updating the project evaluation criteria and plan performance measures for San Diego Forward. The goal of this work effort is to identify criteria and measures that best allow the public and decision makers to evaluate how well regional plan alternatives and the preferred plan meet the agency's established objectives.

Yara was also Project Manager for the SANDAG TOD Implementation Strategy. This work effort involves identifying key factors that affect the viability and ultimate success of TOD, with case studies both locally and nationally. The goal of this effort is to identify prioritized actions for SANDAG and its member agencies to implement that will facilitate TOD. These collaborative processes with SANDAG staff have provided Ms. Fisher deep knowledge of the SANDAG region's environmental, political, and planning context, as well as an understanding of the resources and tools available to analyze land use, transportation, and environmental impacts throughout the region. [2008 – 2016]

**Town & Country Hotel and TOD Master Plan and EIR, San Diego, CA**

Project Director and EIR task manager for the revitalization of the Town & Country hotel and mixed use transit oriented development project located in Mission Valley, San Diego. The project included the development of a comprehensive Master Plan, supporting technical studies, and a project-level EIR for the Town & Country project. The project reconfigured the existing convention center and hotel to included 700 units, nearly 200,000 square feet of convention space, and incorporated 4.3 acres of park and 840 residential units to complement the nearby amenities of Fashion Valley Transit Center and San Diego River. [2014-2018]

**County of San Diego San Dieguito LCP, LUP, and IP.**

Project Director for the San Dieguito Local Coastal Program, Land Use Plan, and Implementation Plan for the County of San Diego. With this effort, Ms. Fisher oversaw a team of coastal and resiliency planners to update the existing 2011 LCP in conformance with the California Coastal Act to reflect current circumstances and new scientific information, including new understandings and concern for the effects of climate change and sea-level rise. The project included analysis of the portion of the unincorporated County located within the Coastal Zone (CZ) and the development of related policy for: land use and development standards, public access and recreation, scenic/visual resources, archaeological/paleontological resources, water quality, agricultural resources, sensitive habitats, climate change, hazards, and steep slopes. Concurrently, AECOM also worked closely with County staff to develop the Implementation Plan for the LUP.

**City of Imperial Beach, Commercial/Mixed-Use Zoning Review, Zoning Amendments and EIR, Imperial Beach, CA**

Project manager and advisor for a review of the commercial zoning and mixed-use overlays within the city's coastal zone, including preparation of a Program EIR. The city initiated this project because recent mixed-use projects have not achieved city design and economic development goals. The team was composed of urban designers, mobility/parking planners, zoning experts, environmental analysts, and economists to assess the existing zoning and development trends to craft hybrid traditional and form-based zoning amendments that better achieve the community's vision. [2008 – 2013**]**

**Chollas Triangle Community Plan Update EIR San Diego, CA**

Managed the preparation of a program-level EIR for the Mid-City Communities Plan—Chollas Triangle, General Plan Amendment and Rezone project. The project proposed a General Plan amendment, Mid-City Communities Plan amendment, and a rezone to implement a new land use designation within Chollas Triangle to allow for the site to develop as a mixed-use neighborhood village. The project also included the vacation of a roadway to allow for development of passive park space adjacent to Chollas Creek. (2014-2015)

**City of Long Beach, Downtown Community Plan and Program EIR, Long Beach, CA**

Project advisor who assisted in developing overall approach and development standards for this plan, as well as overseeing a Program EIR to facilitate tiering. The Community Plan combines form-based design guidelines and development standards intended to facilitate and incentivize revitalization in the downtown. The framework for development focuses growth and density near transit, while ensuring transition areas to the surrounding communities. A graphic approach to design guidelines and standards are provided to illustrate key components of a pedestrian-friendly downtown, including topics such as building massing, mixed-use development, and the design of street frontage and streetscape. A key component of this process is the development of a Program EIR that will ensure a streamlined environmental process for future development. [2007 – 2013**]**

**Carson Shell Revitalization Project Specific Plan Carson, CA**

Project manager for the environmental documentation for the Carson Revitalization Project located in the City of Carson. The 448 acre property is the site of a former refinery and the underutilized areas of the property have been planned for revitalization with new light industrial and business park land uses coordinated with continuation an expansion of some of the current onsite fuel distribution operations. The AECOM team, working closely with Shell and the City of Carson, prepared a Specific Plan identifying six separate revitalization areas for future retail, industrial and manufacturing land uses. Also included was an expansion of the petroleum and renewable fuel storage and distribution capacity and a site for a solar power generation facility. [2009-2015]

**St. Paul's Cathedral Redevelopment Project EIR, San Diego, CA**
Project manager for the development of a project-level EIR for the St. Paul's Cathedral Redevelopment project, which rehabilitated and expanded the historic St. Paul's Cathedral and developed two residential towers on adjacent parcels next to Balboa Park. Key issues addressed in the EIR included historic resources, aesthetics and light and glare, and traffic. [2009-2011]

**Irvine Planning Areas 1, 2, and 9 EIR, Irvine, CA**
Project manager responsible for peer review services, overall project management, and document preparation and distribution of a program EIR. This work program also involved community outreach such as public noticing, the scoping meeting, and a community workshop. The project consisted of a general plan amendment and zone change for Irvine Planning Areas 1, 2, and 9. Total development proposed was 4,310 dwelling units and 200,000 square feet of community commercial development in combined Planning Areas 1 and 2. The project also included a transfer of dwelling units from Planning Area 1 to Planning Area 9 to replace approximately 2.6 million square feet of research and industrial development in Planning Area 9. All CEQA Guideline issue areas were addressed in the technical reports and EIR. [2004**]**

**Grant-Tucker Properties/County of San Diego, Albertsons EIR, Alpine, CA**
Assistant project manager who prepared an EIR for the proposed Alpine Village Center (Albertson's) located in the unincorporated community of Alpine. The proposed project involved the construction of an approximately 73,000-square-foot neighborhood commercial shopping center complex on an approximately 9.65-acre site. The project includes a supermarket, retail shops, fast-food restaurant, service station, and mini mart. Issues examined in the EIR were land use, traffic, air quality, noise, biological resources, public services and utilities, visual aesthetics, and hydrology/water quality. During this EIR program, acted as primary author and coordinator between county staff, the client, and subconsultants. [1999– 2001**]**

**City of Laguna Hills, General Plan Update and Program EIR, Laguna Hills, CA**
Ms. Fisher managed the general plan update, Housing Element, and Program EIR. Laguna Hills is a master planned community in Orange County, California, focusing on opportunities for strategic infill development that will help the city achieve its community-building and economic development goals. The city is particularly interested in increasing community interaction, encouraging healthy lifestyles, and establishing a distinct sense of place. Ms. Fisher leaded the team of land planners, economic/ fiscal consultants, circulation experts, urban designers, and environmental specialists to identify key opportunity areas for redevelopment and community enhancement that will help the city achieve its vision for the future. She also lead the preparation of the Program EIR and its associated technical studies. [2007 – 2009**]**

**City of Downey, Zoning Ordinance, Downey, CA**
Project manager who assisted in comprehensively updating the zoning ordinance. A key component of this work program was drafting regulations and incentives to support community sustainability. In addition to developing new mixed-use regulations, the code addressed small wind generators, solar access, permeable paving, community gardens, farmers markets, tree preservation, and green roofs. [2009**]**

**City of San Diego, General Plan Program EIR, San Diego, CA**
Ms. Fisher assisted the city in preparing a program EIR analyzing the impacts associated with adoption and implementation of the city's updated general plan. As part of this role, Ms. Fisher oversaw multiple AECOM and city staff in the preparation of each section of the EIR. She also provided third-party review of sections drafted by city staff, providing overall strategy and direction for preparing a legally defensible Program EIR. Two important components of this work program were assisting with the development of a program-level analysis and mitigation that reflected the city's many policies, programs, and implementation plans, and drafting global warming analysis and mitigation that reflected a balance

between the city's and Attorney General's goals for global warming analyses. [2007 – 2008**]**

**City of Salinas, Zoning Ordinance, Salinas, CA**
Assistant project manager and primary author who assisted the city in comprehensively updating its zoning ordinance to reflect current city policy and administrative procedures, new technology, and changes in state and local laws. A major component of this work program was drafting New Urbanism regulations and a Transfer of Development Rights ordinance to reflect the goals and polices of a recently updated general plan. Drafting of the New Urbanism regulations and design standards included extensive community outreach and a hybrid traditional/form-based approach to development regulations. [2005**]**

**City of El Centro, Zoning Ordinance, El Centro, CA**
Project manager for an update to the City of El Centro's Zoning Ordinance. A primary goal of the work program was to provide consistency between the newly updated general plan and the zoning ordinance. Other aspects of the work program included creating a more readable and user-friendly document that included updated terms and recent changes to state law. Ms Fisher was responsible for leading public brainstorming and study sessions to ensure adequate input was received from the community and decision makers. As part of the zoning ordinance update, the city's sign ordinance was also revised. [2004 – 2005**]**

**City of Richmond, Zoning Ordinance, Richmond, CA**
Project advisor for a comprehensive update to this zoning ordinance. Ms. Fisher's role in this work program involved a detailed and critical review of the city's zoning ordinance and several specific plans to determine the appropriate approach for meeting the city's goals. As part of the community outreach process, opportunities for form-based zoning were identified in several distinct areas of the community. Ms. Fisher oversaw these efforts and provided technical review and quality assurance for the prepared documents. [2005]

**City of Rancho Santa Margarita, Zoning Ordinance, Rancho Santa Margarita, CA**
Project manager and author of the City of Rancho Santa Margarita's first zoning ordinance. Preparation of the ordinance involved drafting regulations that improved upon the numerous existing planned community texts, and existing codified and un-codified ordinances. The ordinance is user-friendly with liberal use of illustrations to clarify terms, development standards, and zoning concepts. The document establishes consistent, effective administrative procedures using graphic charts and provides highly illustrative examples of planning and design standards reflecting the city's general plan vision. [2003**]**

**City of Aliso Viejo Zoning Ordinance, Aliso Viejo, CA**
Project manager and primary author of the City of Aliso Viejo's first Zoning Ordinance. Preparation of the zoning ordinance involved simplifying regulations and land use categories from numerous planned community texts. The ordinance also addressed several unique environmental conditions, including location within the coastal zone, high fire hazards areas, scenic corridors, and flooding. [2003**]**

**City of Holtville, Zoning Ordinance, Holtville, CA**
Primary author of an updated zoning ordinance for the City of Holtville in Imperial County. The update objectives were to ensure consistency with the city's general plan, meet requirements of California planning and zoning law, and provide land development regulations that ensure high-quality future developments. [2000**]**

**City of Long Beach, Framework Element, Long Beach, CA**
Long Beach is undertaking a general plan update with a focus on establishing integrated development strategies for infill opportunity areas. At the heart of the effort will be a framework that incorporates citywide mobility, urban design, sustainability, and preservation strategies. The main component of this framework is context sensitive, form-based place types that guide desirable development types and intensities to appropriate opportunity areas. As urban and environmental planner, Ms. Fisher primarily worked on developing an innovative implementation program that kept the Framework Element at the forefront of all major planning decisions. [2008**]**

**City of Seaside, General Plan and EIR, Seaside, CA**
Assistant project manager for this general plan program, responsible for coordination of the general plan update, Housing Element, and preparation of the associated EIR. Located in Monterey County, Seaside has a population of approximately 32,000 residents and now includes about 6.2 square miles of the former Fort Ord military base. The acquisition of the Fort Ord property brought new opportunities and challenges for the coastal community that had to be addressed by the updated general plan. A primary purpose of the general plan was to comprehensively address issues, opportunities, and constraints facing both the established portion of Seaside and the newly acquired portions of the former Fort Ord military base. Along with the required elements, the general plan program focused on redevelopment/revitalization, urban design, and economic

development for areas within the older portion of the community, Seaside Proper. HCD certified the 2002–2007 housing element. [2006]

**City of San Juan Capistrano, General Plan and EIR, San Juan Capistrano, CA**
Project planner and coauthor who assisted in the preparation of a general plan update and EIR for the historical community of San Juan Capistrano in South Orange County. The program included a substantial community participation and vision building component. The revised plan includes the seven mandatory elements required by state law, as well as several optional elements: cultural resources, community design, growth management, parks and recreation, public facilities, and flood plain management. Using ArcView and other computer techniques developed by P&D, land use and circulation components were carefully analyzed and matched. Orange County APA Award-Winning Project. [2001 – 2002]

**City of Salinas, General Plan and EIR, Salinas, CA**
Project planner and coauthor of a general plan and associated program EIR for a compact city surrounded by land in agricultural production. To address substantial growth pressures and the city's interest in preserving agricultural land, the Salinas General Plan program included a substantial community participation program to identify goals, policies, and a preferred land use plan, which ultimately supported more compact, traditional neighborhood development patterns. Major issues addressed in the general plan and analyzed in the EIR included agricultural preservation, compatibility between agricultural and urban development, community design and livability, water supply and quality, and the conservation of open space and natural resources. [2000 – 2006]

**City of Rancho Santa Margarita, General Plan and EIR, Rancho Santa Margarita, CA**
Project planner and coauthor of the first general plan for the newly incorporated City of Rancho Santa Margarita, the 33rd city in Orange County. With a population of about 42,300, Rancho Santa Margarita consists of several pre-incorporation large-scale planned communities. The general plan includes innovative planning policy and programs designed to actively manage the community's future and ensure its sustainability. Also one of the primary authors of the city's first HCD-certified housing element and program EIR. [2000 – 2002]

**City of Aliso Viejo, General Plan and EIR, Aliso Viejo, CA**
As a project planner, Ms. Fisher assisted with project start-up for the first general plan for the City of Aliso Viejo. Her responsibilities included preparation for and leading of community meetings, leading the visioning process, and helping design the format and content for the general plan. Ms. Fisher also provided peer review of the planning document and associated EIR. Orange County APA Award-Winning Project. [ 2001 – 2003]

**City of San Jacinto, General Plan and EIR, San Jacinto, CA**
Project manager and coauthor of an updated general plan, housing element, and associated program EIR for the City of San Jacinto located in Riverside County. A major issue addressed in the general plan and analyzed within the EIR was traffic and circulation, as several alternative alignments for State Route 79 were considered. Other issues analyzed were land use, prime agricultural resources and Williamson Act lands, biological resources, historical resources, and aesthetics. The housing element was successfully certified by HCD while achieving the city's goals for maintaining its rural character. [2002 – 2004]

**City of Los Altos, General Plan and Mitigated Negative Declaration (MND), Los Altos, CA**
Project planner and environmental analyst who assisted in the preparation of an updated general plan for the City of Los Altos in Santa Clara County, as well as the associated MND. The community of Los Altos is concerned to maintain and enhance its quality of life and create a more livable city. The team included Dan Burden of Walkable Communities and focuses on how the quality of life and livability can be improved by creating safe and convenient local access throughout the city with improvements to the walking and bicycling system, as well as through traffic calming. [2000]

**Padre Dam Municipal Water District, Riverview Water District, Lakeside Water District Upper San Diego River Municipal Service Review (MSR)/Sphere of Influence (SOI) Update/Reorganization Study, San Diego County, CA**
Project manager for this project, which involved a detachment of the Lakeside and Riverview districts from Padre Dam and subsequent reorganization to join Lakeside and Riverview Water districts into one successor agency. The studies required approval of the districts and the San Diego Local Formation Commission. [2003 – 2005]

**City of Salinas, Boronda Crossing Precise Plan, Salinas, CA**

Project manager who helped the City of Salinas successfully complete a revised precise plan for a 41.5-acre property. The purpose of the amended precise plan was to remove auto-related restrictions and allow a general retail shopping center. Coordinated the effort so that the precise plan comprehensively addressed land use, design, engineering, and infrastructure requirements for developing the site with a maximum of 540,000 square feet of retail uses, including restaurants, big box retail, and auto dealerships. Primary issues addressed include drainage/hydrology, compatibility with surrounding uses, circulation, and public services. [2005**]**

**Westmount Properties/DD&E, Calexico Specific Plans, Calexico, CA**
As project manager, provided direct oversight of the preparation of three Specific Plans (Las Ventanas, Los Lagos, and Rancho Diamante) on parallel processing tracks through Calexico. Combined, the three Specific Plans provided the planning tools necessary to develop 1,746 acres of land with approximately 7,200 housing units, regional- and neighborhood-serving commercial, schools, parks, and other public facilities and infrastructure. [2005 – 2007**]**

**Westmount Properties/DD&E, Waterford/ Anderson Specific Plan, El Centro, CA**
Project manager for this Specific Plan, which established the framework for development of 1,056-acre area within the City of El Centro's Sphere of Influence and in proximity to the Imperial Valley Mall. The proposed Specific Plan included land use, design, and infrastructure standards to allow the development of a pedestrian-friendly community with 5,500 dwelling units, including age-restricted units. [2005**]**

**County of San Diego Department of Public Works, Ramona Air Center EIR, Ramona, CA**
Ms. Fisher was project manager for a project-level EIR analyzing the impacts of a proposed public/private aviation facility within the Ramona Airport Master Plan area. Ramona Airport is a 362-acre facility owned and operated by the County of San Diego Department of Public Works that averaged 165,000 flight operations in 2007. The proposed public and private aviation uses required an amendment to the Airport Layout Plan and a thru-the-fence agreement with the Federal Aviation Administration. The EIR analyzed all environmental issue areas identified in CEQA Guidelines Appendix G. [2006 – 2010**]**

**City of Lake Forest, Road Landscape and Improvement Project EIR, El Toro, CA**
Project planner who assisted in completing a second-tier EIR for improvements to El Toro Road based on the earlier first-tier EIR prepared for the El Toro RDA Specific Plan. This EIR focused on environmental impacts (both construction and operational impacts) and necessary mitigation for planned improvements to El Toro Road segments and interchanges. Specific environmental issues analyzed were land use and planning, traffic/circulation, air quality, noise, hazardous materials, geotechnical, water quality, drainage, aesthetics, and public services and utilities. [2003**]**

**City of Santee, Trolley Square Commercial Center EIR, Santee, CA**
Project environmental analyst and primary author of an EIR for a commercial and entertainment center of approximately 360,000 square feet located in the Santee Town Center. The project was developed around a light rail and bus station and included a 24-screen theater complex, retail, restaurants, a 30,000-square-foot public library and up to 100 units of housing for older adults. Major issues analyzed in the EIR were traffic/circulation and public transit operations, land use, compatibility, flight safety and noise from a nearby airport, air quality, biology, geology/soils, and hydrology. [2000– 2001**]**

**City of Santee, Square Revised EIR, Santee, CA**
Project planner who prepared a revised EIR to address the revisions to the proposed Santee Trolley Square project. The major revision to the project was the removal of a formerly proposed 20-screen multiplex theater and replacement with two large retail anchors, increasing the overall square footage of the project. The revised project included a commercial center anchored by a 126,000-square-foot Target with a 9,350-square-foot garden center. An 86,000-square-foot major retail pad is also proposed for Kohl's. An additional 165,143 square feet of retail uses and 43,000 square feet of restaurant uses are proposed. A 30,000-square-foot city library is also proposed. Issues addressed in the EIR included land use, traffic, noise, air quality, biology, geology, hydrology/water quality, and public services and utilities. [2001– 2002**]**

**County of San Diego, Valley Center Septic Moratorium/ Policy I-78 Amendment EIR, San Diego County, CA**
Project environmental analyst who assisted in the preparation of a program EIR for a 14,000-acre area in the Valley Center portion of San Diego County. The program EIR evaluated the impacts of lifting a 20-year sewer moratorium, in addition to amending existing county policies for the provision of small

wastewater (package) treatment plants and septic systems. Coordinated with P&D's GIS mapping department to prepare quantified buildout assumptions and analysis. Issues addressed in the EIR included land use, circulation, noise, biology, archaeology, water quality, public services/facilities, growth inducing, and cumulative effects. [1998 – 2000**]**

**County of San Diego, Environmental Services, San Diego County, CA**
Project environmental analyst who provided general environmental services to the County of San Diego to assist its Department of Planning and Land Use with processing of land use applications. These land use applications included subdivision maps, conditional use permits, variances, and others. Environmental documentation included initial studies, mitigated negative declarations, exemptions, and other county-required materials. [1998 – 2000**]**

**City of Escondido, Promenade Center/Citracado Middle School EIRs, Escondido, CA**
Project environmental analyst and primary author of EIRs for two closely related, but separate projects. The first project involved redevelopment of the existing 24-acre Del Dios Middle School site at I-15 and Valley Parkway in Escondido into the second phase of the Promenade Shopping Center. With more than 260,000 square feet of floor area, Promenade II will include either traditional retail uses or a multiscreen theater complex with ancillary uses. Critical environmental issues included traffic, air quality, noise, and aesthetics. The second project involved development of the 1,200-student Citracado Middle School by the Escondido Union School District as a replacement for the Del Dios Middle School. The new school was proposed to be located at Del Dios Highway and Citracado Parkway on an undeveloped 34.2-acre site. Critical issues analyzed in the EIR included compatibility with surrounding residential uses, biological and archaeological resources, grading, noise, and traffic. [2000**]**

**City of Carlsbad, Oaks North Specific Plan, Carlsbad, CA**
Coauthor of an EIR for a project involving three major components:

- Development of the Carlsbad Oaks North Specific Plan
- Construction and operation of a 1.3-mile-long extension of Faraday Avenue (a four-lane arterial roadway connecting the cities of Carlsbad and Vista)
- Construction and operation of an 11,700-foot-long segment of the South Agua Hedionda Trunk Sewer

The specific plan proposes industrial uses and supporting infrastructure on a 414-acre site. The project will impact sensitive biological habitats including coastal sage scrub, scrub oak chaparral, southern coast live oak, riparian forest, and wetlands. Impacts to these habitats require permitting from the US Army Corps of Engineers, US Fish and Wildlife Service, and California Department of Fish and Game. A key component of the work program is a proactive approach to identify the least damaging alternatives for the roadway and sewer as required by section 404 of the Clean Water Act. Issues addressed in the EIR included biological resources, cultural resources, hydrology/water quality, traffic/ circulation, land form alternation, geology/soils, noise and air quality. [1999 – 2000**]**

**City of Carlsbad, Municipal Golf Course EIR, Carlsbad, CA**
Project environmental analyst who assisted in the preparation of the EIR for the Carlsbad Municipal Golf Course. Located on approximately 350 acres of land west of Palomar Airport and east of the LegoLand theme park, the project includes an 18-hole championship course, 22,000-square-foot clubhouse, driving range, shooting range (for law enforcement personnel), 6 acres of golf-related commercial, and approximately 11 acres of light industrial. Environmental issues addressed in the EIR included biological resources, traffic/circulation, air quality, hydrology/water quality, water resources, public services and utilities, cultural resources, landform alteration, electromagnetic fields (EMF) hazards from overhead electrical transmission lines, and agricultural resources. [1999 – 2000**]**

**City of Escondido, General Plan Update EIR, Escondido, CA**
Project environmental analyst who assisted in the preparation of a program EIR. The general plan update involved a combination of private requests for land use changes on specific properties, consideration of land use alternatives initiated by the city council, amendment of several quality-of-life standards for city facilities, and miscellaneous policy revisions. The EIR was prepared in a format to allow flexibility for decision makers and in selecting any combination of general plan amendments. The EIR was completed on a fast-track schedule to allow the city to place the amendments on the November 2000 ballot for citizen approval. [1999 – 2000**]**

**County of San Diego, North Edgemoor Initial Environmental Study, Santee, CA**
Project environmental analyst who prepared an Initial Environmental Study for the county-owned North Edgemoor

property. The property is approximately 33 acres and is the potential future site of a county-run skilled nursing hospital and senior housing facility. To obtain state funding for the project, the county was required to complete an application package that included an assessment of the feasibility of developing the project at that location with respect to environmental constraints. Primary author of a detailed initial environmental study of the property focusing on biological resources, cultural resources, traffic/circulation, noise, land use, geology, hydrology, and hazardous materials. The document was prepared on a fast-track (6-week) schedule to meet the state's application deadline for funding. [2000]

**Los Angeles County, Housing Element, Los Angeles County, CA**
As project manager, Ms. Fisher oversaw the preparation of the 2008–2014 Los Angeles County Housing Element. Working closely with Veronica Tam & Associates and numerous county staff, Ms. Fisher helped deliver a quality product on time and within budget. In addition to a comprehensive update of all element sections, a major component of this work program was developing an organizational structure and format that complemented the draft general plan. [2008]

**City of Carmel-by-the-Sea, Housing Element, Carmel, CA**
Project manager who coordinated the preparation of the 2002–2007 Housing Element. Carmel is a small coastal community of 5,000 residents located in Monterey County. Because limited land is available for additional residential development, the city was particularly interested in using second units and residential units located above commercial development to meet its regional housing need allocation. To assist in this task, AECOM assisted in the preparation, coding, and analysis of two separate surveys of commercial and residential property owners to identify the rental structure and potential incentives for property owners to provide residential units above commercial and/or second units. [2001 – 2002]

**City of Yuma, Consolidated Plan/AI, Yuma, AZ**
Project manager who coordinated the preparation of a Consolidated Plan and Analysis of Impediments to Fair Housing choice (AI). The project also involved coordination with the Housing Element. The Consolidated Plan included housing and community development needs assessment, a 5-year strategy to address the identified needs, and a 1-year action plan to allocate Community Development Block Grant/Home funds. To identify needs and housing conditions in the community, assisted in the preparation, implementation, and analysis of a week-long windshield survey of housing, property maintenance, and infrastructure conditions. [2000]

**San Diego County, Consortium Consolidated Plan, San Diego County, CA**
Project planner who assisted in the preparation of a Five-Year Consolidated Plan for the San Diego County Consortium. The consortium consists of seven participating cities in the unincorporated portion of the county. The consortium receives approximately $6.5 million in Community Development Block Grant funds, $3.6 million in HOME funds, and $230,000 in ESG funds. To comply with Housing and Urban Development regulations, the consortium is required to prepare a 5-year Consolidated Plan identifying its housing and community development needs and the planned use of the funds in addressing the identified needs. P&D conducted a resident survey and a service provider survey to solicit public input on needs and preferred uses of the funds. [2008]

**City of Corona, Housing Element Update, Corona, CA**
Coauthor of an update to the City of Corona's Housing Element to cover the periods 2000–2005 and 2005–2010. The work programs included a review and update to background information, population projections, dwelling units and market data, accomplishments, the Regional Housing Needs Assessment and evaluation of residential sites, and an update to the housing plan. [2000 – 2005]

**City of National, City Consolidated Plan, National City, CA**
Primary author of the 5-year Consolidated Plan and Action Plan for National City for the use of Community Development Block Grant and HOME funds. The Consolidated Plan included an assessment of housing and community development needs in the city, and a 5-year strategy to address the needs. The One-Year Action Plan detailed the city's specific actions to address the priority needs. [2000]

**City of La Mesa, Consolidated Plan, La Mesa, CA**
Project planner and primary preparer of the La Mesa Consolidated Plan for the 2000–2005 period. The city receives Community Development Block Grant funds annually from Housing and Urban Development and participates in the San Diego HOME Consortium. The Consolidated Plan preparation was built on the Housing Element. [2000]

**Imperial County, Housing Element, Imperial County, CA**
Project planner who coordinated the update program and also served as coauthor of the county's 2000–2005 Housing Element. This update of the county's Housing Element included

a comprehensive update of the housing needs assessment as the basis for the element's program strategy for expenditure of housing funds. Existing programs were also revised and augmented to meet identified housing needs. [2000**]**

**City of Holtville, Housing Element, Imperial County, CA**
Project planner who prepared the 2000–2005 Housing Element for the City of Holtville, a community of 5,500 in the Imperial Valley. Prepared an update of the city's zoning ordinance concurrently, coordinating changes in the ordinance with actions needed to successfully implement the housing element. [2000**]**

**City of Brawley, Housing Element, Imperial County, CA**
Project planner who prepared the 2000–2005 Housing Element for the City of Brawley in Imperial County. Key areas addressed in the Housing Element included evaluation of potential residential sites illustrated in the Land Use Element, opportunities to fulfill a portion of the city's site requirements through committed assistance permitted under Assembly Bill 438, and past housing accomplishments. [2000**]**

**City of National City, Housing Element, CA**
Project planner who assisted in the preparation of the 1999–2004 Housing Element for the City of National City in San Diego County. Under Assembly Bill 1715, the city was able to self-certify the housing element. [1999 – 2000**]**

# Erin Phillips
## Environmental Planner

**Professional History**
08/2014 - present, AECOM, Environmental Planner

**Education**
BS, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2014

**Years of Experience**
With AECOM: 6
With Other Firms: 0

**Professional Affiliations**
Association of Environmental Professionals, San Diego Chapter Newsletter Editor

Erin Phillips is an environmental planner who has worked on a variety of projects involving California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) compliance. Ms. Phillips specializes in addressing land use and planning impacts as evident by her experience completing various community plan and zoning ordinance environmental documents.

**Project Experience**

**County of San Diego Planning & Development Services, Land Development Code Update, San Diego, California.** Deputy project manager for the preparation of CEQA compliance documentation to analyze adopting and implementing an update to the County's Land Development Code, which includes the County's Zoning Ordinance. Responsible for drafting a baseline assessment memorandum to understand changes since approval of the General Plan as well as CEQA tiering opportunities. Also involves preparation of an Initial Study to determine impacts and the type of CEQA compliance documentation required. [Present]

**City of Los Angeles Planning Department, Zoning Code Update Environmental Impact Report, Los Angeles, California.** Deputy project manager for the preparation of an Environmental Impact Report to qualitatively analyze adopting and implementing a new zoning code for the City of Los Angeles. Responsible for drafting the basic arguments table to layout the method for analyzing each resource topic as well as authoring a majority of the CEQA sections. [Present]

**City of Pasadena, Specific Plan Update Addenda, Pasadena, California.** Primary environmental analyst for the preparation of several addenda to the 2015 City of Pasadena General Plan Update Environmental Impact Report. Responsible for determining changed existing conditions via preparation of a baseline assessment memorandum and background technical studies related to infrastructure and utilities, cultural resources, and transportation. [Present]

**County of San Diego Department of General Services, Clairemont Mesa Community Plan Amendment, San Diego, California.** Planner assisting in the preparation of a community plan amendment to allow for a future affordable, multifamily residential development on a site currently zone for commercial-only use. Responsible for drafting and assembling the amendment application package, background research and coordination, and drafting changes to the Clairemont Mesa Community Plan. [September 2018-February 2020]

**County of San Diego Department of General Services, Family Court Demolition and Ground Lease Project – CEQA Consistency Analysis, San Diego, California.** Environmental analyst for the preparation of a CEQA Consistency Analysis analyzing impacts associated with the demolition of existing structures, approval of a ground lease to convey property to a developer, and future construction and operation of a mixed-use, multi-family affordable housing development. Tiered off the Downtown Community Plan Environmental Impact Report to satisfy CEQA. [March 2018-April 2018]

**Caydon USA, California Theatre, CEQA Consistency Analysis, San Diego, California.** Primary environmental analyst and project manager for the preparation of a CEQA Consistency Analysis analyzing potential impacts associated with a proposed mixed use development. Tiered off the City of San Diego's Downtown Community Plan, General Plan, and Climate Action Plan EIR's to satisfy CEQA. [Present]

**Heidelberg Law Office, 4th and J, CEQA Consistency Analysis, San Diego, California.** Primary environmental analyst and project manager for the preparation of a CEQA Consistency Analysis analyzing potential impacts associated with a proposed hotel development. Tiered off the City of San Diego's Downtown Community Plan, General Plan, and Climate Action Plan EIR's to satisfy CEQA. [Present]

**City of San Diego Planning Department, Midway and Old Town Community Plan Updates – Program Environmental Impact Reports, San Diego, California.** Deputy project manager for the preparation of two Environmental Impact Reports analyzing updates to the existing community plans, which involved rezoning and amending the Land Development Code. Analyzed land use, transportation/circulation, hydrology/water quality, public services and facilities, public utilities, and alternatives. Responsible for day to day coordination with the client and other project team members. [February 2017 – February 2018]

**City of San Diego Planning Department, University Community Plan Amendment – Program Environmental Impact Report, San Diego, California.** Environmental analyst for the preparation of an Environmental Impact Report analyzing the amendment of the existing community plan, which involved the removal of roadway widening and bridge projects. Involved in addressing client and public review comments. [April 2016 – November 2016]

**Civic San Diego, Hilltop and Euclid Disposition and Development Agreement & Purchase and Sale Agreement, CEQA Consistency Analysis, San Diego, California.** Environmental analyst for the preparation of the CEQA Consistency Analysis analyzing potential impacts associated with the approval of the agreements to convey property to private develops for future construction of a mixed-use, multi-family affordable housing development and a market rate residential development. Tiered off the Southeastern San Diego and Encanto Neighborhoods Community Plan Update Programmatic Environmental Impact Report. [August 2017-November 2017]

**San Diego County Water Authority, As-Needed Environmental Services Contract, San Diego, California.** Serves as deputy project manager for tasks under AECOM's as-needed environmental services contract with the Water Authority, assisting in a range of projects for the Water Resources Department. Responsible for providing support on environmental-compliance strategy related to the Water Authority's Natural Community Conservation Plan/Habitat Conservation Plan. Also assists with a host of CEQA documentation tasks related to pipeline relining projects, pump station construction and modification, habitat revegetation, and emergency repairs. Involved in various contract management tasks and invoicing. [2017-2020]

FEHR PEERS

# John Muggridge, AICP

**Principal**

## EDUCATION

Master of Science, Transportation Planning and Engineering, University of Leeds

Bachelor of Engineering, Mechanical and Process Engineering, University of Sheffield

## REGISTRATIONS

American Institute of Certified Planners (021879)

## AFFILIATIONS

American Planning Association (APA)

## EXPERTISE

- Long-range Multimodal Transportation Planning
- Multimodal Corridor Planning
- Transportation Demand Management
- Travel Demand Modeling
- Land Use and Transportation
- Traffic Analysis

## ABOUT

John has over 20 years of experience in transportation planning and engineering, both in England and in the United States. As a transport planner, John has research and analysis experience in both the private and academic sectors. John is knowledgeable in multi-disciplinary transportation and research projects, including multi-modal transportation planning projects and travel demand forecasting. He has authored numerous reports, managed and participated in a large range of transportation planning, traffic engineering, and parking studies for both private and public clients in Southern California and Hawaii. He also has extensive experience in conducting parking and circulation studies, traffic impact studies, downtown parking studies, long-range transportation plans, corridor studies and specific plans. John has worked with interdisciplinary teams to develop consensus on a wide range of transportation improvements.

## SELECTED PROJECT EXPERIENCE

**Downtown Community Plan**
Fehr & Peers is currently working on the Downtown Community Plan Update for the City of Los Angeles. This community plan was initiated as part of an ongoing process to update all 35 community plans in the city by 2024, and serves as an example to future community plan updates in both analysis format and integration of latest city initiatives. Fehr & Peers is leading the transportation element of the plan, using the travel demand forecasting (TDF) model our team built for the City to regional and local specifications to analyze the changes estimated to take place with the adoption of the plan, including network, socio-economic, and zoning updates. John is serving as Principal-in-Charge on this project.

**DTLA Mobility Investment Plan**
Fehr & Peers is leading a team to support the City in developing the DTLA Mobility Investment Plan (MIP), a project that is reliant on technical objectivity for Downtown Los Angeles that is built upon stakeholder interests and acceptance. It is particularly dependent on addressing the community's mobility needs through engagement designed to obtain input from many diverse segments of the community. John is serving as Principal-in-Charge on this project.

**Burbank Impact Fee Study**
Fehr & Peers, as part of a team, is preparing an updated impact fee study for the City of Burbank. In a shift from the existing fee program, the updated transportation section will focus on multi-modal improvement projects instead of auto-oriented infrastructure projects. The fee update will also shift from a trip-based fee to a VMT-based fee in accordance with SB 743. This process including reviewing the projects on the City's existing Infrastructure Blueprint and assisting the project team with the identification of new transportation projects for the updated fee program.

Fehr & Peers is conducting a nexus analysis to relate the needs for the identified transportation improvements to new development in the study area. The fee study establishes a reasonable relationship between new development, the proportion of expected vehicle trips, and congestion levels attributable to new development, and the necessary roadway, sidewalk, bike lane or other transportation improvements that will be funded by the development impact fee program. The City of Burbank's Travel Demand Model, which Fehr & Peers developed, will be used to ascertain the portion of traffic/VMT that is attributed to new trips generated by new development in the City. John is serving as Principal-in-Charge on this project.

**Pasadena Travel Demand Forecasting Model**
Fehr & Peers developed a travel demand model for the City of Pasadena to be used as a tool in the evaluation of Land Use and Mobility Element land use scenarios and transportation system alternatives. The model will provide the ability to evaluate transportation system network and modal alternatives and assess various performance indicators for land use and transportation alternatives.

The travel forecasts will be used to estimate the effectiveness of the proposed Land Use and Mobility Element policies on the transportation system. As envisioned, the model will also be sensitive enough for traffic impact analysis purposes – for project and cumulative impacts. John was the Principal-in-Charge on this project.

**Expo Corridor Transit Neighborhood Plans**
Fehr & Peers served the City of Los Angeles in their "Transit Neighborhood Planning" for 10 future light rail stations along the Crenshaw and Expo lines. The project included new land use and streetscape regulations, general plan amendments, and specific plans for five of the stations. Our approach to trip generation, parking demand estimation, and transportation evaluation was informed by the City's new and innovative approaches to transportation evaluation contained in the LA2B update to the circulation element.

Fehr & Peers' combination of experience with market based private development impact analysis and our citywide efforts on the Mobility Element came together to meet the City's desire to incentivize an appropriate mix and density of land uses, foster economic development, improve ridership, provide and maintain affordable housing, and enhance the quality of the built environment. John was the Project Manager on this project.

**Infill and Complete Streets - Capturing VMT Impacts and Benefits to CEQA, City of Los Angeles**
The City of Los Angeles is shifting from an auto-oriented metropolis to a city built around transit, compact transit-oriented development, and multi-modal "Complete Streets" which emphasize all travel modes. However, these dynamic policy shifts have been significantly impeded by requirements under CEQA to mitigate automobile delay. The City wants to seize the historic opportunity, mandated by SB 743, to realign the environmental review processes with policies that support infill development and Complete Streets transportation projects.

Fehr & Peers was selected to work closely with the LADCP and LADOT to develop new VMT-based CEQA thresholds and to update the tools necessary to implement the new procedures. In addition to developing the new thresholds, Fehr & Peers is updating the City's travel demand model, which John is overseeing, and developing a sketch model tool to perform project-level VMT analysis; quantifying the parking demand and vehicle trip reduction benefits for mixed-use projects, creative office buildings, market rate housing, and affordable housing, and Transportation Demand Management (TDM) strategies. The affordable housing sites are broken down based on population and location. Fehr & Peers is educating city staff, private developers, and the community about the new impact review methodology through an engaging public outreach program.

**West Hollywood SB 743 Implementation**
Fehr & Peers is assisting the City of West Hollywood with SB 743 Implementation. We are providing knowledge and insight that will allow the City to be well prepared for a transition to Vehicle Miles Traveled (VMT) as its primary transportation impact metric for CEQA analysis, marrying the State's objectives to encourage transportation efficient development with the City's own goals and objectives.

The primary tasks involve developing the methodology for vehicle miles traveled assessment, helping the City with VMT screening options and impact thresholds for both land use and transportation projects, evaluating case studies for specific land uses, development of a VMT impacts and mitigation assessment tool and ultimately developing new transportation guidelines. John is serving as Principal-in-Charge on this project.

# Appendix A

NOP and Responses

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
CAROLINE CHOE
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**NOTICE OF PREPARATION OF A COMBINED DRAFT ENVIRONMENTAL IMPACT REPORT AND NOTICE OF SCOPING MEETING FOR UPDATES TO THE CENTRAL CITY AND CENTRAL CITY NORTH COMMUNITY PLANS, AND AMENDMENTS TO THE CITY OF LOS ANGELES MUNICIPAL CODE TO ADOPT A NEW ZONING CODE FOR THE CENTRAL CITY AND CENTRAL CITY NORTH COMMUNITY PLAN AREAS (AS PART OF THE *RE:CODE LA* PROJECT)**

**TO:** Agencies, Organizations, and Interested Parties **DATE: February 6, 2017**

The City of Los Angeles Department of City Planning (DCP), as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for a Project to: (1) update the Central City Community Plan and the Central City North Community Plan (Downtown Plans), (2) amend the City of Los Angeles Municipal Code (LAMC) to adopt new zoning regulations for the Downtown Plan Area as part of the **re:code LA** program (Downtown Zoning Code); and (3) make all other necessary amendments to the Framework Element, Mobility Plan, and other General Plan elements, specific plans, the LAMC, and other ordinances to implement the above.

More details on the Project are provided below. The City is requesting identification of environmental issues and information that you or your organization believes should be considered in the EIR.

## NOTICE OF SCOPING MEETING

Pursuant to California Public Resources Code Section 21083.9 and California Code of Regulations, Title 14 ("CEQA Guidelines") Section 15082, the Lead Agency will conduct a scoping meeting for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

## SCOPING MEETING

Date: Thursday, February 16, 2017
Time: 5:00 PM - 7:00 PM
Place: Caltrans District 7 Building – Conference Room #01.037
100 S. Main St.
Los Angeles, CA 90013

*As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate. The meeting facility and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aides and/or services may be provided upon request. Other services, such as translation between English and other languages, may also be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting calling Tal Harari at (213) 978-1204.*

## RESPONSIBLE AND TRUSTEE AGENCIES

The City requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the Project, in accordance with the CEQA Guidelines, Section 15082(b). Your agency will need to use the EIR prepared by the City when considering any permits or other project

approvals that your agency must issue. As such, your responses to this Notice of Preparation (NOP), at a minimum should identify: (1) The significant environmental issues and reasonable alternatives and mitigation measures that your agency will need to have explored in the EIR; and (2) Whether your agency will be a responsible or trustee agency for this project.

**REVIEW AND RESPONSE PERIOD**

**February 6, 2017 to March 6, 2017.**

Pursuant to CEQA Guidelines, Section 15082(b), responses to this NOP must be provided during this response period.

**PROJECT LOCATION**

The Project location is the Central City Community Plan Area and the Central City North Community Plan Area ("Downtown Plan Area" or "Project Area"). The Downtown Plan Area is geographically contiguous, sharing a common boundary along Alameda Street. The Central City Community Plan Area is comprised of approximately 2,161 acres, and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area. The Central City North Community Plan Area is comprised of approximately 2,005 acres, and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Project Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon. The Downtown Plan Area boundaries are shown in **Figure 1**. The Downtown Plan Area is shown within a regional context in **Figure 2**.

**PROJECT BACKGROUND**

The Central City and Central City North Community Plans are two of 35 Community Plans, which comprise the Land Use Element of the City's General Plan. The Land Use Element is one of the seven State-mandated elements of the General Plan that also include open space, transportation, conservation, housing, noise, and safety. The Downtown Community Plans are being updated consistent with California Government Code Section 65302, which identifies the seven required elements of a General Plan. Community Plans are intended to promote an arrangement of land uses, streets, and services in the Project Area to encourage economic vitality, social and physical well-being, and promote the general health, safety, welfare and convenience of people who live and work in the Project Area.

The Project is part of the City of Los Angeles New Community Plan Program, a program to update each of the City's 35 Community Plans. The Central City Community Plan was last updated in 2001, and the Central City North Community Plan was last updated in 2000. Since then, substantial changes have occurred, most notably, completion of the Metro Gold and Expo Lines, and implementation of the Metro Bike share system; completion of large-scale commercial and residential developments; future plans and infrastructural improvements to be accommodated such as the Los Angeles Streetcar, Metro Regional Connector, and High Speed Rail; and new growth forecasts through the year 2040, released by the Southern California Association of Governments. As further described below, the Downtown Plans will rezone land in the Downtown Plan Area to make the Downtown Zoning Ordinance operative.

The Downtown Zoning Code is a portion of the **re:code LA** program. **re:code LA** is a program to comprehensively revise the City of Los Angeles Zoning Code. In summary, the **re:code LA** program will amend the text of the LAMC to replace the City's existing Zoning Ordinance (Chapter 1 of the LAMC) with a new City zoning ordinance (New Zoning Ordinance) and the community plan update process will apply the zoning regulations to land in the Project Area. The New Zoning Ordinance will include, among other provisions, new zone classifications and revised/reorganized development standards and requirements for those new zone classifications. The New Zoning Ordinance and zone classifications are further described below.

Based on the size and scale of the City and the current Zoning Ordinance, the **re:code LA** program is a relatively substantial undertaking. It is expected that parts of the **re:code LA** program will be adopted and implemented at different times. Specifically, the New Zoning Ordinance will not be adopted all at once and even when adopted, will not be made operative in all parts of the City all at once. Some elements of the New Zoning Ordinance that will be applicable citywide will need to be adopted to use the New Zoning Ordinance anywhere. These elements include definitions, administrative rules, and development standards. These elements will be adopted before or simultaneously with the first ordinance to implement the New Zoning Ordinance zone classifications. On the other hand, new zones (or zone module types, as further described below) are expected to be adopted at different times. Finally, even when the New Zoning Ordinance is adopted into the LAMC, none of the new zones, and their respective development standards and requirements, will be operative for any property in the City until that property is rezoned and the relevant community plan is amended to allow that new zoning classification. It is expected that rezoning and plan amendments to implement the New Zoning Code throughout the City will occur with Community Plan Updates or other citywide or area-wide planning and zoning efforts.

For this Project, the City expects to implement the **re:code LA** program in the Downtown Plan Area with a Downtown Zoning Code. The Downtown Zoning Code will include: (1) new zone classifications (or zone module types for zone classifications) for the Downtown Plans and Project Areas; and (2) if not previously adopted at the time of Project approval, those elements of the New Zoning Ordinance that are required to utilize the new zones, such as definitions and development standards, including standards that may be utilized citywide. The Project does not include rezoning land outside of the Downtown Plan Area or amending any community plans other than the Central City Community Plan and the Central City North Community Plan.

**PROJECT DESCRIPTION**

The proposed Project includes the updates to the Downtown Plans, adoption of the Downtown Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as, Mobility and Framework), the LAMC, specific plans, and other ordinances to implement those updates. The following describes in more detail the updates to the Downtown Plans and the adoption of the Downtown Zoning Code:

Downtown Plans

The updates to the Downtown Plans will reflect a future vision for Downtown, and are intended to guide development through the year 2040, and revise the existing Central City Community Plan and Central City North Community Plan. Community Plans are also intended to guide development by informing the general public of the City's broad planning goals, policies, and objectives, as well as specific development standards for the Project area. The Downtown Plans would allocate land for the range of uses that Downtown will need through 2040, including land for jobs, housing, parks and open space (as available and feasible), and civic functions, and would improve the link between land use and transportation in a manner that is consistent with the General Plan Framework Element. Collectively, the Downtown Community Plans' goals, objectives, policies, and programs articulate the policy direction that the City will promote for the duration of the Plans. It includes amending the Zoning Map to rezone the Project Area with new zone classifications developed for the Downtown Plans.

Downtown Zoning Code

As discussed above, the Project also includes the adoption of the Downtown Zoning Code. The Downtown Zoning Code refers to several amendments to the LAMC to implement the updates to the Downtown Plans and **re:code LA** in the Project Area.

The new **re:code LA** zoning system is modular. Zoning classifications require the bundling of several designations to make a zone. These designations include the following modules: Context, Form District, Frontage, and Use District.

The *Contex*t module is comprised of regulations meant to enhance the existing or establish new development patterns of an area where applied. Such Context regulations could include grading quantities, landscaping, and potentially new minimum parking requirements. Context also sets the range of Form Districts, and Frontages available for the area.

The *Form District* module governs the shape and size of buildings by regulating lot size and site coverage, building placement, bulk, and mass.

The *Frontage* module governs how a site or building addresses the street or right of way by regulating ground floor story height, the amount of transparency (such as windows) required, pedestrian entry requirements and spacing, and allowable building elements (such as canopies).

The *Use District* module establishes which uses and activities are allowed on a site. Each use will have a corresponding definition and any relevant standards, either maintained from the current Zoning Code or newly established standards.

In any community plan update, there are many potential combinations of Context, Form District, Frontage, and Use District module types that can be applied to properties to make a zone.

To implement the updates to the Downtown Plans and **re:code LA** in the Downtown Plan Area, certain Context, Form District, Frontage, and Use District module types are proposed to be added to the LAMC. These module types will be used for rezoning property in the Downtown Plan Area. As the system is modular, it is possible for some of these Context, Form District, Frontage, and Use District module types developed for the Downtown Zoning Ordinance to be used in other parts of the City in various combinations in the future when community plans are updated and properties rezoned.

If not already adopted at the time of Project approval, the Project will also include the adoption of citywide elements of the New Zoning Code, including: citywide development standards (such as parking stall dimensions, grading haul route standards, minimum pedestrian walkways, and others); definition of terms; rules of measurement (such as how to measure lot width and building height); possible land use incentive system(s), modifications to existing nonconforming provisions; maintenance of current rules for division of land; creation of new streetscape and maintenance of street improvement requirements; establishment of new overlay districts; and potentially new minimum parking requirements. These regulations will only be operative in other parts of the City when property is rezoned and other community plans are amended. This is expected to occur through future community plan updates.

Project Objectives
The primary objectives of the Project will be to:

- Ensure that Downtown can continue to grow in a sustainable, equitable, healthy, and inclusive manner;
- Reinforce the role of Downtown as the primary jobs center for the City, County, and the Southern California region;
- Expand and support a growing residential population;
- Celebrate and reinforce the character of each individual neighborhood;
- Promote a transit, bicycle, and pedestrian friendly environment; and
- Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area.

Elements of the proposed Project to implement these objectives include the following:

- Amend the text of the Downtown Plans to revise the stated plan policies and objectives;
- Amend the land use map of the Downtown Plans to implement the new policies and objectives, including amendments to establish plan consistency with the new Downtown Zoning Code zones;
- Adopt the Downtown Zoning Code;
- Amend the Zoning Map to rezone Downtown with new downtown zone classifications;
- Integrate regulations of the existing Specific Plans and Planning Overlays into the new Downtown Zoning Code; and
- Amend the General Plan Framework, Mobility Plan and other Citywide General Plan Elements, and ordinances, as necessary.

**ISSUES TO BE ADDRESSED IN THE EIR**

Based on the project description and the Lead Agency's understanding of the environmental issues associated with the Proposed Project, the following topics will be analyzed in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Circulation
- Utilities, Energy and Service Systems

The EIR will analyze the reasonably foreseeable indirect physical changes to the environment in the above topic areas caused by the Project, including the updates to the Downtown Plans, the adoption of the Downtown Code, and any other necessary amendments to plans or the LAMC.

To the extent that the Downtown Zoning Code includes zoning module types or citywide standards and regulations that may in the future be used in other parts of the City, indirect impacts to the environment from those provisions is speculative. This is due to both the modularity of the system (zone module types can be combined to make many different zones) and the fact that none of the components of the new zoning will be available for use on a property until a community plan update or other planning process has introduced the new zones to an area. Additionally, as stated above, additional zoning classifications (ie.module types) will be created in the future through the **re:code LA** program to meet the needs of other parts of the City. Any application of any part of the Downtown Zoning Code outside of the Downtown Plan Area would require a Community Plan amendment, rezoning, and new environmental analysis. The EIR will consider and discuss whether any impacts from the use of the Downtown Zoning Code outside the Downtown Plan Area is reasonably foreseeable, and if so, the EIR will analyze those impacts.

Alternatives to be analyzed in the EIR are to be defined and analyzed consistent with the requirements of CEQA Guidelines, Section 15126.6. The specific alternatives to be evaluated in will include a "No Project" alternative, as required by CEQA, and may include alternative land use configurations.

**DOCUMENT AVAILABILITY**

The Notice of Preparation can be viewed on the Downtown Community Plan program website at: www.dtla2040.org. It can also be viewed on the City of Los Angeles Department of City Planning website at: www.planning.lacity.org. To locate a copy of the Notice of Preparation online, click on Environmental Review on the left side of the Department of City Planning website and then click on the Notice of Preparation & Public Scoping Meetings link.

**SUBMITTAL OF WRITTEN COMMENTS**

The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. Please send written/typed comments (including a name, telephone number, and contact information) to the following:

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Phone: (213) 978-1304
Fax: (213) 978-1334
E-mail: bryan.eck@lacity.org

In accordance with CEQA Section 15082, this Notice of Preparation is being circulated for a 30-day comment period. The City of Los Angeles requests that written comments be provided at the earliest possible date, but no later than **5:00 p.m. on March 6, 2017.**

For more information about the Downtown Plans and Downtown Zoning Code, please visit http://dtla2040.org and http://recode.la/.

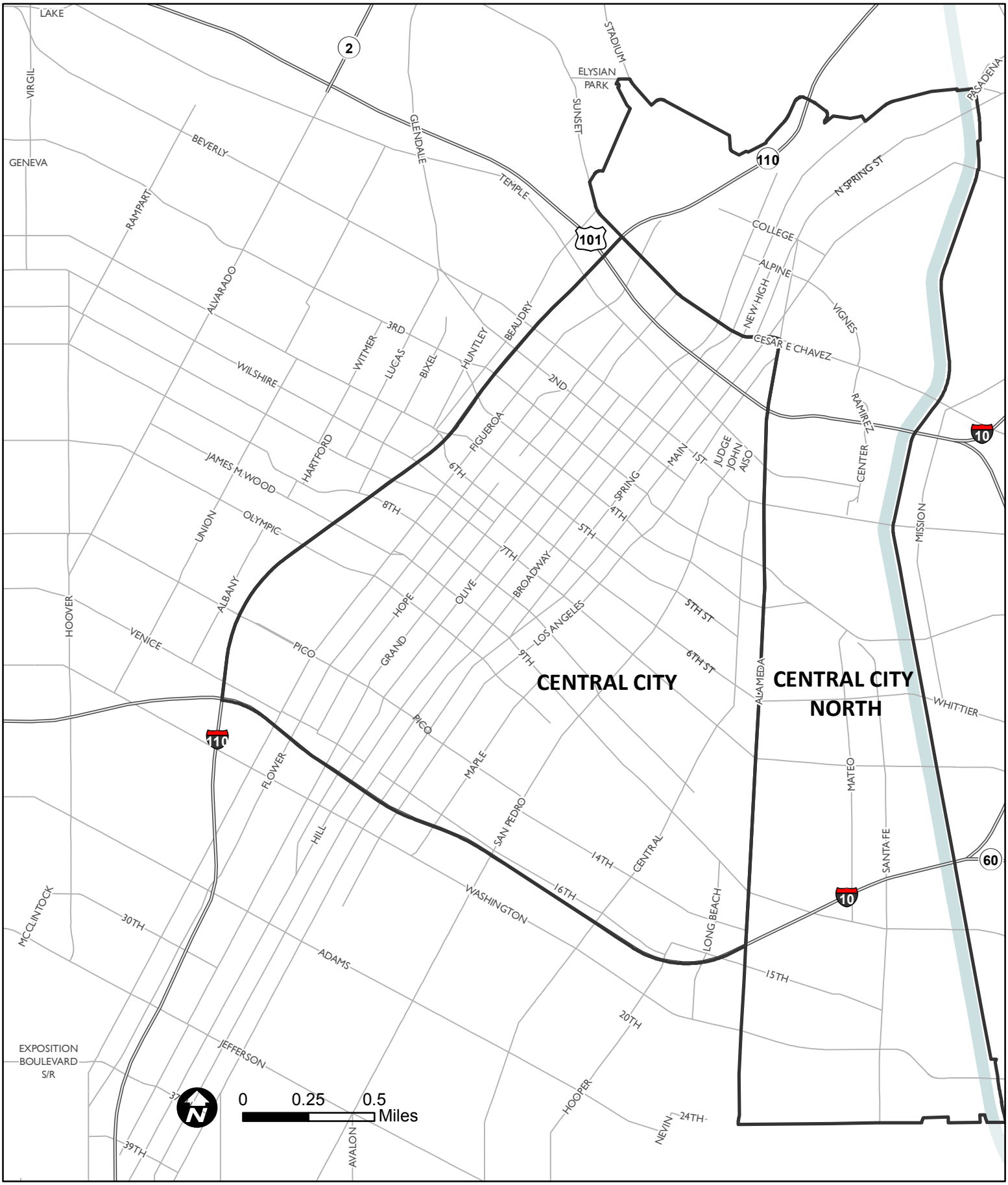
**ALL INTERESTED PARTIES ARE INVITED TO ATTEND THE PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.**

Bryan D. Eck, City Planner
City of Los Angeles Department of City Planning

Attachments:
Figure 1: Downtown Plan Area Map
Figure 2: Regional Context Map

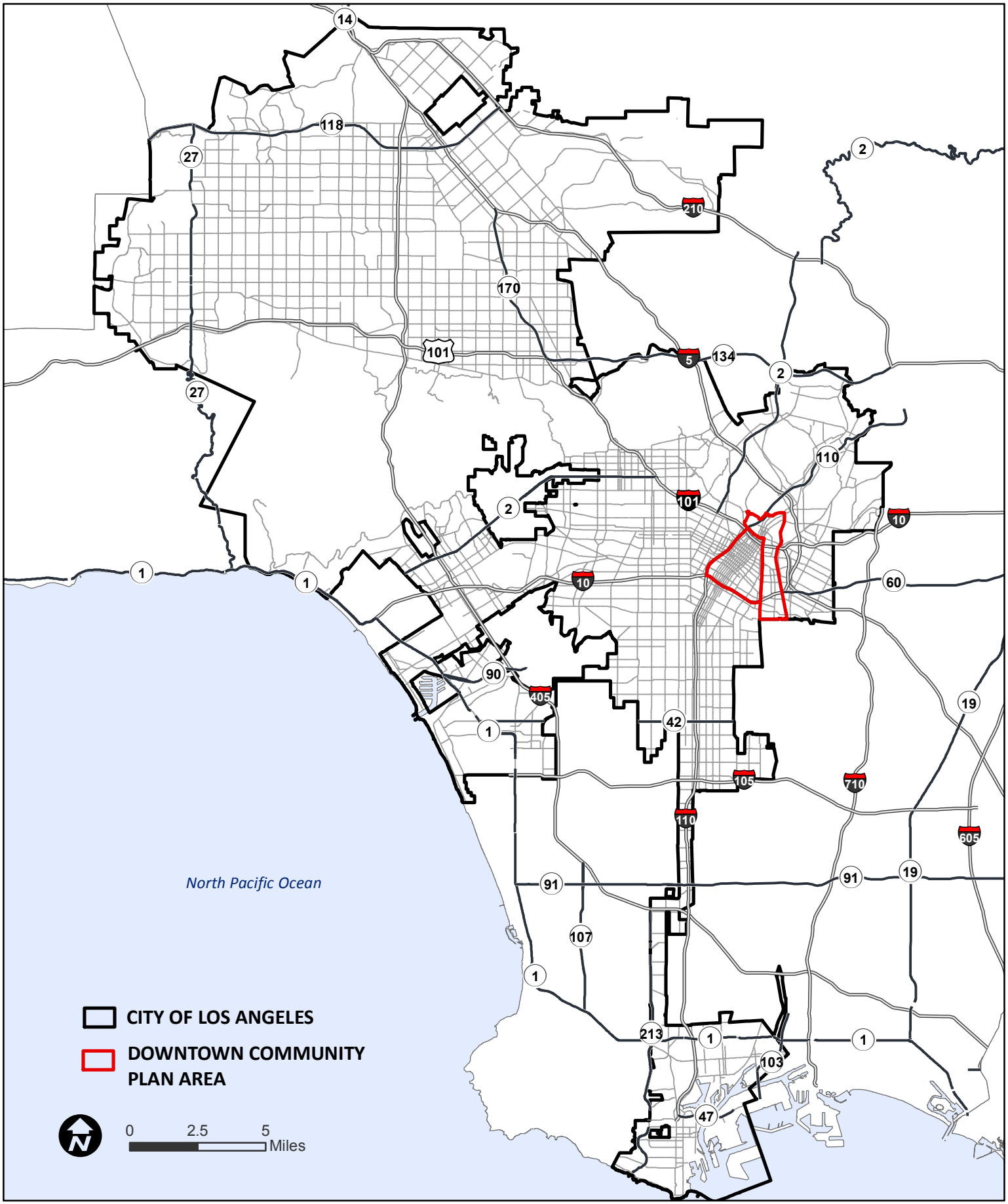
# DOWNTOWN PLAN AREA MAP
# CENTRAL CITY & CENTRAL CITY NORTH

## FIGURE 1



# DOWNTOWN PLAN AREA
# REGIONAL CONTEXT MAP

## FIGURE 2



Print Form

*Appendix C*

# Notice of Completion & Environmental Document Transmittal

*Mail to:* State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
*For Hand Delivery/Street Address:* 1400 Tenth Street, Sacramento, CA 95814

**SCH #**

**Project Title:** Central City and Central City North Community Plan Update Environmental Impact Report

Lead Agency: City of Los Angeles — Contact Person: Bryan Eck

Mailing Address: 200 North Spring Street, City Hall, Room 525 — Phone: (213) 978-1304

City: Los Angeles — Zip: 90012 — County: Los Angeles

**Project Location:** County: Los Angeles — City/Nearest Community: _____

Cross Streets: Central City and Central City North Community Plan Areas (CPAs) — Zip Code: _____

Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: _____

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: _____ Waterways: _____

Airports: _____ Railways: _____ Schools: _____

**Document Type:**

CEQA: ☒ NOP ☐ Draft EIR — NEPA: ☐ NOI — Other: ☐ Joint Document
☐ Early Cons ☐ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) _____ ☐ Draft EIS ☐ Other: _____
☐ Mit Neg Dec Other: _____ ☐ FONSI

**Local Action Type:**

☐ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☒ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☒ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: _____

**Development Type:**

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____
☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW _____
☐ Waste Treatment: Type _____ MGD _____
☐ Hazardous Waste: Type _____
☒ Other: Community Plan (4,166 acres)

**Project Issues Discussed in Document:**

☒ Aesthetic/Visual ☐ Fiscal ☒ Recreation/Parks ☐ Vegetation
☒ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☒ Minerals ☐ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: _____

**Present Land Use/Zoning/General Plan Designation:**

Residential, Commercial, Industrial, Open Space, Public/Quasi-Public (to be amended as part of Community Plan)

**Project Description:** *(please use a separate page if necessary)*

The Project is the update to the Downtown Community Plans, and the adoption of necessary amendments to the land use, zoning, community plan text, and other ordinances to implement those updates. (Please see attachment A for additional information).

*Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.*

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

| | | | |
|---|---|---|---|
| X | Air Resources Board | X | Office of Historic Preservation |
| | Boating & Waterways, Department of | | Office of Public School Construction |
| | California Emergency Management Agency | X | Parks & Recreation, Department of |
| | California Highway Patrol | | Pesticide Regulation, Department of |
| X | Caltrans District #7 | X | Public Utilities Commission |
| | Caltrans Division of Aeronautics | X | Regional WQCB #LA |
| X | Caltrans Planning | | Resources Agency |
| | Central Valley Flood Protection Board | X | Resources Recycling and Recovery, Department of |
| | Coachella Valley Mtns. Conservancy | | S.F. Bay Conservation & Development Comm. |
| | Coastal Commission | | San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| | Colorado River Board | | San Joaquin River Conservancy |
| X | Conservation, Department of | | Santa Monica Mtns. Conservancy |
| | Corrections, Department of | | State Lands Commission |
| | Delta Protection Commission | | SWRCB: Clean Water Grants |
| | Education, Department of | | SWRCB: Water Quality |
| X | Energy Commission | | SWRCB: Water Rights |
| | Fish & Game Region # | | Tahoe Regional Planning Agency |
| | Food & Agriculture, Department of | X | Toxic Substances Control, Department of |
| | Forestry and Fire Protection, Department of | X | Water Resources, Department of |
| | General Services, Department of | | |
| X | Health Services, Department of | | Other: |
| X | Housing & Community Development | | Other: |
| X | Native American Heritage Commission | | |

**Local Public Review Period (to be filled in by lead agency)**

Starting Date 02/06/17 Ending Date 03/06/17

**Lead Agency (Complete if applicable):**

Consulting Firm: Rincon
Address: 250 East 1st Street
City/State/Zip: Los Angeles, CA 90012
Contact: Joe Power
Phone: (805) 947-4858

Applicant: City of Los Angeles
Address: 200 North Spring Street, City Hall, Room 525
City/State/Zip: Los Angeles, 90012
Phone: (213) 978-1304

**Signature of Lead Agency Representative:** Greg D. Carr **Date:** 02/03/17

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

**Tal Harari <tal.harari@lacity.org>**

# Fwd: Abundant Housing LA scoping comments on DTLA2040

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 4:15 PM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Mark Vallianatos** <markvalli@gmail.com>
Date: Mon, Mar 6, 2017 at 4:07 PM
Subject: Abundant Housing LA scoping comments on DTLA2040
To: bryan.eck@lacity.org

Hi Bryan,

I am attaching scoping comments on the environmental review of DTLA2040 from Abundant Housing LA. We are happy to discuss as you move forward. Thanks for your work on this plan.

mark

–

**BRYAN ECK**
CITY PLANNER
DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
E bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

**DTLA2040 abundant housing LA scoping comments.pdf**
81K

Abundant Housing **LA**

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
200 N. Spring Street, Room 667
Los Angeles, CA 90012

We write to comment on environmental review scoping for the updates of two community plans in Downtown Los Angeles (DTLA 2040). Abundant Housing LA is a volunteer organization that supports more housing in Los Angeles. We encourage the Department of City Planning to study a "high housing alternative" - that is, an alternative that allows for significantly more zoned housing capacity, more new housing units, and higher potential population growth in downtown LA than the expected growth rate of approximately 70,000 housing units. We believe that a higher housing/ population growth alternative will be the environmentally superior alternative, because adding denser, transit-accessible housing in Downtown LA will reduce VMT, reduce greenhouse gas emissions, reduce air pollution, save energy, and reduce water use.

Before turning to the positive environmental impacts of allowing more housing in Downtown LA, we would like to address concerns that it is appropriate to study a higher housing alternative because this might 'induce' growth above what is currently projected to occur. Zoning in and of itself cannot induce population growth. Zoning can only artificially cap housing, and thereby exclude residents who might wish to stay in or move to area; or allow sufficient space for changing demand, which can shift based on economic and demographic and lifestyle factors. We believe that allowing sufficient space for growth and change is better policy from both a housing and environmental perspective than artificially capping supply.

Artificially capping housing supply in downtown Los Angeles will harm the city and region's environment and human health. This is because living in denser. transit accessible areas is environmentally superior to living in lower-density, auto-dependent places. Households living in exurban locations in the LA region drive up to 47% more than equivalent households in more central, transit-rich neighborhoods. http://www.dot.ca.gov/newtech/researchreports/reports/2016/CA16-2832_FinalReport.pdf The negative environmental impacts associated with preventing more homes in downtown LA therefore include higher VMT, more greenhouse gas emissions and more air pollution with local and regional impacts including nitrous oxides, sulfur dioxides, carbon monoxide, PM10 and PM2.5. These increased emissions will harm human health.

Artificially capping housing supply in downtown Los Angeles will also waste energy, further harming the climate and increasing negative environmental externalities associated with fossil fuel extraction and generation. Residents of multi-family buildings use significantly less energy per unit than residents of single family houses. https://www.arb.ca.gov/research/apr/past/10-323h.pdf Because all new housing in downtown LA will be multi-family, while there will be

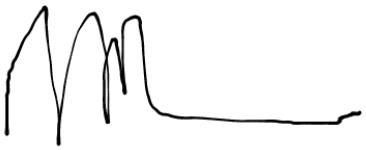
mix of single family and multi-family construction in other parts of the city and region, increasing zoned housing capacity in Downtown LA is a good way to reduce energy use and reduce emissions of greenhouse gases and pollution.

Artificially capping housing supply in downtown Los Angeles will also waste water. Residents of all multi-family homes in Los Angeles use less water than residents of all single family homes, even though there are approximately twice as many multi-family units. http://www.latimes.com/visuals/graphics/la-me-g-aa2-snapshot-water-usage-20150109-htmlstory.html Because all new housing in downtown LA will be multi-family, while there will be mix of single family and multi-family construction in other parts of the city and region, increasing zoned housing capacity in Downtown LA is a good way to reduce water use.

Our colleague Shane Phillips has submitted scoping comments that reference sub-geographies within the Downtown LA plan areas. We support his suggestions for these sub-areas.

Thank you for considering our views as you prepare to conduct an environmental analysis of DTLA2040.

Mark Vallianatos on behalf of Abundant Housing LA



**Tal Harari <tal.harari@lacity.org>**

# Fwd: Downtown EIR

**Bryan Eck** <bryan.eck@lacity.org> Tue, Feb 21, 2017 at 5:26 PM
To: Tal Harari <tal.harari@lacity.org>

Please include with EIR materials. Thanks.

Begin forwarded message:

**From:** cheryl younger/allan harris <cheryl.younger@yahoo.com>
**Date:** February 21, 2017 at 3:32:14 PM PST
**To:** Bryan Eck <bryan.eck@lacity.org>
**Subject: Re: Downtown EIR**
**Reply-To:** cheryl younger/allan harris <cheryl.younger@yahoo.com>

Bryan,

Thank you for your prompt response and a greater thank you for working hard to make our great city a better place in which to live. These are exciting times and I can't wait to see the results.

Cordially,
Allan Harris

**Cheryl Younger and Allan Harris**

**Cheryl's** USA Cell (001) 1 (212) 203 9645 **Allan's** USA Cell (001) 1 (212) 966 4035 **Skype #** (646) 233 3270

cheryl.younger@yahoo.com

**Home:**

**LA** 108 W 2ND ST #1002
Los Angeles, CA 90012

**NYC** 35 Mercer Street 3A
New York, NY 10013

---

**From:** Bryan Eck <bryan.eck@lacity.org>
**To:** cheryl younger/allan harris <cheryl.younger@yahoo.com>
**Sent:** Tuesday, February 21, 2017 3:25 PM
**Subject:** Re: Downtown EIR

Hi Allan,

Thank you for the valuable feedback. Regardless of the nomenclature, the support and protection of the important historic resources of Downtown Los Angeles is important

component of the future plan and these will be studied as part of the Environmental Impact Report. I appreciate your involvement.

Best,
Bryan

On Mon, Feb 20, 2017 at 1:41 PM, cheryl younger/allan harris <cheryl.younger@yahoo.com> wrote:

> Dear Mr. Eck,
>
> It was a pleasure to meet you last Thursday at the Scoping Meeting on the Downtown Plan environmental impact report. With reference to our discussion and my written and oral request that the Higgins Building being placed in the Traditional Core and not the Transit Core, I recall your concerns that there was not "enough teeth going northward from Fourth Street to embrace the Higgins Building" (Forgive me if my paraphrase might be inaccurate).
>
> The heart of the Traditional Core as expressed in the language of this zone by the City Planning Department is that it is a "Rich collection of historically significant buildings." Historically, the Higgins building in my opinion has been erroneously excluded from being in the Historic Core.
> My review of the buildings included in the Traditional zone if you extend it northward from Fourth Street to 2nd Street running from the west side of Broadway to Los Angeles Street encompasses a wealth of historically significant architectural treasures:
>
> 1. Our Higgins Building at 2nd and Main, a Cultural Monument of Los Angeles, for which we will be applying for registration on on the National Register of Historic Places. This is one of the premier examples of Beaux Art Architecture west of the Mississippi.
>
> 2. St. Vibiana across the street built in 1876, a masterpiece of Italianate architecture which is on the National Register.
>
> 3. The Bradbury Building at 3rd and Broadway, which is on the National Register and certainly one of the most unique old buildings in downtown Los Angeles.
>
> 4. The St. George Hotel built in 1903, just east of Main Street on 3rd.
>
> 5. Grand Central Market, on Broadway near 3rd, flourishing since 1917 as a unique market place and downtown tourist attraction.
>
> 6. Million Dollar Theater, just North of the Grand Central Market, built in 1917, is the Grand Daddy of opulent downtown theaters.
>
> 7. The Douglas Building on Spring just north of 3rd, built in 1898, is one of the oldest adaptive reuse buildings in downtown.
>
> 8. Biddy Mason Park, at 333 S. Spring Street is an historic pedestrian park chronicling the achievement of the African-American 19th Century midwife and Philanthropist, Biddy Mason.

9. The Downtown Independent Theater at 251 S. Main Street, built on the bones of the old Arrow Theater, in 1925, where there has been a theater since that time.

10. The 5 story “Pope of Broadway” mural of Anthony Quinn, just restored on the Victor Clothing Building at 240 South Broadway, while painted in 1984, certainly adds coloratura to the area.

In sum, the area I argue should be part of the Traditional core certainly meets the Planning Department’s historically significant criteria for this zone. I would ask that you revisit this request and change your zone classification to include this area.

Thank you,

Allan Harris
Chair
Higgins Loft Neighborhood Impact Committee

**Cheryl Younger and Allan Harris**

**Cheryl's** USA Cell (001) 1 (212) 203 9645 **Allan's** USA Cell (001) 1 (212) 966 4035 **Skype #** (646) 233 3270

cheryl.younger@yahoo.com

**Home:**

**LA** 108 W 2ND ST #1002
Los Angeles, CA 90012

**NYC** 35 Mercer Street 3A
New York, NY 10013

--

**BRYAN ECK**
CITY PLANNER

DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
**P** 213.978.1304
**E** bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

**Tal Harari <tal.harari@lacity.org>**

# Fwd: Comments for NOP - Downtown Community Plans, Downtown Zoning Code

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 12:10 PM
To: Tal Harari <tal.harari@lacity.org>

---------- Forwarded message ----------
From: **Estela Lopez** <ELopez@centralcityeast.org>
Date: Mon, Mar 6, 2017 at 12:08 PM
Subject: Comments for NOP - Downtown Community Plans, Downtown Zoning Code
To: Bryan Eck <bryan.eck@lacity.org>
Cc: jose huizar <jose.huizar@lacity.org>, Shawn Kuk <shawn.kuk@lacity.org>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Patricia Diefenderfer <patricia.diefenderfer@lacity.org>

Dear Bryan, attached please find our comments on the EIR Notice of Preparation regarding the Downtown Community Plans and Zoning Code. Thank you for this opportunity to provide our input.

*Cordially,*

*Estela Lopez*

*Downtown Industrial District BID*

*725 Crocker St.*

*Los Angeles, CA 90021*

*213-228-8484*

--

**BRYAN ECK**
CITY PLANNER

DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
E bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

**CCEA-NOPcomments.pdf**
87K

**Central City East Association**

*Los Angeles Downtown Industrial District*
*Business Improvement District*

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*Howard Klein*
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*Bob Smiland*
*Inner City Arts*

*Michael Tansey*
*Peterson/Tansey*

*Chairman Emeritus*
*Charlie Woo*
*Mega toys*

**Executive Director**
*Estela Lopez*

March 6, 2017

Brian Eck, City Planner
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 667
Los Angeles, CA 90012

**Re: Notice of Preparation (NOP) of a combined Draft Environmental Impact Report (EIR) for Updates to the Central City and Central City North Community Plans**

**Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR**

Dear Bryan,

The Central City East Association (CCEA), via this letter, is providing written comments as requested in the abovementioned NOP. CCEA represents residents, businesses, social service providers and property owners in a 40-block district that occupies more than 260 acres in the heart of Downtown Los Angeles.

Our stakeholders are diverse. They include institutions that have had a home in CCE for more than a hundred years, providing services to those most in need, stepping up when none other in the region will. We have long-established businesses that have steadfastly contributed to the economy of Downtown Los Angeles, during days of boom or bust. We welcome residents that consider CCE a safe harbor in times of need and distress. We are proud of our eclectic, albeit disparate, mix of uses and see in our future a more considered and thoughtful approach to new users and uses.

We would like to congratulate the City on commencing the community plan update. It has been a long time coming and we wholeheartedly support your efforts. As the City begins its environmental analysis we would like you to strongly consider:

- Prioritizing the review and rethink of outdated land use policies that have seen districts like CCE disproportionately bear decades of debilitating, unintended consequences of past decisions.
- New and non-traditional approaches to embedding flexibility in land use and urban design policies that will allow appropriate new uses to already mixed districts like CCE.

- CCE is a neighborhood where people live and work. It deserves similar levels of investment and attention as all others neighborhoods where people live and work.

As you are aware, CCEA completed its own planning study in 2015, which we have shared with you. We are more than appreciative of the feedback and involvement of City Planning staff at that time and look forward to reciprocating in a similar manner. We hope to rigorously review and provide constructive feedback when the draft EIR is circulated for public review.

Thanks very much for your consideration and for the opportunity to provide input.

Sincerely,

Estela Lopez, Executive Director

cc: Hon. Jose Huizar
S. Kuk, CD 14
V. Bertoni, City Planning
P. Diefenderfer, City Planning

Central City East Association

Los Angeles Downtown Industrial District
Business Improvement District

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*Michael Tansey*
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*Chairman Emeritus*
*Charlie Woo*
*Mega toys*

**Accountant**
*Ken Coelho, CPA*
*RBZ, LLP*

**Executive Director**
*Raquel K. Beard*

**Director of Operations**
*Edward Camarillo*

**Deputy Director of Operations**
*Fred Faustino*

February 1, 2016

Mr. Bryan Eck
Mr. Nick Maricich
Los Angeles City Planning Department
City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear Bryan and Nick:

The Central City East Association (CCEA) is pleased to present you with the completed Central City East Planning Study, commissioned by CCEA and performed by AECOM. The study's purpose was to fill a void of information about Central City East. Its role as the region's hub of social and recovery services, as important as that is, presents only one facet of a community that is surrounded by an urban environment in transition. This study's intention is to go beyond the current headlines to spur stakeholders and policy makers into a thoughtful and practical conversation about the future of Central City East.

For nearly three decades, CCEA has served as the principal voice and advocate of industrial property and business owners in this 260-acre district of Downtown Los Angeles. CCEA, a California non-profit corporation, also administers the Downtown Industrial Business Improvement District. This study was funded by property owners in the area, with assistance from the City Department of Workforce Development.

Guarav Srivastava, Principal at AECOM Design + Planning, led our effort and served as principal-in-charge of the study. AECOM undertook a similar effort in 2014 sponsored by the Southern California Association of Governments (SCAG) to prepare a vision plan for the Downtown Los Angeles Neighborhood Council (DLANC). AECOM's 2012 study for the Fashion District BID just south of Central City East addressed head-on the challenges of industrial land use and the pressures of transition.

The Central City East study included separate interviews with three distinct stakeholder groups: property owners, residents and social service providers.

The conclusions drawn from these interviews were interesting and in some instances unexpected:

1. Reverse the unequitable distribution of improvements to Downtown's public realm. Central City East lacks infrastructure oriented towards pedestrians. For instance, there are few crosswalks and few traffic signals that interrupt the flow of traffic on the Fifth/Sixth streets couplet.

2. Diversify housing to include affordable, mixed income, mixed-collar, multi-generational. Deliberately clustering residents by income, whether affluent or poor, is always bad planning policy. In this particular case, Central City East has devolved into a district that is separate, avoided and ignored.

3. Blur boundaries to create better connections with neighboring districts. The wall created along Alameda Street preventing Fifth Street from crossing Central Avenue has had the effect of a dam, preventing a natural flow and connection through Downtown to the Arts District and the Los Angeles River.

A study of this type would typically address elements important to the future development of a community such as land use, urban design, transportation, sustainability and branding. In Central City East, however, formidable challenges stand in the way of forward planning and visioning. For decades, the result has been inaction. This study attempts to focus on a few, targeted and achievable goals that hold the possibility of beginning to reverse decades of neglect and disinvestment in the public realm.

One example is zoning. The "M" zone has had the practical effect of freezing the area in time. Relatively little traditional manufacturing remains. These uses abandoned Downtown decades ago. Most of the current uses in the district are related to food, cold storage and textile storage.

An area frozen in time is an area doomed to fail.

Change is inevitable. All neighborhoods in Los Angeles have a dynamism that is inherent in place and this neighborhood should be no different. In light of the City's limited resources to address the complexity of Central City East, CCEA undertook this study and respectfully presents its findings to the City Planning Department for inclusion in its efforts to update the Central City Community Plan.

Thank you for your consideration.

Sincerely,

Mark Shinbane, Chairman
Central City East Association

Cc:
Ms. Patricia Diefenderfer
Hon. Councilmember Jose Huizar, CD14
Shawn Kuk, Planning Director, CD14

**Tal Harari <tal.harari@lacity.org>**

# Fwd: EIR Comments

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 11:19 AM
To: Tal Harari <tal.harari@lacity.org>

---------- Forwarded message ----------
From: **cheryl younger/allan harris** <cheryl.younger@yahoo.com>
Date: Mon, Mar 6, 2017 at 11:01 AM
Subject: EIR Comments
To: Bryan Eck <bryan.eck@lacity.org>

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers:
CPC2017 432CPU; ENV2017 433EIR
200 N. Spring Street, Room 667
Los Angeles, CA 9001

Dear Mr. Eck,
Enclosed are our comments on the Downtown EIR.

Allan Harris
Cheryl Younger

**Cheryl Younger and Allan Harris**

**Cheryl's** USA Cell (001) 1 (212) 203 9645 **Allan's** USA Cell (001) 1 (212) 966 4035 **Skype #** (646) 233 3270

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**Home:**

**LA** 108 W 2ND ST #1002
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New York, NY 10013

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**BRYAN ECK**
CITY PLANNER

DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
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**www.dtla2040.org**

**3 attachments**

**Downtown EIR Comments.docx**
131K

**Brian Eck letter.docx**
129K

**Historic District #1.docx**
138K

EXHIBIT “A”

Dear Mr. Eck, February 20, 2017

It was a pleasure to meet you last Thursday at the Scoping Meeting on the Downtown Plan environmental impact report meeting. With reference to our discussion and my written and oral request the the Higgins Building being placed in the Traditional Core and not the Transit Core, I recall your concerns that there was not “enough teeth going northward from Fourth Street to embrace the Higgins Building” (Forgive me if my paraphrase might be inaccurate).

The heart of the Traditional Core as expressed in the language of this zone by the City Planning Department is that it is a “Rich collection of historically significant buildings.” Historically, the Higgins building in my opinion has been erroneously excluded from being in the Historic Core. My review of the buildings included in the Traditional zone if you extend it northward from Fourth Street to 2nd Street running from the west side of Broadway to Los Angeles Street encompasses a wealth of historically significant architectural treasures:

1. Our Higgins Building at 2nd and Main, a Cultural Monument of Los Angeles, for which we will be applying for registration on on the National Register of Historic Places. This is one of the premier examples of Beaux Art Architecture west of the Mississippi.

2. St. Vibiana across the street built in 1876, a masterpiece of Italianate architecture which is on the National Register.

3. The Bradbury Building at 3rd and Broadway, which is on the National Register and certainly one of the most unique old buildings in downtown Los Angeles.

4. The St. George Hotel built in 1903, just east of Main Street on 3rd.

5. Grand Central Market, on Broadway near 3rd, flourishing since 1917 as a unique market place and downtown tourist attraction.

6. Million Dollar Theater, just North of the Grand Central Market, built in 1917, is the Grand Daddy of opulent downtown theaters.

7. The Douglas Building on Spring just north of 3rd, built in 1898, is one of the oldest adaptive reuse buildings in downtown.

8. Biddy Mason Park, at 333 S. Spring Street is an historic pedestrian park chronicling the achievement of the African-American 19th Century midwife and Philanthropist, Biddy Mason.

9. The Downtown Independent Theater at 251 S. Main Street, built on the bones of the old Arrow Theater, in 1925, where there has been a theater since that time.

10. The 5 story “Pope of Broadway” mural of Anthony Quinn, just restored on the Victor Clothing Building at 240 South Broadway, while painted in 1984, certainly adds coloratura to the area.

In sum, the area I argue should be part of the Traditional core certainly meets the Planning Department’s historically significant criteria for this zone. I would ask that you revisit this request and change your zone classification to include this area.

Thank you,

Allan Harris
Chair
Higgins Loft Neighborhood Impact Committee

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers:
CPC2017 432CPU; ENV2017 433EIR
200 N. Spring Street, Room 667
Los Angeles, CA 9001

**This is the response of Allan Harris and Cheryl Younger, 108 West 2nd Street Unit 1002, Los Angeles CA 90012, to the request for comments about the preparation of an EIR for the Central City Community Plan and new Zoning Code The Higgins Building is located at 108 West 2nd Street. Built in 1910 as a classic Beaux Arts building, it is a Cultural monument of the City of Los Angeles The Building consists of 135 residential condominium units and seven commercial units.**

**1. Community Plan.**

**A. We object to the inclusion of the Higgins Building in the Central City Community Plan as part of the Transit Zone, urging that it is properly included in the Traditional Zone. Argument in support of this position is attached in the Letter of Allan Harris to Bryan Eck of the Los Angeles Department of City Planning dated February 20, 2017, attached as Exhibit "A" hereto.**

**B. Creation of a Bradbury, St. Vibiana, St. George Hotel, Higgins Building, City Hall Historic District.**

**We believe that the city should create a Bradbury, St. Vibiana, St. George Hotel, Higgins Building, City Hall Historic District. Argument in support of this proposal is contained in a monograph written by Allan Harris, Chair of the Higgins Loft Neighborhood Impact Committee, attached hereto as Exhibit "B" hereto.**

**2. Scope of EIR. The following planning concerns should be addressed in the EIR:**

**A. Parking. The recent building of large buildings downtown has reduced the number of accessible and affordable parking facilities for downtown residents. The Department of City Planning should consider the demand for future parking which is available and affordable. The creation of a Municipal Parking Authority should be considered.**

**B. Population size and density. The optimal population and density for a fully built downtown should be considered and achieved. Overbuilding and the Manhattanization of downtown should be avoided. The tipping point of building**

**and population growth beyond which the quality of life deteriorates should be addressed.**

**C. Control of excessively tall buildings. Downtown is sufficiently built up that each section of the downtown has its own scale and character. Out of scale buildings that destroy the character of individual sections should be avoided.**

**Additionally, the effect of large and tall buildings on air quality, air flow and future climate temperature increase should be considered.**

**D. Increased Community control over development. The profit concerns of developers should not dictate what gets built. Community opinion as to design, size, scale and amenities should be given a voice. Giving greater voting control to Neighborhood Councils as to these matters would help.**

**E. Protecting the aesthetics of City Hall. Recent proposals in the area of City Hall of buildings far in excess of the height of City Hall, 28 stories, are troubling. The City Hall is a wonderful aesthetic feature of Los Angeles. Not only just in many movies, it stands perpetually as a splendid example of our city and its architectural beauty. Restrictions against buildings of the size that would mar its majesty in our skyline and view shed should be prohibited.**

**Respectfully Submitted,**

**Allan Harris**
**Cheryl Younger**

**Allan Harris is a licensed attorney of the states of New York and New Jersey, a retired New Jersey Municipal Court Judge, and served as attorney to the Paterson New Jersey Zoning Board of Adjustment. He is also chair of the Higgins Loft Neighborhood Impact Committee**

**Cheryl Younger is an internationally exhibited Art Photographer and an M.A., M.F.A. from the University of Iowa. She has been associated with, inter alia, Columbia University in New York and New York University,**

EXHIBIT “B”

City Planners:

A call for a Bradbury, Vibiana, St. George Hotel, Higgins, City Hall Historic District.

Downtown Los Angeles is a precious, fragile area. It has historic jewels which if not cared for properly will be forever lost. If you look at St. Vibiana’s Cathedral today, you will see a perfect example of careless planning. The beautiful 1876 Italianate church has been dwarfed and eaten up by an eight story modern “money-strocity” apartment building sandwiched next to it on its Southside.

Across the street, Joe’s Auto Park, has served a 30-day wrecking ball notice on the Independent Theater, a performance space with roots back to 1925, The Smell, the Iconic Indie music venue, and the Nueva Jalisco, the first and only Latino Vaquero Gay Bar in the city. What’s in store for these historic properties does not require a gaze into a Chrystal ball. With 30 plus story high rise developments on the drawing boards for 4th and Hill, and 4th and Broadway, you can visualize the next megalopian high rise sweeping away these treasures with the building of another mindless giant.

Just to the North stands the majestic Los Angeles City Hall, immortalized in not only countless movies, but in beautiful continuity to the mesmerized gaze of our community. Stand atop the plaza at the Chandler Opera House and look east to the triumph of Grand Park as it sweeps down the mall culminating in City Hall. The park and mall are examples of planning at its most successful level. Walk south from City Hall and view the Los Angeles Police Administration Building and the Cal-Trans Building, heartening examples of contemporary architecture.

Cross the street, and the Higgins Building, a Los Angeles Cultural Historic Monument, a classic example of Beaux Arts Design constructed in 1910, stands proudly at the corner of 2nd and Main.

This is all a wonderful patrimony; but if Joes’s Lot building plans between Spring and Main and for most of that area between 2nd and 3rd, destroys the smaller historic buildings and erects a sterile, high rise behemoth on that large lot, consider the irreparable damage in the context of city aesthetics.

Will there be a giant high rise rival that impairs the view and singular majesty of City Hall. Will the Higgins Building be marginalized as an aesthetic also ran like Vibiana? When the large parking lot is gone, where will commuters looking to access our burgeoning transit system at the Regional Connectors new station at 2nd and Spring, park their cars?

Historic Districts preserve the architectural and cultural achievements that make great cities so venerable. Across the globe, sensible city planners have saved their “Olde Townes”. From

Tokyo and Shanghai to Boston and Philadelphia, historic districts have received their sacrosanct timeless status.

Therefore, I call upon City Planners to save the area Northward from 3rd Street to City Hall, and bordered by Broadway to Los Angeles Streets, creating a Bradbury, Vibiana, St. George Hotel, Higgins Building, City Hall Historic District. Earmark the Joe's Parking Lot by way of eminent domain for a large park with underground parking and you will create a planning triumph that will rival Grand Park. If you have ever stood on the steps of the Philadelphia Museum of Art and looked towards City Hall or trod the Great mall in Washington, you will know the thrill of timeless planning excellence. Los Angeles can achieve the same success.

The purpose of the Historic District is to save existing buildings from destruction through development and to preserve the historic character of the area from any development, high-rise or otherwise, that would be esthetically and culturally deleterious to the unique character of the existing neighborhood.

Let me finish on a personal note for the Higgins Building at 2nd and Main where I reside. For some inexplicable reason the Higgins Building never winds up in the Historic Core where it rightfully belongs. In the proposed City Plan the same error is made. It is historically and architecturally part of the historic core and should belong in it. Therefore, Vibiana, The St. George Hotel, and the Higgins building should be moved to the downtown Traditional Core and not the Transit Core.

Sincerely,
Allan M. Harris
108 West 2nd Street, #1002
Los Angeles, CA 90012
212 966 4035
harrisyounger@aol.com

Tal Harari <tal.harari@lacity.org>

# Fwd: NOP for Downtown Plan updates and re:code la project

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 8:49 AM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Dan Silver** <dsilverla@me.com>
Date: Sat, Mar 4, 2017 at 12:39 PM
Subject: NOP for Downtown Plan updates and re:code la project
To: bryan.eck@lacity.org

March 4, 2017

City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
200 N. Spring Street, Room 667, Los Angeles, CA 90012

E-mail: bryan.eck@lacity.org

**RE: NOP for Downtown Plan updates and re:code la project**

Dear Mr Eck:

Please find a list of issues for consideration in the DEIR and re-code process. I am a downtown resident heartened by the area's resurgence but appalled by the City's lack of coherent urban planning. I will not raise the standard issues of density, location, transportation, and overall community character. Rather, I will focus on factors suffering from neglect yet important to quality of life.

**1) Incompatible uses**

Downtown is currently plagued by the casual admixture of residential and bars/clubs/bars masquerading as restaurants. In order to protect residents from associate noise and disturbance, alcohol service in such locations should be restricted to particular hours, e.g., 10 PM or 12 AM. Beer and wine only is far less a problem that full alcohol. Restrictions favored by alcohol vendors, such as "food with liquor" requirements are, as a practical matter, unenforceable and an cynical deceit. I speak from experience. The DEIR should evaluate a range of options to reduce the impacts of incompatible use due to alcohol service. Designation of *non-residential* entertainment districts is one approach.

**2) Noise from amplified music in business establishments**

Music should never spill out onto the street. It *must* be completely contained within the business itself, and never allowed to emerge via a patio or sidewalk or open door. The DEIR should evaluate a range of options to reduce the impacts of such noise and to ensure enforceability.

**3) Noise transmittal in buildings**

Multiunit construction standards are grossly insufficient for noise transmittal between units. With most new construction wood or steel rather than concrete, "double drywall" is the standard, and it *does not work*. There are many available construction techniques and materials that codes should require. Quality of life in multiunit buildings is incomparably increased by sound isolation. It is cost effective for the benefits. The DEIR should evaluate a range of options to strengthen building codes for residential buildings.

**4) Architectural design**

The majority of new architecture in downtown is hack work. High rises are banal and the standard 4-5 story buildings are run-of-the-mill mediocrities, in effect a new generation of the Los Angeles multifamily junkscape, which has taken different forms over the decades. The DEIR should assess the feasibility of a design review board, perhaps under the auspice of SciArc.

On a related matter, the City should rethink its requirement for "public art." It is a cost of business that has not reliably delivered benefits commensurate with the cost. On the other hand, the one athing that has turned out well, overall, is mural art on the sides of buildings, freeway infrastructure, etc. Indeed, many murals have become iconic for the City. The City should form a relationship with the Los Angeles Mural Conservancy to bring more mural art forward, and the DEIR should consider shifting the public art requirement to murals.

Also, it would be better to focus on quality landscaping and landscape design as opposed to sculpture and other artworks of debatable taste and quality. The rocks and plantings in the new Blossom Chinatown apartments courtyard are an example of a success. The DEIR should explore standards for landscape design and the use of a review committee.

**6) Signage**

Billboards, particularly digital, are egregious destroyers of public ambiance and public space. They are also safety and traffic hazards due to forced distraction. The DEIR should fully evaluate the aesthetic, cultural, and safety impacts, and *prohibit* such signage.

Please consider these issues. The Planning Department will have to lead the way – though what I have seen to date from the Planning Department in the ongoing billboard fiasco provides scant comfort. Only strong staff recommendations can survive a City Council so heavily influenced by developers, labor unions, and sign companies.

Please retain me on mailing and distribution lists for this project, including CEQA documents and public hearings. Acknowledgment of receipt of these comments is requested by return email. Thank you in advance.

Sincerely,

Dan Silver
222 S Figueroa St #1611
Los Angeles CA 90012
dsilverla@me.com

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**BRYAN ECK**
CITY PLANNER

DEPARTMENT OF CITY PLANNING
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**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
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March 2, 2017

Mr. Elk
City of Los Angeles
200 North Spring Street, Room 525
Los Angeles, CA 90012

RE: Central City and Central City North
Community Plan and Update
SCH# 2017021024
GTS# 07-LA-2017-00625ME NOP

Dear Ms. Elk:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project intends to update the Downtown Community Plans, and the adoption of necessary amendments to the land use, zoning, community plan text, and other ordinances to implement those updates.

The California Department of Transportation (Caltrans) as the State agency is responsible for the planning, operations, and maintenance of State highways and have similar transportation goals with the City In the spirit of mutual and collaborative planning, we offer our expertise in the areas of transportation modeling, mainline freeway analysis, system and corridor planning, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay.

"Caltrans is particularly interested in the transportation planning roles of local plans and suggests that the following areas be emphasized.

- Coordination of planning efforts between local agencies and Caltrans districts.
- Preservation of transportation corridors for future system improvements; and
- Development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure."

Due to new developments increasing the use of local and regional roadways, the circulation element can identify strategies the City will pursue to maintain good levels of service. We request inclusion in the environmental review process of land use projects within the County General Plan area and all projects that have the potential to significantly impact traffic conditions on State highways. To avoid delays and any misunderstandings in the traffic impact analysis, we request to be involved in its development.

Please be aware that the thresholds for significance on State highway facilities are different than those applied in the Los Angeles County Management Program (CMP). For State thresholds and guidance on

the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies.

Additionally, if significant impacts are anticipated on the State highway system the Department can work with the City and applicants to identify appropriate traffic mitigation measures. Traffic mitigation alternatives may include vehicular demand reducing strategies, such as incentives for commuters to use transit i.e. park-and-ride lots, discounts on monthly bus and rail passes, vanpools, etc. A transportation fund mechanism similar to the West LA TIMP is recommended for Central City Community Plan.

Caltrans is aware of the critical relationship between land use and transportation. The quality of the State transportation system operation can affect the quality of the local circulation system operation. The Circulation Element of the General Plan needs to be consistent with the Land-Use and Housing Elements of the General Plan.

We recommend that special attention be given to the jobs-and-housing balance concept. Communities with predominantly residential allocations should be encouraged to set aside areas for office, commercial/retail, and open space uses. Benefits of balanced communities include: reduction of long morning and evening commutes on State highways, shorter trips which in turn would reduce the consumption of fuel and air pollutants. It may also change direction of trips. Instead of most traffic traveling in one direction during peak periods, some trips may be diverted in the opposite direction. Other land use strategies may include Transit-Oriented Developments (TODs).

Continued high growth is expected for Los Angeles County, which will have impacts to our State transportation facilities. For large development projects, we ask that efforts be made to provide affordable housing for young workers and seniors to ensure that substantial numbers of employees can afford to purchase homes and live within proposed projects. We also ask that project proponents be encouraged to provide job information on jobs provided along with housing development phases.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the Draft EIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned

If you have any questions, please feel free to contact Miya Edmonson the project coordinator at (213) 897-6536 and refer to GTS# 07-LA-2017-00625ME.

Sincerely,

DIANNA WATSON, Branch Chief
LD-IGR/CEQA Review

cc: Scott Morgan, State Clearinghouse

Tal Harari <tal.harari@lacity.org>

# Fwd: DOWNTOWN PLANNING EIR SCOPING MEETING

1 message

**Bryan Eck** <bryan.eck@lacity.org> Fri, Mar 3, 2017 at 11:16 AM
To: Tal Harari <tal.harari@lacity.org>

EIR Comments.

——— Forwarded message ———
From: <gkrajeck@aol.com>
Date: Thu, Feb 23, 2017 at 11:09 AM
Subject: DOWNTOWN PLANNING EIR SCOPING MEETING
To: bryan.eck@lacity.org
Cc: gkrajeck@aol.com

Mr. Bryan Eck
Department of City Planning
200 N Spring St CH Room 667
Los Angeles CA 90012

Dear Bryan,
As a resident and homeowner who has lived in DTLA since 2006 I participated in many planning meetings with the former CRA when DTLA was in the beginning stages of massive growth. I notice that little, if any, of the early community input is included in the planning decisions as put forth in your new EIR Planning proposal nor in the development projects that have been approved over the last decade.

It is important that you hold community meetings and ask what residents and stakeholders want, but the reality is, the developers are the ones making the decisions and their development decisions are based on quick profit and with no intention of creating innovative living neighborhoods. Meanwhile the elected officials and neighborhood representatives have little incentive to demand thoughtful long-term urban planning.

Your job is to make sure all of this new development turns into viable communities and not future ghettos. Several of the members from SP-DTLA and area residents and stakeholders went to the EIR Scoping meeting but the staff in attendance were not aware of many details regarding the proposed changes.

Here are some comments regarding the EIR scoping meeting draft plans:

- Call the traditional zone the Historic Core as it has always been called. The Historic Core name more accurately reflects the architecture and the history of the area and has significant impact and importance for the Historic Core and the Historic Core Overlay. Calling it a different name will only cause confusion with past plans.

- The Historic Core Overlay seems to be missing in these draft planning documents and should be included.

- Enforce a "zone of respect" around historic monuments and buildings. These DTLA historic buildings are a major incentive for people to come downtown to live, work, and for entertainment.

- Extend the traditional zone i.e.: Historic Core to City Hall - or at least, up to and include 2nd street and in particular the Higgins Building.

- Extend the traditional zone i.e. Historic Core to include the entire blocks between Hill and Broadway and include Spring, and Main to Los Angeles Streets.

- Where are the parks and open spaces and public spaces for all the tenants and residents that will be living in the new apartments? Include open space and public space and plazas in the plan (and with new developments).

- Add more parks.

- Where is the innovative architecture? All the new buildings look the same (even if the tops are not flat).
Eight to ten stories of parking with 20-50 stories of a steel and glass box on top - with no plazas or public spaces or art.

-Include more interesting and innovative designs for approved projects and include public spaces.

- Do not allow more than one building per design - no more cookie-cutter buildings covering block after block especially in the Historic Core and most notably on Broadway.

- What will this downtown look like in 10-50 years?
What kind of neighborhoods are you creating?

This is such an exciting opportunity to create a living innovative well-designed downtown. Don't allow it to turn into mundane thoughtless infill and don't destroy the historic buildings by overshadowing them with dismal new structures that obstruct and possibly damages the historic architectural treasures we are so fortunate to have in our midst.

Please make sure that I am personally notified of all the future opportunities to shape the specifics of the plan.

Sincerely,

Geralynn Krajeck
SPDTLA Board Member
DTLA Resident and Homeowner
849 S Broadway #904
LA CA 90014
gkrajeck@aol.com
310-920-1468

–

**BRYAN ECK**
CITY PLANNER

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CALIFORNIA
High-Speed Rail Authority

March 10, 2017

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City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
200 N. Spring Street, Room 667
Los Angeles, CA 90012

Dear Mr. Eck:

Thank you for notifying the California High-Speed Rail Authority (Authority) of the preparation of an Environmental Impact Report (EIR) for a Project to update the Central City Community Plan and the Central City North Community Plan (Downtown Plans) and adopt new zoning regulations as part of the re:code LA program. We appreciate the city's efforts to plan for the future of downtown Los Angeles and look forward to working with you to leverage land use opportunities around Los Angeles Union Station (LAUS), which high-speed rail plans to share in the future. We appreciate inclusion in your planning and environmental review processes and acknowledge the efforts the City has made to include local stakeholders like the Authority in the development of the City's vision for downtown Los Angeles. Our response to the Notice of Preparation (NOP) is to express support for updating the Downtown Plans and share information about the Authority's environmental studies.

The exciting location covered by the Downtown Plans includes El Pueblo, Chinatown, Little Tokyo, the Civic Center, Boyle Heights, the Arts District, Bunker Hill, Los Angeles State Historic Park, and the Los Angeles River. This historic and diverse part of Los Angeles is on the cusp of transformation. The Authority has already committed to partnering with local stakeholders on several ongoing activities:

- The Union Station/Civic Center Exploratory Taskforce (Taskforce) to implement the Los Angeles Union Station/Civic Center Sustainable and Equitable Transit Oriented Community Study (Grant Study) which is being funded by Southern California Association of Governments (SCAG) in partnership with Los Angeles County Metropolitan Transportation Authority (Metro).
- A proposal to the Environmental Protection Agency to complete environmental site assessments and site planning on properties around LAUS in order to prepare parcels for redevelopment (funding announcement expected in spring 2017), in partnership with Metro and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency).

- Planning and environmental review for the Link Union Station project that will construct new run-through tracks over the US-101 freeway, reconfigure the station entry tracks and station platform area, construct a new passenger concourse, construct a new loop track, and provide accommodation for high-speed rail at LAUS in the future, in partnership with Metro.
- Collaboration on the One Water LA initiative and Los Angeles River revitalization efforts in partnership with the City of Los Angeles family.

These efforts will coordinate and harness multi-jurisdictional planning and infrastructure investments to create actionable strategies that support equity, sustainability, housing, jobs, and mobility. We support high-value investment in the Union Station/Civic Center area occurring in a manner that matches the vision for a vibrant, mixed-use, walkable and bikeable place that transforms the existing underutilized land into a regional destination anchored by robust transportation choices and creative, educational, and economic vitality. We look forward to coordinating with you on these exciting and important initiatives as you work to update the Downtown Plans. We encourage the City to consider and analyze land use scenarios that take full advantage of the unique conditions around LAUS in order to accommodate growth and economic development for the benefit of downtown Los Angeles and the Southern California region.

The Authority plans to circulate the Burbank to Los Angeles and Los Angeles to Anaheim Draft Environmental Impact Reports/Environmental Impact Statements (Draft EIR/EIS) in 2017 and our current projection is to complete the environmental process in 2018. The Authority is committed to working closely with you and your planning and environmental consultant team to provide information about the high-speed rail project. We appreciate your support and coordination as we prepare the Authority's EIR/EIS documents.

If you have any questions or concerns, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov.

Sincerely,

Melissa Elefante DuMond, AICP
Director of Planning and Integration
(916) 403-2583
melissa.dumond@hsr.ca.gov

Tal Harari <tal.harari@lacity.org>

# Fwd: LTCC Comment for Downtown Community Plan DEIR

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 4:50 PM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Kristin Fukushima** <kristin@littletokyola.org>
Date: Mon, Mar 6, 2017 at 4:49 PM
Subject: LTCC Comment for Downtown Community Plan DEIR
To: Bryan Eck <bryan.eck@lacity.org>

Hi Bryan,

This is a comment on behalf of Little Tokyo Community Council for the Draft Environmental Impact Report for the Downtown Community Plans, City Case No. CPC-2017-432-CPU & ENV-2017-433-EIR.

The Little Tokyo Community Council is the 501(c)(3) nonprofit community coalition of businesses, residents, community and religious institutions, and other vested stakeholders in the Little Tokyo community, with 90+ members. We serve as an advocate on behalf of the Little Tokyo community and provide an inclusive space so that Little Tokyo can speak with one voice to affect positive change for Little Tokyo.

LTCC has worked with the Department of City Planning and other city entities for several years now, partnering to create shared goals for planning projects so as to ensure mutual benefits. We appreciate this strong working relationship, as well as the interconnectedness of issues between the Little Tokyo community and larger Downtown area.

In regards to the EIR Scoping for the Downtown Community Plans, we have three main comments.

1. We urge that the EIR of the Downtown Community Plans include a robust and comprehensive displacement analysis. We understand this is research already taken place in order to evaluate Measure JJJ and determining areas of Los Angeles where we have lost population due to a variety of factors including the rise in housing costs. However, more research and analysis is needed. Please include small businesses in this displacement study, and include this in the Population and Housing section - this is very important for Little Tokyo.

2. We ask that the Department of City Planning include an evaluation of the Downtown Community Plans' consistency with Measure JJJ in order to not have to make further changes down the line and create a Community Plan that can work to promote density with equity incentives.

3. We would like the EIR to assess the impact of implementing a new zoning code (re:Code). In particular, we would like to know the risk of the implementation of a new zone designation and how it would change the base allowable density if and how it would interfere with the density bonus and other affordable housing incentive programs.

4. As with all city-initiated planning processes, we encourage a robust and thorough community engagement process, that centers the existing communities and their needs and visions. We recommend community and neighborhood specific meetings for the various Downtown stakeholders, and on behalf of Little Tokyo, will be expecting coordination and communication as this process continues.

Thank you for your consideration. I'm happy to be reached for any additional comments.

Thanks,
Kristin

–
Kristin Fukushima
*Managing Director*

Little Tokyo Community Council
**T:** (562) 895-3295
**E:** kristin@littletokyola.org
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–
**BRYAN ECK**
CITY PLANNER

DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
E bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

Tal Harari <tal.harari@lacity.org>

# LTSC Public Comment for the Downtown Community Plan Draft EIR Scoping

**Rey Fukuda Salinas** <rfukuda@ltsc.org> Mon, Mar 6, 2017 at 4:38 PM
To: Bryan Eck <bryan.eck@lacity.org>
Cc: Tal Harari <tal.harari@lacity.org>, Kristin Fukushima <kristin@littletokyola.org>, Grant Sunoo <gsunoo@ltsc.org>

Bryan,
This is a comment on behalf of Little Tokyo Service Center for the Draft Environmental Impact Report for the Downtown Community Plans, City Case No. CPC-2017-432-CPU & ENV-2017-433-EIR.

The Little Tokyo Service Center is a Community Development Corporation (LTSC CDC), whose mission is to meet the critical needs of people and to build community. Founded in 1979, LTSC CDC, has been an important resource for the residents of a diverse community. LTSC CDC is a nonprofit charitable organization serving Asian and Pacific Islanders throughout Los Angeles County who are in need, especially those facing language or cultural gaps, financial need, or physical disabilities. Our offices and roots are based in Little Tokyo, and we are very much invested in the future development of Little Tokyo and the broader Downtown area. In regards to the EIR Scoping for the Downtown Community Plans, we have three main comments.

1. We urge that the EIR of the Downtown Community Plans include a robust and comprehensive displacement analysis. We understand this is research already taken place in order to evaluate Measure JJJ and determining areas of Los Angeles where we have lost population due to a variety of factors including the rise in housing costs. A similar study could be included and could be deepened since it is in a focused area.

2. We ask that the Department of City Planning include an evaluation of the Downtown Community Plans' consistency with Measure JJJ in order to not have to make further changes down the line and create a Community Plan that can work to promote density with equity incentives.

3. We would like the EIR to assess the impact of implementing a new zoning code (re:Code). In particular, we would like to know the risk of the implementation of a new zone designation and how it would change the base allowable density, and if and how it would interfere with the density bonus and other affordable housing incentive programs.

Thank you for your consideration. I'm happy to be reached for any questions.

–
sincerely,

**Rey Fukuda (pronouns: he, they)** | **Project Manager & Planner**
213-473-1609 | rfukuda@ltsc.org

**LITTLE TOKYO SERVICE CENTER** | *Positive Change for People and Places*
231 E Third Street, G-106 Los Angeles, CA 90013 | www.ltsc.org

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Tal Harari <tal.harari@lacity.org>

# Fwd: Mack Urban: Central City Community Plan Update - EIR Scope Comments

2 messages

**Bryan Eck** <bryan.eck@lacity.org> Fri, Mar 31, 2017 at 3:59 PM
To: Tal Harari <tal.harari@lacity.org>

For the file. Thanks!

---------- Forwarded message ----------
From: **Mark Wareham** <mwareham@mackurban.com>
Date: Thu, Mar 30, 2017 at 3:18 PM
Subject: Mack Urban: Central City Community Plan Update - EIR Scope Comments
To: Bryan Eck <bryan.eck@lacity.org>

**Good Afternoon Bryan,**

**We look forward to working with the Planning Department regarding the ongoing updates to the Central City Community Plan, revisions to the Downtown Zoning Code, and amendments to the General Plan Elements.**

**Towards this end, please find herewith our comments pertaining to the EIR Scoping Meeting convened on February 16th, 2017.**

**We will gladly make ourselves available to meet and discuss any questions you may have regarding our comments and to give you feedback and input along the way.**

**Best Regards,**

**Mark**

MARK A. WAREHAM

Senior Vice President, Planning & Design

1150 S. Olive, Suite 2250

Los Angeles, CA 90015

T 213 542 4322

C 818 621 2896

F 213 437 0474

mwareham@mackurban.com

MACK URBAN

The information in this message is confidential and subject to the terms of our

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E-Mail Privacy/Confidentiality Notice

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**BRYAN ECK**
CITY PLANNER
DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
E bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

**Mack Urban EIR Scope Comments 3-30-2017.pdf**
453K

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**Tal Harari** <tal.harari@lacity.org> Wed, Apr 5, 2017 at 9:53 AM
Draft To: Bryan Eck <bryan.eck@lacity.org>

Received.

Thanks!
[Quoted text hidden]
--

**TAL HARARI** | Planning Associate
213.978.1204 | tal.harari@lacity.org
Los Angeles Department of City Planning
200 N. Spring St., Room 667
Los Angeles, CA 90012
www.dtla2040.org

Please note that I am out of the office every other Friday.

MACK URBAN

Investment. Planning. Development. Management.

March 29, 2017

Department of City Planning
200 North Spring Street, Room 667
Los Angeles, California 90012
Attention: Mr. Bryan Eck, City Planner

Re: Central City Community Plan Update; EIR Scope Comments
Case Nos.: CPC-2017-432-CUP; ENV-2017-433-EIR

Dear Mr. Eck:

Thank you for this opportunity to comment on the scope of the environmental review for the Central City Community Plan Update.

Mack Urban is a diversified real estate developer with large-scale residential developments in Los Angeles and Seattle. We purchased six acres of land in the South Park neighborhood of Downtown Los Angeles in 2013. The five development sites can accommodate up to 1,900 residential units with full amenities and ample open spaces. We presently have two major residential projects under construction in South Park, which we refer to as Sites 1 and 4, and which are described below. Mack Urban also owns three additional sites in South Park (referred to as Sites 1A, 2 and 3), which we are presently planning with a goal of submitting for entitlements in the near future.

Based on our experience with developing Sites 1 and 4, and our plans for Sites 1A, 2 and 3, we want to provide you with our thoughts regarding the Central City Community Plan Update as well as its associated programs, such as the Downtown Zoning Code and re-code LA. We believe that this experience can be very useful to the Planning Department as it updates the Community Plan and creates the Downtown Zoning Code.

A. Development of Site 1 and Site 4.

By way of background, Sites 1 and 4 are presently under construction. The following is a summary of these projects:

(1) Site 1 Project Description. Site 1 is located on the property bounded by Grand Avenue on the west, 12th Street on the south, the alley between Grand

Avenue and Olive Street on the east, and an adjacent property to the north (its location is shown on the map attached as Exhibit 1). Site 1 is 1.74 acres in size. It is zoned [Q]R5-4D-O and is presently designated for High Density Residential land use in the Central City Community Plan. Mack Urban is presently constructing a 38-story residential mixed-use building that will include 536 apartment units with the following unit mix: 23 studios, 371 one-bedrooms, 139 two-bedrooms, and 3 penthouse units. The apartment building will be 392 feet tall and the project will have an FAR of 6.66:1. The project includes 14,061 square feet of ground floor retail space.

The project has a total of 53,000 square feet of open space including an 8,650 square foot park located on the northern portion of the site and a 5,374 square foot mid-block paseo connecting Grand Avenue to the interior alley. The project has extensive amenities including a fitness center, locker rooms, pool, spa, indoor and outdoor lounges, business center, yoga room, outdoor seating areas, and meeting and dining rooms.

The project will be parked on-site at the rate of 1 space for each unit with 3 or less habitable rooms, 1.25 parking spaces for each unit with more than 3 habitable rooms, and 1 space for each 1,000 square feet of commercial space, subject to a 15% reduction in required parking for meeting bicycle parking requirements. The parking structure will include approximately 801 parking spaces and has 2 levels below grade and 4 levels above ground level retail. The project will incorporate a portion of the adjacent alley as a paseo, which is being vacated pursuant to a tract map.

(2) Site 4 Project Description. Construction of the Site 4 project is nearing completion, with a certificate of occupancy expected to be issued in April 2017. This project is bordered by Pico Boulevard on the south, Olive Street on the west, Hill Street on the east, and adjacent properties to the north (its location is shown on the map attached as Exhibit 1). The project incorporates the vacation of the alley separating the two parts of the project to create shared open space and the opportunity for a paseo connecting Pico Boulevard and 12th Street. Site 4 is approximately 1.86 acres in size. The project is zoned C2-4D-O, which allows an FAR of up to 6.0:1, and is designated Regional Center Commercial in the Central City Community Plan.

The Site 4 project consists of a 7-story residential mixed-use building that will include 362 apartment units with the following unit mix: 105 studios, 193 one-bedrooms, 58 two-bedrooms, and 6 three-bedroom units. The apartment building will be up to 90 feet tall and the project will have an FAR of 4.12:1. The project includes 4,000 square feet of ground floor retail space.

The Site 4 project has a total of 37,025 square feet of open space, including a 6,532 square foot area with a park, residential lobby amenities, and dog runs on the

ground floor. The project has extensive amenities including a gym, locker room, indoor lounge, outdoor courtyard with barbeque stations, and a business center.

The Site 4 project will be parked on-site at the rate of 1 space for each unit with 3 or less habitable rooms, 1.25 parking spaces for each unit with more than 3 habitable rooms, and 1 space for each 1,000 square feet of commercial space, subject to a 15% reduction in required parking for meeting bicycle parking requirements. The parking structure will include approximately 382 parking spaces and has 2 levels below grade.

B. Critical Site 1 and Site 4 Development Policies:

As noted above, the development of Sites 1 and 4 are excellent case studies involving the policies affecting residential development in South Park. The following is a summary of the factors that were necessary for their development:

(1) Base Level of FAR. In the case of Site 1, the project site was zoned for a maximum of 6.0:1 FAR for the project site. As to Site 4, the site was zoned for up to 6:1 FAR. Without each site having entitlements for a substantial minimum FAR, the projects would not have been economically feasible.

(2) TFAR. In the case of Site 1, the ability to increase the floor area of the project by the use of TFAR allowed us to receive 49,999 square feet of floor area using the streamlined process of a director's determination, which substantially improved the project's feasibility.

(3) Downtown Housing Incentives. The Greater Downtown Housing Incentive provisions greatly benefited both projects, particularly the elimination of the density limitation for residential development and the yard requirements, the method for calculating buildable area, and the flexibility with respect to common or private open space.

(4) Parking Requirements. The reduced parking requirements in the Central City area are particularly important for the feasibility of these projects. However, in light of the public transit options available and the walkability of downtown Los Angeles, it is clear that the parking requirements can be reduced further as well as more flexibility provided for off-site parking options.

(5) Floor Area Averaging. The ability to average the floor area ratio across multiple sites in a unified development under Section 12.24.W(19) is also very useful in creating integrated developments with paseos and other pedestrian linkages.

Without these beneficial provisions, we would not have been able to develop Site 1 with the height, density and open space that make this a unique project. We strongly urge the City to retain these beneficial policies in the Downtown Zoning Code.

At the same time, there are numerous Zoning Code provisions that constrained the Site 1 and Site 4 projects, including the following:

(1) Tree Requirements. Both projects were subject to an unrealistic requirement for a large number of trees on the site, which in the case of Site 1 were 167 trees.

(2) Alley Vacations. Both projects include the creation of paseos and shared open space by the vacation of an alley. However, both projects experienced difficulties in obtaining the necessary approvals from various City departments in order to vacate and transform the alleys with enhanced paving, landscape, and lighting consistent with the Green Alley Pilot Project Designation.

(3) Street Scape Plan. South Park lacks a uniform street scape plan with tree plantings, street furniture, and other features that are necessary to unify the appearance of different projects through the area. A uniform street scape plan for South Park would greatly improve the visual sense of neighborhood for the area. Both projects also experienced difficulties in obtaining the necessary approvals from various City departments in order to expand the urban forest downtown by maximizing the number of street trees and selecting tree species providing a canopy for pedestrians.

(4) Parking Requirements. As noted above, the Planning Department should explore additional ways to reduce the on-site parking requirements in South Park.

(5) Downtown Design Guide and Street Standards. Although the Downtown Design Guide and Street Standards include important standards, the Planning Department and Transportation Department staff should have greater flexibility in allowing exceptions to the Guidelines and updated Street Standards when a better solution is demonstrated or where the Guideline is not relevant.

(6) Environmental Review. The Site 1 and Site 4 projects were entitled through the use of a Mitigated Negative Declaration. We hope that the program EIR being prepared for the Community Plan Updates will provide the opportunity to allow subsequent individual projects to use the program EIR to streamline environmental review.

We urge the Planning Department to address these issues in the Downtown Zoning Code.

C. Mack Urban's Future South Park Projects.

As noted above, Mack Urban is planning the development of three other nearby sites in South Park, designated Sites 1A, Site 2 and Site 3. All of these sites are shown

on the map attached as Exhibit A. Although our planning for these sites is still preliminary, we want to describe these sites and provide you with a summary of our current thinking about their development.

(1) Site 1A. Site 1A is approximately 17,933 square feet in area and is located at the northwest corner of Olive Street and 12th Street. Site 1A is zoned C2-4D-O, with a maximum FAR of 6:1, and is designated Regional Center Commercial in the Central City Community Plan. Site 1A is adjacent to Site 1, across the alley that separates the two. Site 1A was entitled with Site 1 as part of a unified mixed-use development. Despite the 6.0:1 FAR, because Site 1A is relatively small and constrained as to parking, it presents a number of development challenges. Mack Urban is presently considering a hotel for Site 1A as the second phase of the unified development, with approximately 215 rooms that would be built to at least a 6.0:1 FAR.

(2) Site 2. Site 2 is 36,120 square feet in area. It is located at the southwest corner of Olive Street and 11th Street and is adjacent to the northern portion of Site 1, thereby creating the opportunity to connect these projects by converting the alley to a paseo. Site 2 is zoned C2-4D-O, with a maximum FAR of 6.0:1, and is designated Regional Center Commercial in the Central City Community Plan.

Mack Urban is considering developing this site with a residential mixed-use tower of up to 50 stories, with ground floor retail, approximately 720,000 square feet of gross residential floor area, and approximately 570 dwelling units.

(3) Site 3. Site 3 is 46,807 square feet in area. It is located at the southeast corner of Olive Street and 11th Street and directly across Olive Street from Site 2. Site 3 is zoned C2-4D-O, with a maximum FAR of 6:1, and is designated Regional Center Commercial in the Central City Community Plan.

We are presently studying this site for an 8-story, mid-rise residential development with ground floor retail, approximately 210,000 square feet of gross residential floor area and 215 dwelling units. However, we may elect to pursue entitlements for a high-rise tower on this site.

Under these preliminary studies, the total gross residential floor area of Site 2 and Site 3 would be approximately 970,000 square feet and would yield a combined FAR of approximately 10.0:1. As a result, an approval of a substantial TFAR would be required and the projects may need to be entitled as a unified project in order to average the floor area across both parcels.

As noted above, it is essential that a sufficiently high FAR be provided for these sites because it is necessary to permit these sites to be developed to their full potential.

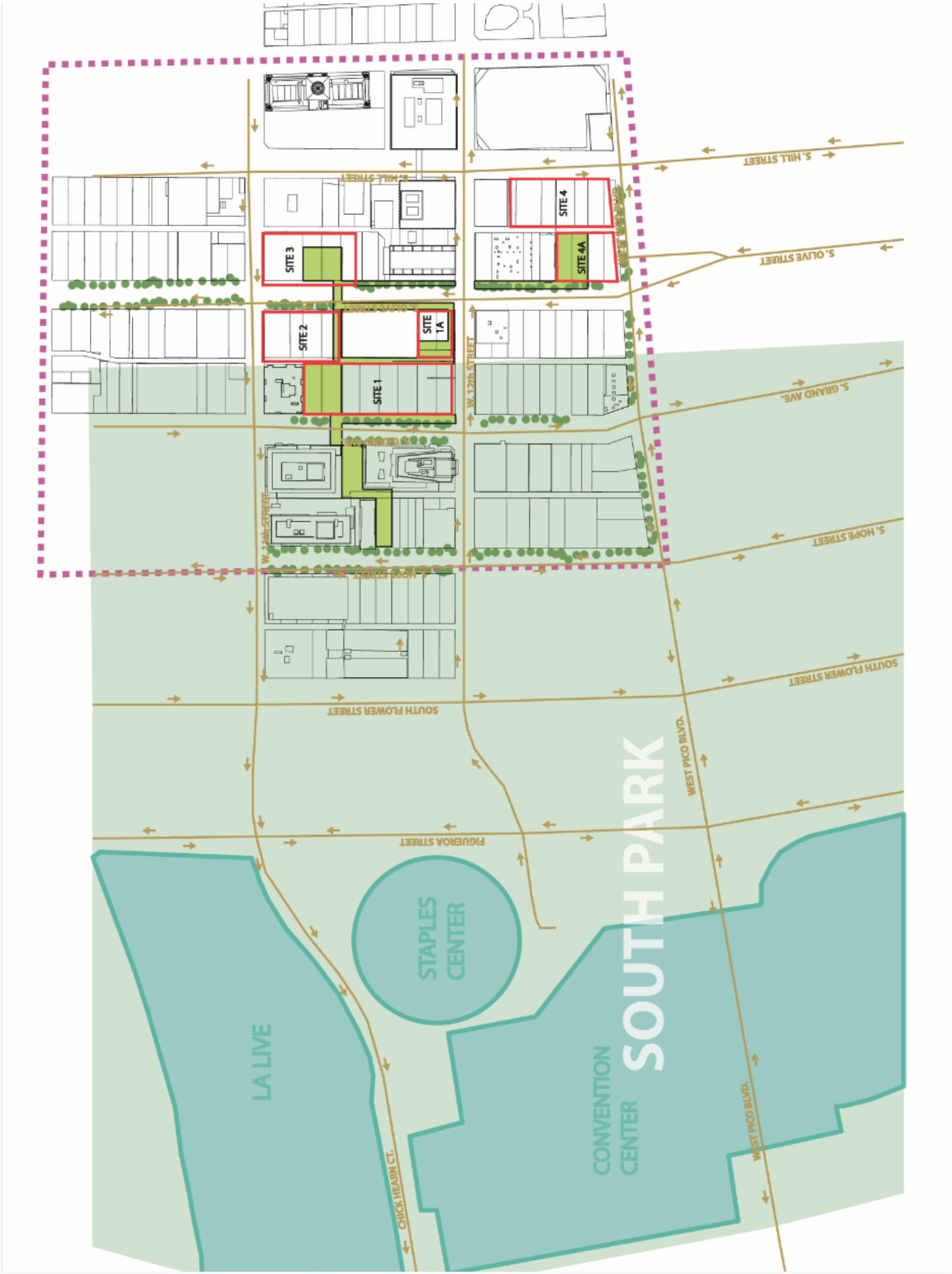
We recommend that the existing "D" condition limitations be removed and the original 13.0:1 FAR be restored for these sites.

We ask that you consider the above-mentioned entitlement approvals and intended development of all our South Park sites to make sure that the Central City Community Plan Update, as well as the Downtown Zoning Code, Downtown Design Guide, and Downtown Street Standards do not inadvertently make these sites non-conforming. We look forward to working with you on the development of the Central City Community Plan, the Downtown Zoning Code, and the future planning and entitlements of the Mack Urban Sites 1A, 2, and 3 in South Park.

Very Truly Yours,

Mark Wareham
Sr. VP Planning & Design
Mack Urban, LLC

# Exhibit 1


SITE 3
SITE 4
SITE 4A
SITE 2
SITE 1A
SITE 1
S. HILL STREET
S. OLIVE STREET
S. GRAND AVE.
S. HOPE STREET
SOUTH FLOWER STREET
WEST PICO BLVD.
FIGUEROA STREET
W. 12th STREET
W. 14th STREET
STAPLES CENTER
LA LIVE
CONVENTION CENTER
SOUTH PARK
CHICK HEARN CT.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

**March 3, 2017**

**Bryan D. Eck**
**City of Los Angeles**
**Department of City Planning**
**200 N. Spring Street, Room 667**
**Los Angeles, CA 90012**

**RE: Notice of Preparation of a Combined Draft Environmental Impact Report for Updates to the Central City and Central City North Community Plans, and Amendments to the City of Los Angeles Municipal Code to Adopt a New Zoning Code for the Central City and Central City North Community Plan Areas (as part of the *Re:CodeLA* Project)**

Dear Mr. Eck

Thank you for the opportunity to comment on the Central City and Central City North Community Plan Updates project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

**Project Location**

The Project location is the Central City Community Plan Area and the Central City North Community Plan Area ("Downtown Plan Area" or "Project Area"). The Downtown Plan Area is geographically contiguous, sharing a common boundary along Alameda Street. The Central City Community Plan Area (CPA) is comprised of approximately 2,161 acres, and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North CPA. The Central City North CPA is comprised of approximately 2,005 acres, and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Project Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon.

**Project Description**

The proposed Project includes the updates to the Downtown Plans, adoption of the Downtown Zoning Code, and the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as Mobility and Framework), the LAMC, specific plans, and other ordinances to implement those updates.

**Metro Comments**

*Bus Operations*

Several Metro bus lines operate within the CPAs. For example, in the Central City CPA, Metro operates bus lines on Alameda Street, Los Angeles Street, Temple Street, Main Street, Spring Street, Broadway, Hill Street, Olive Street, Grand Avenue, Figueroa Street, 1st Street, 5th Street, 6th Street, Wilshire Boulevard, 7th Street, 8th Street, 9th Street, Olympic Boulevard, & Pico Boulevard. In the Central City North CPA, Metro operates bus lines on Santa Fe Avenue, Olympic Boulevard, 1st Street, Main Street, Vignes Street, College Street, Broadway, and Hill Street. The CPAs represent the core of Metro's bus system, it is vital that these bus lines are considered as these updates are developed.

Many residents and businesses in the CPAs rely on Metro's bus service as their primary mode of transport, it is critical to maintain reliability and predictability for patrons. Metro strongly recommends that bus operations be considered as any roadway modifications are advanced, in particular those that result in roadway narrowing and/or travel lane reductions.

Metro requests that the City continue to coordinate with Metro prior to advancing any improvements that may affect bus operations. Metro supports active transportation and improved first/last mile connections. However, it is critical that bus operations be taken into consideration as projects are advanced. We welcome the ongoing coordination with the City of Los Angeles and improving multi-modal connections.

Additionally, Metro has standard language that relates to construction activity adjacent to bus transit facilities. Please ensure that existing Metro bus stops and Metro bus layover zones are maintained. Furthermore, Metro recommends that the Community Plans include language that informs future development activity within the Community Plan of Metro's notification procedures and considerations for projects located in close proximity to a Metro facility that may impact Metro bus operations.

*Metro Rail Operations*

Several Metro light rail lines (Blue, Expo, Gold, Purple, & Red) currently operate weekday peak service as often as every five minutes in both directions and trains may operate, in and out of revenue service, 24 hours a day, seven days a week in the ROW proximate to the CPAs. Additionally, the Regional Connector (under construction) will run in underground tunnels within the CPAs. Metrolink lines run to and from Union Station as well. Metro has an Adjacent Construction Design Manual that describes the Metro's development project review process and considerations for project siting as it relates to Metro facilities. Metro suggests that the project sponsor include policy language or guidance in the Community Plans that clearly denotes development occurring within 100 feet of a Metro facility will require Metro review and approval, including compliance with Metro's Development Guidelines, that a

recorded Noise Easement Deed in favor of Metro is required, and that any noise mitigation required for projects must be borne by the developers of those projects and not Metro. In particular, because of the proximity to the Metro light rail lines, increased traffic at railroad grade crossings must be considered. Provisions for transit priority treatments should be considered to make the development welcoming to transit access.

Furthermore, the West Santa Ana Branch (WSAB) is exploring an alignment along Alameda Street and 7th Street as an alternative in the environmental study. This should be coordinated as part of the Community Plan process and any development project design and construction in this vicinity should be coordinated with Metro's West Santa Ana Branch Team. Please contact Fanny Pan, Senior Director, at 213-922-3070 for all WSAB coordination efforts.

*Transit Orientation and Active Transportation*

Metro strongly recommends that the Community Plans include a minimum five (5) foot setback from the Metro ROW to ensure that property owners can maintain their property without entering Metro property. Additionally, policies should encourage transit-supportive public realm improvements, such as wide sidewalks, bicycle facilities with safe connections to/from transit, bus shelters, comfortable seating, landscaping (i.e., street trees that provide continuous shade along transit access routes); way finding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood); and enhanced, ADA-compliant street crossing elements adjacent to transit stops and stations (i.e., enhanced crosswalks, crossing signals, and accessible ramps).

To further advance first last mile connections within the CPAs, Metro recommends that the Community Plan Updates include the Connect US Action Plan. The Connect US Action Plan (Connect US) is a community-driven active transportation plan that prioritizes pedestrian and bicyclist connections to and from Los Angeles Union Station, the 1st/Central Regional Connector Station, and the surrounding historic and culturally significant communities. Connect US was developed in partnership with Metro, the City of Los Angeles, and community stakeholders. Connect US includes a series of active transportation improvements that can be implemented within the existing City of Los Angeles public-right-of-way. Metro strongly recommends that the Connect US Action Plan be embedded within and adopted within the Community Plan Updates or that a comparable path to adoption is identified.

*Los Angeles Union Station*

Los Angeles Union Station (LAUS) is the hub and the underpinning element of Metro's public transportation system. The LAUS property is cited within the Central City North Community Plan Area and is adjacent to the Central City Community Plan Area. Metro appreciates that the DTLA 2040 effort highlights the robust and significant transportation infrastructure that is in place and under construction in the Plan Areas. Metro supports the creation of General Plan Land Use Designations that prioritize growth around transit infrastructure such as the Transit Core (with the highest allowable FAR of all designations) and Transit Edge designations. Additionally, Metro supports the inclusion of a core principle that calls for *'Promoting a transit, bicycle, and pedestrian friendly environment'* and the creation of linkages between districts, the Connect US Action Plan is an example of how this can be achieved in the Plan Areas.

Consistent with the creation of the Transit Core and Transit Edge land use designations and the existing Framework Element of the General Plan, Metro would like to recommend that policy language is included in the Plans that speak to the significance that prioritizing growth near transit and advancing comprehensive transit supportive planning efforts have on increasing public transit ridership. Please refer to the Transit Supportive Planning Toolkit, a research-based online resource that identifies10 characteristics of transit supportive places for additional information. The Toolkit can be found at metro.net/projects/tod-toolkit/.

Metro looks forward to continuing to collaborate with the City to effectuate policies and implementation activities that promote transit and active transportation supportive communities. If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft Community Plans and the Draft EIR. Please send the documents to the following address:

**Metro Development Review**
**One Gateway Plaza MS 99-23-4**
**Los Angeles, CA 90012-2952**

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: Adjacent Construction Design Manual
Noise Easement Deed

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
Real Estate Department
Deputy Executive Officer - Real Estate
P: 213-922-2415 F: 213-922-2400
One Gateway Plaza, Mail Stop 99-18-4
Los Angeles, CA 90012-2932

Space Above Line for Recorder's Use

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Public Agency - No Tax Statement

**NOISE EASEMENT DEED**

For valuable consideration, receipt of which is hereby acknowledged, **(Name of Owner)**, a _____ , for themselves, their heirs, administrators, executors, successors, assigns, tenants, and lessees do hereby grant, bargain, sell, and convey to the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,** a public agency existing under the authority of the laws of the State of California ("Grantee"), its successors and assigns, for the use and benefit of the public and its employees, a perpetual, assignable easement in that certain real property in the City of Los Angeles, County of Los Angeles, State of California described in Exhibit "A" attached hereto and incorporated herein by this reference,

Said easement shall encompass and cover the entirety of the Grantors' Property having the same boundaries as the described Property and extending from the sub-surface upwards to the limits of the atmosphere of the earth, the right to cause in said easement area such noise, vibrations, fumes, dust, fuel particles, light, sonic disturbances, and all other effects that may be caused or may have been caused by the operation of public transit vehicles traveling along the Project right of way.

Grantor hereby waives all rights to protest, object to, make a claim or bring suit or action of any purpose, including or not limited to, property damage or personal injuries, against Grantee, its successors and assigns, for any necessary operating and maintenance activities and changes related to the Project which may conflict with Grantors' use of Grantors' property for residential and other purposes, and Grantors hereby grants an easement to the Grantee for such activities.

The granting of said Easement shall also establish the Grantors' right to further modify or develop the Property for any permitted use. However, Grantor's rights of development shall not interfere with the continued operation of Grantee's Project.

It is understood and agreed that these covenants and agreements shall be permanent, perpetual, will run with the land and that notice shall be made to and shall be binding upon all heirs, administrators, executors, successors, assigns, tenants and lessees of the Grantor. The Grantee is hereby expressly granted the right of third party enforcement of this easement.

IN WITNESS WHEREOF, the undersigned has caused its/their signature to be affixed this day of _____, 20___

By: _____
Name

By: _____
Name

(ATTACH NOTARY SEAL AND CERTIFICATE HERE.)

**CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT** **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )
County of _____ )

On _____ before me, _____,
*Date* *Here Insert Name and Title of the Officer*

personally appeared _____
*Name(s) of Signer(s)*

_____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
*Signature of Notary Public*

*Place Notary Seal Above*

**OPTIONAL**

*Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.*

**Description of Attached Document**

Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

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Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____
_____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____
_____

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## CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in the real property conveyed by the foregoing Grant Deed from _____, a **California Limited Partnership**, ("Grantor") to **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,** a public agency existing under the authority of the laws of the State of California ("LACMTA"), is hereby accepted by the undersigned on behalf of the LACMTA pursuant to authority conferred by resolution of the Board of Directors of the LACMTA, and the Grantee hereby consents to the recordation of this Deed by its duly authorized officer.

Dated this ____ day of _____, 20__

By: _____
Velma C. Marshall
Deputy Executive Officer - Real Estate

# ADJACENT CONSTRUCTION DESIGN MANUAL

## 1.0 INTRODUCTION

1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.

1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:

A. Site Plan

B. Drainage Area Maps and Drainage Calculations

C. Architectural drawings

D. Structural drawings and calculations

E. Civil Drawings

F. Utility Drawings

G. Sections showing Foundations and MTA Structures

H. Column Load Tables

I. Pertinent Drawings and calculations detailing an impact on MTA facilities

J. A copy of the Geotechnical Report.

K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.

L. Drawings and calculations should be sent to:

**MTA Third Party Administration (Permits Administration)**
**Los Angeles County Metropolitan Transportation Authority**
One Gateway Plaza
Los Angeles, California 90012

1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits ). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.

1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.

1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System

1.6 The following items must be completed before starting any construction:

A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.

B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.

1.7 Qualified Seismic, Structural and Geotechnical Oversight

The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

## 2.0 REVIEW PROCEDURE

2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.

2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.

2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.

2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

A. A concise statement of the problem and the purpose of the calculation.

B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.

C. References to articles, manuals and source material shall be furnished with the calculations.

D. Reference to pertinent codes and standards.

E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.

F. The source or derivation of all equations shall be shown where they are introduced into the calculations.

G. Numerical calculations shall clearly indicate type of measurement unit used.

H. Identify results and conclusions.

I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

A. Program Name.

B. Program Abstract.

C. Program Purpose and Applications.

D. Complete descriptions of assumptions, capabilities and limitations.

E. Instructions for preparing problem data.

F. Instructions for problem execution.

G. List (and explanation) of program acronyms and error messages.

H. Description of deficiencies or uncorrected errors.

I. Description of output options and interpretations.

J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.

K. Computer printout of all supporting calculations.

L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.

2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.

2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.

2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

## 3.0 MECHANICAL CRITERIA

3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.

3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.

3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.

3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.

3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

## 4.0 OPERATIONAL REQUIREMENTS

### 4.1 GENERAL

A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.

B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:

1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.

2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.

3. All cranes must be stored and secured facing away from energized tracks, when appropriate.

4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

### 4.2 OVERHEAD PROTECTION - Station Entrances

A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.

1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.

2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.

B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.

D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:

1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".

2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.

3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.

4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.

E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be7constructed of four (4") inch thick Portland cement concrete or four(4") inches of asphaltic concrete placed and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.

B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.

C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.

D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

Exhibit A for details.

B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.

C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.

D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

**E. Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

4.5 SAFETY REGULATIONS

A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual ( Part F ) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required

B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, ( Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.

C. Party and contractor personnel while within the operating MTA right-of-way shall

coordinate all safety rules and procedures with MTA Rail Operations Control Center.-

D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

## 5.0 CORROSION

### 5.1 STRAY CURRENT PROTECTION

A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.

B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.

C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

**End of Section**

Tal Harari <tal.harari@lacity.org>

# Fwd: Metro comment letter_Central City and Central City North CPU NOP

**Bryan Eck** <bryan.eck@lacity.org> Fri, Mar 3, 2017 at 3:18 PM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Carvajal, Elizabeth** <CarvajalE@metro.net>
Date: Fri, Mar 3, 2017 at 3:06 PM
Subject: Metro comment letter_Central City and Central City North CPU NOP
To: Bryan Eck <bryan.eck@lacity.org>
Cc: "Williams, Marquis" <WilliamsMar@metro.net>

Bryan,
Thank you for the opportunity to comment on the Central City and Central City North Community Plan Updates Notice of Preparation. The Metro comment letter is attached. Please do not hesitate to reach out if you have any questions.

Thank you,

**Elizabeth Carvajal**
LA Metro
Sr. Manager, Transportation Planning
Countywide Planning & Development, Strategic Initiatives
213.922.3084 W
metro.net | facebook.com/losangelesmetro | @metrolosangeles
**Metro provides excellence in service and support.**

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CITY PLANNER
DEPARTMENT OF CITY PLANNING
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Los Angeles, CA 90012
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**3 attachments**

**Metro Comment Letter Central City Central City North_NOP 3.3.17.pdf**
449K

**Noise Easement Deed.pdf**
3370K

**Adj Constr Design Manual - Metro Design Criteria.pdf**
55K

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
**1550 Harbor Blvd., Suite 100**
**West Sacramento, CA 95691**
**Phone (916) 373-3710**
**Fax (916) 373-5471**
**Email: nahc@nahc.ca.gov**
**Website: http://www.nahc.ca.gov**
**Twitter: @CA_NAHC**



February 24, 2017

Bryan Eck
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012

Sent via Email to: bryan.eck@@lacity.org

Re: SCH# 2017021024 Central City and central City North Community Plan Update and Environmental Impact Report, Los Angeles County.

Dear Mr. Eck:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) prepared for the project referenced above.

The California Environmental Quality Act (CEQA)[1], specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.[2] If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared.[3] In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended in 2014 by Assembly Bill 52. (AB 52).[4] **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** AB 52 created a separate category for "tribal cultural resources"[5], that now includes "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.[6] Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.[7] Your project may also be subject to **Senate Bill 18 (SB 18)** (Burton, Chapter 905, Statutes of 2004), Government Code 65352.3, if it also involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space. **Both SB 18 and AB 52 have tribal consultation requirements**. Additionally, if your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966[8] may also apply.

**Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

Agencies should be aware that AB 52 does not preclude agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52. For that reason, we urge you to continue to request Native American Tribal Consultation Lists and Sacred Lands File searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/. Additional information regarding AB 52 can be found online at http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf, entitled "Tribal Consultation Under AB 52: Requirements and Best Practices".

The NAHC recommends lead agencies consult with all California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

A brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments is also attached.

Please contact me at katy.sanchez@nahc.ca.gov or call (916) 373-3712, if you have any questions.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Environmental Planner

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[1] Pub. Resources Code § 21000 et seq.
[2] Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b); CEQA Guidelines Section 15064.5 (b)
[3] Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1); CEQA Guidelines § 15064 (a)(1)
[4] Government Code 65352.3
[5] Pub. Resources Code § 21074
[6] Pub. Resources Code § 21084.2
[7] Pub. Resources Code § 21084.3 (a)
[8] 154 U.S.C. 300101, 36 C.F.R. § 800 et seq.

**Pertinent Statutory Information:**

**Under AB 52:**
AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:
Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice.
A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.[9] and **prior to the release of a negative declaration, mitigated negative declaration or environmental impact report**. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18).[10]
The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.
b. Recommended mitigation measures.
c. Significant effects.[11]

1. The following topics are discretionary topics of consultation:
   **a.** Type of environmental review necessary.
   **b.** Significance of the tribal cultural resources.
   **c.** Significance of the project's impacts on tribal cultural resources.

If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency.[12]
With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process **shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10.** Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.[13]
If a project may have a significant impact on a tribal cultural resource, **the lead agency's environmental document shall discuss** both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource.[14]

Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[15]

Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 **shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program**, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable.[16]
If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, **the lead agency shall consider feasible mitigation** pursuant to Public Resources Code section 21084.3 (b).[17]
An environmental impact report **may not be certified**, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

**a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
**b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
**c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days.[18]

***This process should be documented in the Tribal Cultural Resources section of your environmental document.***

**Under SB 18:**
Government Code § 65352.3 (a) (1) requires consultation with Native Americans on general plan proposals for the purposes of "preserving or mitigating impacts to places, features, and objects described § 5097.9 and § 5091.993 of the Public Resources Code that are located within the city or county's jurisdiction. Government Code § 65560 (a), (b), and (c) provides for consultation with Native American tribes on the open-space element of a county or city general plan for the purposes of protecting places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

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[9] Pub. Resources Code § 21080.3.1, subds. (d) and (e)
[10] Pub. Resources Code § 21080.3.1 (b)
[11] Pub. Resources Code § 21080.3.2 (a)
[12] Pub. Resources Code § 21080.3.2 (a)
[13] Pub. Resources Code § 21082.3 (c)(1)
[14] Pub. Resources Code § 21082.3 (b)
[15] Pub. Resources Code § 21080.3.2 (b)
[16] Pub. Resources Code § 21082.3 (a)
[17] Pub. Resources Code § 21082.3 (e)
[18] Pub. Resources Code § 21082.3 (d)

- SB 18 applies to **local governments** and requires them to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf
- Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.**[19]
- There is no Statutory Time Limit on Tribal Consultation under the law.
- Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research,[20] the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction.[21]
- Conclusion Tribal Consultation: Consultation should be concluded at the point in which:
    - The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    - Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation.[22]

**NAHC Recommendations for Cultural Resources Assessments:**

- Contact the NAHC for:
    - A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    - A Native American Tribal Contact List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
        - The request form can be found at http://nahc.ca.gov/resources/forms/.
- Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    - If part or the entire APE has been previously surveyed for cultural resources.
    - If any known cultural resources have been already been recorded on or adjacent to the APE.
    - If the probability is low, moderate, or high that cultural resources are located in the APE.
    - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    - The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

**Examples of Mitigation Measures That May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**

- Avoidance and preservation of the resources in place, including, but not limited to:
    - Planning and construction to avoid the resources and protect the cultural and natural context.
    - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - Protecting the cultural character and integrity of the resource.
    - Protecting the traditional use of the resource.
    - Protecting the confidentiality of the resource.
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed.[23]
- Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated.[24]

The lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

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[19] (Gov. Code § 65352.3 (a)(2)).
[20] pursuant to Gov. Code section 65040.2,
[21] (Gov. Code § 65352.3 (b)).
[22] (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).
[23] (Civ. Code § 815.3 (c)).
[24] (Pub. Resources Code § 5097.991).

- Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources.[25] In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
- Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

[25] per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)).

**Tal Harari <tal.harari@lacity.org>**

# Fwd: Scoping Meeting EIR for ReCoding LA

1 message

**Bryan Eck** <bryan.eck@lacity.org> Mon, Feb 13, 2017 at 1:56 PM
To: Tal Harari <tal.harari@lacity.org>

Please include in the case file. Thanks.

---------- Forwarded message ----------
From: **Ricarda Bennett** <rbennett@bennettgroup.biz>
Date: Mon, Feb 13, 2017 at 1:53 PM
Subject: Scoping Meeting EIR for ReCoding LA
To: bryan.eck@lacity.org

Hi, Bryan

Will this meeting be recorded? I probably won't be able to make it to Downtown LA.

Thank you in advance for responding. I just want to make sure there are provisions in the new code that allow for heliports in downtown LA.

Best, Ricarda

***Ricarda Bennett***
*Heliport Consultants*
*T: 805-494-4858 F: 805-494-5151*
*E: rbennett@bennettgroup.biz*
*W: www.bennettgroup.biz*

--

**BRYAN ECK**
CITY PLANNER
DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
P 213.978.1304
E bryan.eck@lacity.org
200 N. Spring St., Room 667
Los Angeles, CA 90012
**www.dtla2040.org**

Tal Harari <tal.harari@lacity.org>

# Fwd: SCAG Comments on the NOP of a DEIR for the Central City and Central City North Community Plan Update [SCAG NO. IGR9164]

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 8:44 AM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Anita Au** <au@scag.ca.gov>
Date: Mon, Mar 6, 2017 at 8:10 AM
Subject: SCAG Comments on the NOP of a DEIR for the Central City and Central City North Community Plan Update [SCAG NO. IGR9164]
To: "bryan.eck@lacity.org" <bryan.eck@lacity.org>
Cc: Ping Chang <CHANG@scag.ca.gov>

Good morning Bryan,

Please find attached SCAG Comments on the NOP of a DEIR for the Central City and Central City North Community Plan Update [SCAG NO. IGR9164].

Please contact me at (213) 236-1874 or au@scag.ca.gov if you have any questions or difficulties with the attached file.

Thank you,

**Anita Au**

Assistant Regional Planner

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

818 West 7th Street, 12th Floor, Los Angeles, CA 90017

T: (213) 236-1874 | F: (213) 236-1962
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Stay Connected

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**IGR9164 NOP Central City and Central City North Community Plan Update.pdf**
177K

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Barbara Messina, Alhambra

March 6, 2017

Mr. Bryan Eck, City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 667
Los Angeles, California 90012
Phone: (213) 978-1304
E-mail: bryan.eck@lacity.org

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update [SCAG NO. IGR9164]**

Dear Mr. Eck,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update. The proposed project includes an update to the Downtown Community Plans, adoption of the Downtown Zoning Code, and the adoption of necessary revisions, amendments, specific plans, and other ordinances that will guide development through year 2040 in the 4,166 acre Downtown Plans area.

**When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.** If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CENTRAL CITY AND CENTRAL CITY NORTH COMMUNITY PLAN UPDATE [SCAG NO. IGR9164]**

## CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

### 2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

| SCAG 2016 RTP/SCS GOALS | |
|---|---|
| RTP/SCS G1: | *Align the plan investments and policies with improving regional economic development and competitiveness* |
| RTP/SCS G2: | *Maximize mobility and accessibility for all people and goods in the region* |
| RTP/SCS G3: | *Ensure travel safety and reliability for all people and goods in the region* |
| RTP/SCS G4: | *Preserve and ensure a sustainable regional transportation system* |
| RTP/SCS G5: | *Maximize the productivity of our transportation system* |
| RTP/SCS G6: | *Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)* |
| RTP/SCS G7: | *Actively encourage and create incentives for energy efficiency, where possible* |
| RTP/SCS G8: | *Encourage land use and growth patterns that facilitate transit and active transportation* |
| RTP/SCS G9: | *Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies** |
| | *SCAG does not yet have an agreed-upon security performance measure. |

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

| SCAG 2016 RTP/SCS GOALS | | |
|---|---|---|
| | Goal | Analysis |
| RTP/SCS G1: | *Align the plan investments and policies with improving regional economic development and competitiveness* | *Consistent: Statement as to why;*<br>*Not-Consistent: Statement as to why;*<br>*Or*<br>*Not Applicable: Statement as to why;*<br>*DEIR page number reference* |
| RTP/SCS G2: | *Maximize mobility and accessibility for all people and goods in the region* | *Consistent: Statement as to why;*<br>*Not-Consistent: Statement as to why;*<br>*Or*<br>*Not Applicable: Statement as to why;*<br>*DEIR page number reference* |
| etc. | | etc. |

## 2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

## DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

| | Adopted SCAG Region Wide Forecasts | | | Adopted City of Los Angeles Forecasts | | |
|---|---|---|---|---|---|---|
| | Year 2020 | Year 2035 | Year 2040 | Year 2020 | Year 2035 | Year 2040 |
| Population | 19,663,000 | 22,091,000 | 22,138,800 | 4,017,000 | 4,442,500 | 4,609,400 |
| Households | 6,458,000 | 7,325,000 | 7,412,300 | 1,441,400 | 1,618,900 | 1,690,300 |
| Employment | 8,414,000 | 9,441,000 | 9,871,500 | 1,899,500 | 2,104,100 | 2,169,100 |

## MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

Tal Harari <tal.harari@lacity.org>

# Fwd: SCAQMD Staff NOP Comments for the Central City and Central City North Community Plan Update Project

**Bryan Eck** <bryan.eck@lacity.org> Fri, Mar 3, 2017 at 1:51 PM
To: Tal Harari <tal.harari@lacity.org>

——— Forwarded message ———
From: **Lijin Sun** <LSun@aqmd.gov>
Date: Fri, Mar 3, 2017 at 12:32 PM
Subject: SCAQMD Staff NOP Comments for the Central City and Central City North Community Plan Update Project
To: "bryan.eck@lacity.org" <bryan.eck@lacity.org>

Dear Mr. Eck,

**Attached are the SCAQMD staff comments on the Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update Project (Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR) (SCAQMD Control Number: LAC170208-01). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments.**

Sincerely,

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

21865 Copley Drive, Diamond Bar, CA 91765

Ph: (909) 396-3308. Fx: (909) 396-3324

Email: LSun@aqmd.gov

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**LAC170208-01 - NOP Central City and Central City North Community Plans.pdf**
282K

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Air Quality Management District
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(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
bryan.eck@lacity.org
City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
200 N. Spring Street, City Hall, Room 525
Los Angeles, CA 90012

March 3, 2017

**Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update Project (Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air**

The SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-

**Mitigation Measures**

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

**Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

South Coast
Air Quality Management District
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SENT VIA USPS AND E-MAIL: March 3, 2017

bryan.eck@lacity.org
City of Los Angeles, Department of City Planning
ATTN: Bryan Eck, City Planner
200 N. Spring Street, City Hall, Room 525
Los Angeles, CA 90012

**Notice of Preparation of a Draft Environmental Impact Report for the Central City and Central City North Community Plan Update Project (Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). The SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

Adopted on March 3, 2017, the 2016 Air Quality Management Plan (2016 AQMP) is a regional blueprint for achieving air quality standards and healthful air in the South Coast Air Basin. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality including the challenge of achieving 45% additional NOx reductions in 2023 and 55% in 2031 that are needed for ozone attainment. The 2016 AQMP is available on SCAQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

The SCAQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and the SCAQMD to reduce community exposure to source-specific and cumulative air pollution impacts, the SCAQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. The SCAQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on SCAQMD's website at: http://www.aqmd.gov/home/library/documents-support-material/planning-guidance/guidance-document. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the Lead Agency compare the emission results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the proposed project, the Lead Agency should identify any potential adverse air quality impacts and sources pf air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the Draft EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the Draft EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the air quality impacts from the overlap should be combined and compared to the SCAQMD's regional operational thresholds to determine significance.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

**Mitigation Measures**

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAG's MMRP for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy available here: http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.

**Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170208-01
Control Number

**Tal Harari <tal.harari@lacity.org>**

# Fwd: DTLA 2040 EIR scoping period comments

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 9:40 AM
To: Tal Harari <tal.harari@lacity.org>

---------- Forwarded message ----------
From: **Shane Phillips** <shanedphillips@gmail.com>
Date: Sat, Mar 4, 2017 at 1:47 PM
Subject: DTLA 2040 EIR scoping period comments
To: Bryan Eck <bryan.eck@lacity.org>

Hi Bryan,

Below are my comments for the scoping period of the DTLA 2040 EIR, including both environmentally-focused comments as well as more general requests:

1. When studying carbon emissions impacts, do not study downtown LA (or even LA as a whole) as a closed system. Carbon emissions anywhere contribute to global concentrations everywhere, so we need to compare growth in downtown to a baseline in which housing will be built *somewhere* no matter what. In other words, if we don't build housing in DTLA, the people who would live in that unit don't disappear from the planet, and wherever they *do* end up moving will probably result in higher per-capita emissions than if they live in DTLA. To understand the true consequences of any limitations on housing development in downtown, we must evaluate impacts on a global scale. This should be a relatively simple process where average carbon emissions per household (adjusted for household size) are contrasted between new high-density multifamily units in LA and new housing being built elsewhere as overflow from high-cost low-supply markets, in places like San Bernardino and Riverside Counties, Nevada, Arizona, Texas, etc.

2. Study comparative environmental and traffic impacts assuming that the future zoning will include dramatic cuts in parking requirements—ideally removing them entirely. Then actually make those cuts, of course. This will not only reduce environmental impact, but will lower costs in a way that promotes more people moving to Los Angeles.

3. Also study vehicle-miles traveled (VMT) benefits and associated environmental protection in a few ways. More people living near transit and jobs should increase transit ridership, walking, and bicycling; more jobs and other destinations closer to more homes should mean less car dependence; fewer homes built in suburbs and adjacent counties should reduce per-capita VMT from commuting into the area (at least from so great a distance).

4. Include a "high population/household growth" scenario for if housing and population growth exceeds expectations, which is entirely possible (and something we should actually promote in downtown).

5. Evaluate the environmental impacts of preserving the land in the southeast of downtown purely for jobs/manufacturing versus a housing/jobs hybrid zone. This will most likely show that maintaining a status quo with low job density and extremely limited housing will have negative environmental impacts on the region and global carbon emissions, relative to a scenario in which housing as well as higher-job-density commercial uses are allowed in southeast downtown. This is not a request to open up southeast downtown to housing exclusively, which could result in jobs completely disappearing from the area because of the relative value of residential versus commercial uses. Developers may be required to provide 1 or 2 FAR of commercial uses as a prerequisite for including any housing, if we decide that promoting job-producing uses in certain areas is a priority. Regardless, we should evaluate an option in which housing is allowed and promoted in southeast DTLA, at least north of the 10 freeway, in some meaningful capacity.

6. No zone in the proposed updates should have a maximum FAR of less than 6.0. If lower maximum FARs are maintained, their impact on global carbon emissions and total (nationwide) VMT should be assessed.

7. The statement that "Markets" areas should only have "limited multi-family residential and live/work" is problematic, because this is a very large area that will never hope to have multiple floors of commercial uses in every building. It should be opened up to allow more residential use and only require ~1 FAR of commercial use.

8. The area around the Little Tokyo Metro station should be all Transit Core, or at least Transit Edge. I recognize that the "Villages" area is currently a market area, but this is a use that should be allowed to evolve and could certainly be maintained while allowing for significant additional above-ground-floor uses. One way to preserve character while allowing greater density is simply to increase the FAR of the Villages areas but include special design requirements that facilitate market-like ground-level uses.

9. The Hybrid Industrial should nix its requirements for exclusively live/work units, as the majority of these are almost certainly not used for any "work"—they're just homes that are designed somewhat differently than typical multifamily units, and are therefore more expensive. If we feel that there is value in producing additional live/work units, we should set a target and require that all multifamily units be built as live/work units until that goal is reached, and then allow any future units to be built as normal apartments or condos. Several thousand live/work units should be more than adequate to serve the community of makers that might hope to use them, and since they rent at a premium, those that actually want to use them for work should have no trouble securing them. Building every single unit as a live/work is environmentally wasteful as well as more expensive for the end-user.

10. We should look at preserving the areas that are currently zoned for Public Facilities and converting them to Open Space zones rather than commercial, residential, or industrial uses. Rezoning and then trying to acquire land for parks in the future will be much more expensive and therefore likely to result in less open space for downtown residents, workers, and visitors.

Thank you,

Shane Phillips

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**BRYAN ECK**
CITY PLANNER
DEPARTMENT OF CITY PLANNING
Community Planning Bureau | Downtown Community Planning
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E bryan.eck@lacity.org
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**www.dtla2040.org**

Tal Harari <tal.harari@lacity.org>

# Fwd: Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR Scoping Comments

**Bryan Eck** <bryan.eck@lacity.org> Mon, Mar 6, 2017 at 11:28 AM
To: Tal Harari <tal.harari@lacity.org>

---------- Forwarded message ----------
From: **Tom Williams** <ctwilliams2012@yahoo.com>
Date: Mon, Mar 6, 2017 at 11:25 AM
Subject: Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR Scoping Comments
To: "bryan.eck@lacity.org" <bryan.eck@lacity.org>, Julio Torres <julio.torres@lacity.org>, Miguel Vargas <mvargas41035@gmail.com>

**DATE:** March 6, 2017
**TO:** City of Los Angeles, Department of City Planning
200 N. Spring Street, Room 667 Los Angeles, CA 90012
ATTN: Bryan Eck, City Planner
Phone: (213) 978-1304 E-mail: bryan.eck@lacity.org
**CC:** CD1
CD14
**FROM:** Dr. Tom Williams, Snr. Techn. Advis., Citizens Coalition for a Safe Community
North Area Director, LA-32 Neighborhood Council
Co-Chair, Central Group, Angeles Chapter, Sierra Club

**SUBJECT:** Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
Central City (=Downtown) and Central City North Community Plan Areas

**RE:** Comments on Scoping for DEIR

--

**BRYAN ECK**
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**DTLAComments030617fin.doc**
149K

**DATE:** March 6, 2017

**TO:** City of Los Angeles, Department of City Planning
200 N. Spring Street, Room 667 Los Angeles, CA 90012
ATTN: Bryan Eck, City Planner
Phone: (213) 978-1304 E-mail: bryan.eck@lacity.org

**CC:** CD1
CD14

**FROM:** Dr. Tom Williams, Snr. Techn. Advis., Citizens Coalition for a Safe Community
North Area Director, LA-32 Neighborhood Council
Co-Chair, Central Group, Angeles Chapter, Sierra Club

**SUBJECT:** Case Numbers: CPC-2017-432-CPU; ENV-2017-433-EIR
Central City (=Downtown) and Central City North Community Plan Areas

**RE:** Comments on Scoping for DEIR

**Commenter**

I am retired scientist/engineer/project manager employed by URS Corp.(=AECOM), Parsons Pasadena, and Dubai UAE Ports and Free Zones for more than 40 year professional experiences, with many other consultancies worldwide. My degrees include BS-MS-PhD in geology and zoology. Work background began in 1972 with preparation of the newly required Environmental Impact Report and Statement under the initial CEQA and NEPA requirements and provided the primary focus for 40 years preparing/reviewing/managing more than 400 EIRs/EISs/EAs/MNDs. I have been an owner-occupant/resident of NELA and Pasadena and member of LA-32 and Historic Highland Park Neighborhood Councils.

As an employee of Parsons, I was Environmental Controls Supervisor PDCD, Construction Management for Downtown LA, RTD/MTA Red Line Phase 1 during 1984-90. I was also environmental resources specialist for the Master Plan for Dubai UAE and later directly as technical adviser for Dubai World development of Coastal/Islands Free Zone and Development in Dubai (e.g., Palms 1-3, Port Rashid, Port of Jebel Ali, World Islands, etc.).

Similarly with Parsons, I was environment resources specialist.planner, and engineer for infrastructure plans for Cairo Egypt, Aleppo/Lattakia Syria, Medan Indonesia, Kota Kinabalu/Kauntan/Sandakan Malaysia, Majuro Marshall Island, etc.).

Thank you for the opportunity to submit comments for scoping of the Draft Environmental Impact Report (DEIR) of the Central City/Downtown Community Plan(s) Project(s).

Scoping Comments: In accordance with CEQA Section 15082, the Notice of Preparation for the Downtown Los Angeles..., and these written comments are provided today before 5:00 pm March 6, 2017.

**GENERAL SCOPING COMMENTS**

**Major Issues**

1. Project Description
   Clearly state the proper title of the Project, e.g., Downtown or Central City.
   Separate proposed revised Zoning from Land Uses conditions, setting, and assessments.
   Clearly separate all approved Specific Plan areas from the Project (e.g., Cornfield Arroyo Specific Plans) OR clearly indicated that the Specific Plans shall be revised consistent with provisions of the Zoning and Plans, including changing of existing ordinances.

2. Project Policies, Goals, Objectives, Purposes and Needs
   Provide improved Project Objectives which is/can be quantified and scheduled in order to clearly develop and compare alternatives and achievement of objectives by the proposed Project.

Provide Objectives separately for Zoning issues as new zoning conditions are distinctly different from the proposed land use categories of the Community Plans.

3. Projections – CalifDeptOfFinance. > SoCalAssocGovt. > LA County > LA City > Dept. of City Planning
   Provide a comprehensive process for the allocations of population/household/jobs from the SCAG down to areas of current and proposed Specific, Community, and General Plans and specific responsibilities for those applied to these Plans (and specifics for each of the two Plan areas and the Specific Plans.
   As projections include allocation of "Jobs" and thereby employment, such projections clearly have economic/financial implications beyond simple numbers (e.g., salaries/wages, income classes, and affordability) and changes from current/past census levels. Provide appropriate population, employment, household incomes, and affordability factors in Sector Setting-Assessment-Mitigation.
4. Financials/Economics/Economic Development - The DEIR must clearly provide the financial and economic setting for the existing and projected populations, households, and employment. Assessments also reference "feasible" (e.g., NOP p.3/3: "as available and feasible") for various project conditions, alternatives, and mitigation measures. Provide appropriate financial and economic aspects for any use of "Feasible" or "Feasibility" within any Sector Setting-Assessment-Mitigation or other CEQA sections.
5. General Plan Programmatic EIR for Zoning - Provide a Programmatic EIR for Zoning and separate Project Specific EIR for Community Plan areas and existing Specific Plan(s) within the Project specific area.
6. DEIR-Objectivity/Numerical-Quantitative – Based on the large and complex nature of the "Project", the entire project must be provided in a digital GIS/OnLine Model similar to LA City-ZIMAS planning equivalent, which could become a "demo"/pioneer example for all other Community Plans and the updated Zoning requirements.

**Alternatives**

7. Higher Metro Center #1 -- All Zoning – add 5 floors for all proposed parcels west of Alameda and south of US-101 and 3 floors for all parcels east of Alameda and north of US-101.
8. Metro Neighborhoods #2 -- All Zoning within ≥15 acres (800-1320ft x same) for new Specific Plan Areas (50-100 areas) with height of highest existing "spot" building in specific areas (equal to 01012017 before the Ordinance).

**Mitigation Measures**

9. Provide/include Draft Mitigation Monitoring and Reporting Plan in DEIR.
   Provide clear feasibility analyses for all mitigation measures.

**Commenting/Participation System**

10. As First Major Update, Provide an Open publicly accessible integrated WWW Page for Rezoning/New Landuse Revision (Equivalent to Zimas = "PLUMAS" for Community/District Plans and General Plan).
    Provide with links to General Plan and ReZoning for weekly updated status maps and texts.
    Provide zoning, historic/current-status links to related Re-Zone, Community and Specific Plan Pages.
    Provide Community Advisory Panel for each Plan area throughout CEQA process.

**Maximum Density**

11. Provide estimates of maximum population, households, jobs, and other factors based on proposed Plans and zonings and prospective variations based on 2007-2017 variation achievement (e.g., median and 85%ile increases in floor areas, FARs, building heights, etc.).

**Sector Issues**

DTLA2040 WWW pages provide a "Pseudo-Initial Study" without direct incorporation with the NOP although referenced and linked. Withdraw/revise/recirculation NOP with appropriate Initial Study(ies), thorough studies, checklists, significance, and mitigation for Re-Zoning and for Community Plan(s).

**Aesthetics/Recreation Services** – Provide viewsheds for LA River and Elysian Hills as to their views of existing and future of DTLA and as to views of these resources from DTLA towers of >10 floors.
Provide viewshed to/from LA River and proposed building envelope east of Alameda.

**Cultural Resources** – Provide paleontological resources setting for bedrock and those for older alluvial area within 50ft depth of surface.

Provide Archaeological, and Historical Resources as may be indicated must be reviewed, including compared to available 1923 and 1928 and subsequent thereafter aerial-photos.

Provide locations and conditions of the oldest 100 extant structures and parcels.

**Geology-Seismicity-Mineral Resources**

Provide maps and sections for Alluvium and Bedrock at surface and within 100ft of surface.

Provide maps and section for Groundwater Recharging/Forced Infiltration, Storage, and Outflow from the Plans' areas and their relationships to the LA River

Seismicity and Structural Assignments - Provide inventory and locations of all recorded seismic events including SCEC and USGS files and relate to the closest structural features, including blind/buried faults.

Ground Gas/Methane Zones - Provide surface zonal demarcations and their associated historic oil fields in DTLA (e.g., Union Station, LA Downtown, etc.) and their known leases. Provide current subsurface properties demarcations and owners related to the surface zones.

**Hazardous Materials** – 1923-1972 aerial photos show railroad and other industrial land uses related to potential sources of hazardous materials and wastes due to local disposal, uses, and spillage/releases.

Provide known historic locations for Railroad - Cornfields

Coal Gasification Plant Site (Piper Center)

Lumber Yard and Preservative-Creosoting Pits

Chemical plants (using products delivered by RR and conveyed from the Gasification Plant).

**Hydrology and LID and Groundwater Recharge** – Provide historic/current recharge from City and LA River.

Delineate on map ancestral river floodplain and recharging zones and related land uses as shown in historic aerial photos.

**Land Uses**

Provide maps/envelope images for current occupied, under-construction/permitted, current zoning/specific plans, and then for proposed and alternative plans/zonings.

Provide estimated residential, commercial, and industrial floor areas maps for current occupied, under-construction/permitted, current zoning/specific plans, and then for proposed and alternative plans/zonings.

Provide listing and map of all Spot Zoning/Plan Variances/Amendments involving amendments of any approved plans since the last approved Plan(s)

Provide map of all Block-Building Splits (e.g, single block with >1 zoning categories) and Frontage Equivalence (e.g., major arterial with >1 zoning on either side of arterial).

Provide map of all parking facilities and lot and their current and Project zoning and planning.

**Infrastructure - Services and Utilities**

Provide maps and system networks for current, under-construction/permitted, and Project/Alternatives utilities and services and inventory as to date of installation, expected operating lifetime, service capacity, and percentage services for current, permitted, and projected floor areas, populations, etc..

Drainage-Sewerage-Water Supply; above/below ground Electrical-Gas.

Provide maps of existing available (un-occupied/used) transmission space (e.g., space under 7th street for new storm drains).

Provide maps of all abandoned pipes, cables, or other transmission systems and access-portals.

**Infrastructure - Transportation**

Provide maps of all historic, current. and proposed (e.g., Meaure M/RTP/LTP) surface and subsurface rail facilities and yards.

Provide system maps, including crossings/junctions/stops/stations.

Provide historic, current, and projected road-transits routes/intersections for Metro and LACity DOT if more than three (3) routes and provide locations and areas of all road-transit maintenance facilities.

**Socio-Economics**

California Department of Finance provided basic inputs to Southern California Association of Governments which were referenced in the DTLA2040-WWW Page and were assigned the 2040 SocioEcon factors of 125,000pop, 70,000 hhd., and 55,000 jobs.

Central City New Community Plan Program page 1. Summary of Public Input Received in Initial Community Outreach Meetings - Economic Development.

Provide a thorough and comprehensive financial, economic, and income assessment for current and proposed/alternative Community Plans, including all mentioned/stated "Initial Meeting" issues related to the SCAG process/products and to Zoning and Plans.

EIR SCOPING MEETING FOR THE UPDATES TO THE DOWNTOWN COMMUNITY PLANS & AMENDMENTS TO THE LAMC AS PART OF RE: CODE LA

TRANSCRIPTION OF ORAL COMMENTS

LOS ANGELES, CALIFORNIA

THURSDAY, FEBRUARY 16, 2017

Reported by:
MARIA L. WALLACE, CSR No. 10234

SHANBERG SHORTHAND REPORTERS
4771 LA VILLA MARINA UNIT H
MARINA DEL REY, CALIFORNIA 90292
(310) 306-6149

TRANSCRIPTION OF PUBLIC ORAL COMMENTS,

taken on behalf of Rincon Consultants, at CalTrans District & Building, commencing at 4:30 P.M. and ending at 7:00 P.M., at 100 South Main Street, Room 1.037, Los Angeles, California, Thursday, February 16, 2017, before MARIA L. WALLACE, Certified Shorthand Reporter No. 10234.

PUBLIC COMMENTS MADE BY:

JUSTIN RILY

ALBERTO ORTEGA

MARK CHATOFF

SISSY TRINH

FRANK LEE

REY FUKUDA

JOHN MALPEDE

JOSHUA CROWELL

EUNHA CHOI

LOS ANGELES, CALIFORNIA; THURSDAY, FEBRUARY 16, 2017

4:30 P.M. - 7:00 P.M.

* * * * *

MR. RILY: My name is Justin Rily. I'm a stakeholder and a downtown resident of Los Angeles, Downtown LA.

I want to put on the record today that, when we're looking at -- we're doing the guidelines to put this idea, um, the zones.

With respect to, when you look at downtown, there is definitely a historical zone, from Olympic Boulevard up to First Street, you know, over to Hill and then Spring that -- that boxed area has a lot of historical buildings.

Cities like Paris and Philadelphia have put into their code, um, language that protects viewsheas, sidelines around historical buildings and monuments that still allows development, but they give specific guideline to protect them.

And so there's -- there's some different setbacks, from development, that surroundings historical buildings.

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My name is Alberto Ortega. I'm here with -- regarding the, um -- the new -- how we -- how we do planning for the city.

And one of my concerns is how do we do plan around historical, um, buildings and look historical corridors?

And how do we, kind of, um, marry new growth with the historic core, um, without putting oversized buildings to cloud, shadow on them and just, kind of, scenic look?

The other thing is I would like to see how it's more friendlier, to the public, to get more involved. Seems like it's more towards developers than it is for the common folk.

And I would like to see a, um, like a bridge, where we work altogether and have input on how we build the city of LA.

* * * * *

My name is Bill Cooper, and I live and work in downtown. And I would like to propose a serious zone, um, around our historic monuments, around our most

precious buildings, like they do in Paris, Europe, so you don't have, like, um, you know, a 40-foot sky scraper up against Big Ben, for example.

That's it.

* * * * *

My name is Mark Chatoff, owner and, um -- of California Flower Mall, which is a flower market, in downtown Los Angeles. I have had the building with many uses, over the last 30 years.

And, um, okay. This is -- I'm also -- I'm also a board member of the fashion district. I've been on and off the board, for over 20 years, since it's inception.

The fashion district needs as much help from the city, as far as zoning, as possible. I'm very concerned about the FAR. And I appreciate there's been some changes, but I think it needs be looked at closely or closer.

And, um, we need -- I -- I would like to see a more aggressive FAR application. I also feel San Pedro Street is a major thoroughfare. It's ingress and egress into downtown Los Angeles, especially for the fashion district.

And that street needs to be looked at as a -- as a transportation corridor, because it's heavily used in and out of downtown. It's one of the major streets that gets you in and out.

There's also a piece of land, which is owned by the LA County, on the corner of 8th and San Pedro, which would be a great project for a gateway project, a beautification project, an entrance into the district.

And that also should be looked at as a -- a beautification project or a pocket park of some sort. Um, Dukes Leaker, which is on 8th Street, is also -- has been around for a long time, and it's servicing the homeless alcoholic problem.

And it's also one of the first liquor stores that's in the district. That needs to be looked at, and they're likely to be looked at. It's not a good neighbor. Hasn't been for a long time. And it's causing problems for the district and also exacerbating the current homeless issues that we currently have.

Okay. Let's see what else I can think of. I own the property -- it's been in the family, since the -- since the '50s, and we've done business in Los Angeles, under many different formats; in the textile business, now, we're in the floral business. Used to be an electronic business. Used to be a

manufacturing company called American Sample Company.

Now it's currently California Flower Mall. I've also converted the building into other uses over -- throughout the years, to find its best use.

But this is a terrific opportunity, to take it into the next level and really build something that's quite spectacular on that quadrant of the city.

I welcome and am available for any further input, and I have lots of time and experience on the ground here. And I want to be a part of this process.

* * * * *

My name is Sissy Trinh and I represent the Southeast Asian Committee Alliance. And so we represent youth and families in China Town, Lincoln heights and Solano Canyon.

So we're very concerned about how the city is planning out the development of these communities. Um, the reason we're here is because we would ask that the City Planning Department look into studying the impacts of displacement on, um, the environment, as part of the EIR.

Because we believe that displacement will actually increase greenhouse gasses. The vast majority

of residents in China Town and Solano Canyon are transit dependant.

We did a study, where we found that a third of working adults, in China Town, actually walked. So these are people who live and work in China Town. And so we want to see displacement studied from a residential and a small-business perspective.

The other thing that we're concerned about is, if the city plans on up zoning the base density, a lot of state density bonus laws allows for developers to build beyond what they're currently allowed to, in exchange for affordable housing.

If the city increases the base density, then we're giving away all the incentives for building affordable housing. And, especially, we need housing affordability, at the deepest affordability levels. So incentives for extremely low-income families.

Again, these are people who walk to work, who are poor transit users. We have some of the highest rates of transit usage in the city. And so displacing them will increase, as I said, greenhouse gases, which is an environmental issue.

That's it.

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My name is Frank Lee. I just wanted to come, in the possibility of including legacy businesses in the EIR. Um, even without an historic designation, I think it's important to realize what cultural resources that some businesses are to the communities, and to be mindful of changing the zoning or the land-use designation that would affect these businesses.

And, when analyzing the esthetic impacts or the visual impacts of the new community plan, I think it's really important to, not only go by the existing design overlays, but also to take into consideration, um, some of the -- the esthetics, outside of a design, because design overlays could be outdated or lenient with some developments.

I think I'm done.

* * * * *

My name is Rey, R-e-y, Fukuda, F-u-k-u-d-a.

And I'd like to comment on, um, including in the cultural resource section of the EIR, um, the impacts and affects on local small businesses, religious institutions, and cultural institutions, um, and

including in the population and housing section of the EIR, the need for studying existing affordable housing, including, um, SRO's and naturally occurring affordable housing and making sure that there's no loss overall, loss in existing affordable housing in any future development.

Um, in land use and planning or maybe the traffic section; to include being able to replace, to some extent, public parking. Um, because areas, particularly China Town and Little Tokyo, are regional centers.

They are regional economic development neighborhoods. So not everyone who comes, um, uses public transit. And I think that's it. Oh, I'm sorry. Just a little bit more.

To make sure that, if we're allowing existing or even more floor-area ratio, to make sure that it requires a community process and public benefits, such as, affordable housing, public parking, public art and anything else the community finds sufficient.

* * * * *

My name is Jan Fukuhara. I'd like to make a comment, under the transportation circulation category

of the proposed EIR.

Let's see. The question is how does the proposed recoding, um, increase density, without accounting for compatible modalities of transport?

I understand the appropriateness of scale for developers building in the area, specifically, Little Tokyo, per the permitted density.

But, regarding future allowances, I would like to, um, ask that the planners do take into account the fact that Little Tokyo, under your proposed planning, is considered a village, with a 4 to 1 to 6 to 1 density.

But recent, private development has actually increased density, without increasing compatibility modes of transport, including access to public parking, bike ways, and pedestrians, especially, pedestrian crossings and safe walks.

* * * * *

My name is John Malpede, M-a-l-p-e-d-e.

And I was -- I was talking to the, um -- the environmental consultant company, who is writing the plan or the report and, um, he was showing me the stuff on the map over there, including the criterion for the report, which are land use and planning.

And, um, one of -- under that, one of things they want to void is, um, physical division of the established communities. And his example was a freeway running through something.

So, um, I've worked in Skid Row, for a long time. And that is -- that is a community. Most of the people have lived there many -- four or fives time as many people live in residences, as live on the streets.

And it's a -- and most of those people have lived there for a long time. It's, actually, a dynamic neighborhood, when people get off the streets and into housing.

So, in the plan, it looks like they're going to create -- and since it's always been the only housing you could have there was for people of very low income people, designed to get people house or unhoused. And that's been true, since the '70s.

The first -- when the adaptive use ordinance came in, there were a few buildings, within the area east of Main and the west of, um, San Pedro or Central, rather, that were then -- that had people with other income levels. But, for the most part, they're people of very low, low income.

So the plan looks like it's going to create a living -- people living there with many different

incomes. And that's going to -- to, it seems like, it runs the risk of the physical division of the established community, especially since, according to the plan, height levels are not so high.

So it's not like it's going to be that much denser. But it is -- it is -- it runs the risk of disrupting that community. And I think that community is a -- is a -- is a unique community.

For example, it has a super sophisticated recovery consciousness because some of the -- in fact, there's, like, 80 recovering meetings that happen within the confines of Skid Row. Not in programs, but resident-organized meetings by people who are in recovery, in the 12-Step programs each week.

So -- so that's a very sophisticated and unique recovery culture in that neighborhood. And it would be a shame to see that, um -- and, you know, endangered and physically divided.

Then the other -- the other -- the second plan was in the environmental study. The concern is population and housing, population and growth and the displacement of people who are living there.

So, again, I think we don't want to see the displacement of this -- the people who are -- who are now living in the neighborhood. And like I said,

three-quarters of the people are permanently housed.

And they benefit, not only from the recovery culture that I mentioned, but the other mental-health services, health clinics and all that. And, actually, just the community ties that exist.

So we don't want to see the existing -- it would be, um -- that we don't want to see that jeopardized. And that seems to be one of the environmental criteria.

And then last thing I'll just say, it's a unique neighborhood that serves -- it's a resource for all of Southern California. And it should be recognized as a neighborhood and one that has a unique and positive vibe.

* * * * *

My name is Joshua Crowell. I live in the historic core, and there are just four points. I am overall very supportive of the proposal. But just, kind of, four years of critique.

One. The jobs preserved. I -- I don't agree with that. I think we should allow a more organic process. It's one thing not to -- no one's advocating to kick out the manufacturing jobs, but to impose that

kind of requirement to that area.

And I don't agree with -- um, if it -- if it is, in fact, not hospitable to residential use, as I'm told, well then, there's no need for the requirement. So I don't really see the purpose of it.

Two. I heard that part -- the type of goal, the direction seems to be to be withdrawing parking minimums throughout most of the downtown. And I would very much agree with that. I just hope, actually, all of downtown would have no minimum parking requirements.

Three. I disagree with the notion of designating, kind of, an entertainment district versus other kinds of districts. I think we should streamline the process for small business owners, to get their licenses, whether it be food, liquor and whatnot.

And that should be streamlined pretty much everywhere in the downtown area. So that that kind of amenity is enjoyed by everyone in downtown and they don't have to all be concentrated in one place.

And, in fact, that would only encourage concentrating, for instance, bars in one place. That would actually be more detrimental than having them spread out.

And then -- let's see. I have one more. Oh, yes. On paseos, that would we required to for really

large buildings. I don't think -- I think they're kind of useless, unless they're also occupied by businesses and, therefore, have people walking through them and using them -- the spaces regularly.

Otherwise, they'll just be empty and wind swept and potentially dangerous. And the same with various public places -- spaces are required -- that would be required.

I think that there needs to be a type of business or economic commercial use also involved with it, in order to give it life, energy and also safety and traffic.

So those are my comments.

* * * * *

My name is Eunha, E-u-n-h-a. Last name Choi, C-h-o-i.

And, um, the sense I get, from speaking with various representatives here is that they are going to emphasize these designs of creating very intentional districts.

So they were speaking about having a district area that is devoted for entertainment. And one of the purposes they're doing that is to enable businesses to

open up, get their licenses, liquor, wine, whatever they need to, more quickly.

And even though I support the not ı of simplifying the process for businesses to open up, getting their license, without having to wait two years, which I hear is the average these days, I think the idea of having them concentrated would be detrimental to how neighborhoods, especially, in urban centers, cities that want to be urbanized and densified and want to have lively places, dynamic places of all times of the day.

It would be detrimental to enable that, to create that. So having areas that are heavily residential would get quiet at night, right? And then the areas that are heavily entertainment purpose or business areas would get busy at night.

So I feel, like, the -- the notion of enabling businesses to open up, by creating these very intentional districts, would be, sort of, continuing the flaws of downtown, in the past, which is to have areas that are the flower district, the -- the clothing -- the fashion district, the jewelry district.

And it seemed that the intention was to get away from that. And in doing this, it would be, sort of, going back to that. So that -- and, again, having paseos, as public spaces, would be a great idea, as they

seem to be wanting to do, between large developments, or even, when they are trying to activate, for instance, the alleys that we have right now. They're pretty much dead space.

But having them, without incentivizing businesses to be there so that they would -- they would, um -- um, attract people to come at all times of day, again, would be, sort of, creating these dead zones, where people would not have any, sort of, um, purposes to go.

So the paseos are a great idea, to the extent that they are the right incentives for different businesses to open up.

Thank you so much.

(The proceedings were concluded at 7:00 P.M.)

I, MARIA L. WALLACE, undersigned, a Certified Shorthand Reporter, of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a record of the comments were made by me, using machine shorthand, which was thereafter transcribed by me, and is a true record of the comments given.

IN WITNESS WHEREOF, I have this date subscribed my name _____.

Dated: 2-16-2017

Maria K Wallace

MARIA L. WALLACE
CSR No. 10234

# Appendix B

Methodology

# APPENDIX METHODOLOGY

## POPULATION, HOUSING AND EMPLOYMENT

This section describes the data sources and methodologies employed in the identification of the Draft EIR Existing Conditions and Future Projections, both of which are used to assess potential impacts of the Proposed Plan. This section also explains how reasonably expected population, housing, and employment under the Proposed Plan are derived and how the Proposed Plan addresses anticipated growth.[1]

The Draft EIR evaluates the potential environmental impacts related to anticipated changes in population, housing and employment based upon information from a variety of sources including, the United States Census Bureau (U.S. Census), California Department of Finance (DOF), California Employment Development Department (EDD), the Southern California Association of Governments (SCAG), the City of Los Angeles Department of City Planning (DCP), the City of Los Angeles General Plan Framework Element (Framework) and associated documents. Since each of these sources may use different methods of data collection and analysis and/or different timeframes, the data do not always arrive at precisely the same results. Accordingly, the demographic data used in the analysis may vary somewhat, depending upon the source cited. Despite the variations, the data used in this Draft EIR represent the best available data sources during the Draft EIR preparation and provide a reasonable estimate of the population, housing, and employment characteristics of the Downtown Community Plan Area (CPA).

## EXISTING CONDITIONS

Existing Conditions or Baseline Conditions for the purposes of environmental analysis of a community plan update, can be described in demographic terms (population, housing, and employment) or in terms of development characteristics (square feet of development, height of structures or number of housing units). The City has the discretion to determine the best data source for Existing Conditions. For Existing

Conditions, DCP, as the City's professional planning agency and the department responsible for reviewing and preparing the Draft EIR, uses demographic data that is published and referenced public data used by multiple agencies in planning for the City and region. Obtaining accurate development characteristics at the parcel level for each Community Plan Area has in recent decades became possible through geographic information systems (GIS), however the technology still presents practical difficulties in verifying precise, detailed data at the lot and parcel level for CPAs for a city the size of Los Angeles. The size of the City at over 478 square miles (including 5 square miles of water area) results in duplicate, incomplete, and/or unverified data that is time and cost prohibitive to verify at present. Reasonable efforts are made to collect and use the most complete and current data at the time of the Draft EIR analysis recognizing the constraints, limitations and margins of error associated with data sources.

---

[1] Nothing in this document is intended to contradict or control the particular data or methodology used in the EIR. This methodology was developed by DCP in its review and preparation of Draft EIRs for the Community Plan Update program and is provided in the appendices to supplement and support the Draft EIR

The leading source of demographic data is the U.S. Census. While Census data is typically the most reliable representation of socioeconomic data, such as housing and population, for discrete geographic areas, it is only available on a decennial basis, i.e., 2000, 2010, and 2020. While it is preferable to utilize decennial census data for analysis, it is not always possible to align planning processes with the release of decennial census data. Consequently, other sources are consulted to employ the most current information as well as to provide a benchmark for the Existing Condition year. In the interim years, the U.S. Census Bureau gathers more detailed socioeconomic data through other surveys, such as the American Community Survey (ACS) program, which provides data on an annual basis for certain geographies. For example, the ACS provides annual estimates for incorporated cities but does not provide annual estimates for Community Plan Areas. There is a lag time between when the data is collected and when it is released for both Census products. Both the decennial Census and ACS data are subject to sampling variability.

SCAG, as the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO), publishes demographic estimates and projections through the long-range Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), which is updated by SCAG every four years. Census and ACS data are utilized by SCAG to prepare regional demographic estimates and forecasts. In addition to estimating existing demographics, the RTP/SCS provides a vision for future transportation investments throughout the region. Using demographic growth forecasts and economic trends that project out over a 20-year period or "horizon," typically, the RTP/SCS considers the role of transportation in regional planning in the broader context of economic, environmental, and quality-of-life goals for the region. Therefore, SCAG data are often utilized by planning agencies in the region for consistency with the goals and demographic data of the RTP/ SCS.

## ■ Baseline Existing Conditions (SCAG)

SCAG is the regional demographer for a six-county region that includes Los Angeles County. In that capacity it has an established methodology for estimating population, housing, and employment for the regio and for projecting future population, housing, and employment at a jurisdictional or citywide level. SCAG utilizes various sources to determine existing or baseline population, housing and employment. This method is used for deriving annual estimates of population, housing, and employment for years that are not a Census year.

SCAG's small area growth forecasting process is applied to develop baseline year estimates and future year socioeconomic data at the Transportation Analysis Zone (TAZ) level. The approach is utilized by SCAG to distribute jurisdictional level population, housing and employment estimates and projections into TAZs. Population figures are estimates derived from households and are generally viewed to be a more accurate representation at a jurisdictional level where multiple data sources are consulted. It is generally less precise to estimate population numbers for smaller areas, and or for areas where boundaries do not precisely match census reporting divisions, such as at the Community Plan Area level than at recognized jurisdictional boundary levels.

The following is the list of SCAG data sources and diagram of SCAG's process excerpted from the 2016 RTP/SCS Background Document Report.

*SCAG DATA SOURCES:*

*SCAG's existing land use data*

*SCAG's General Plan Database, processed based on jurisdictional General Plans*

*SCAG's 2012 RTP/SCS growth forecast*

*SCAG's 2016 RTP/SCS jurisdictional level population, household and employment*

*2013 Longitudinal Employer-Household Dynamics (LEHD), Origin-Destination, Employment Statistics from the Census Bureau*

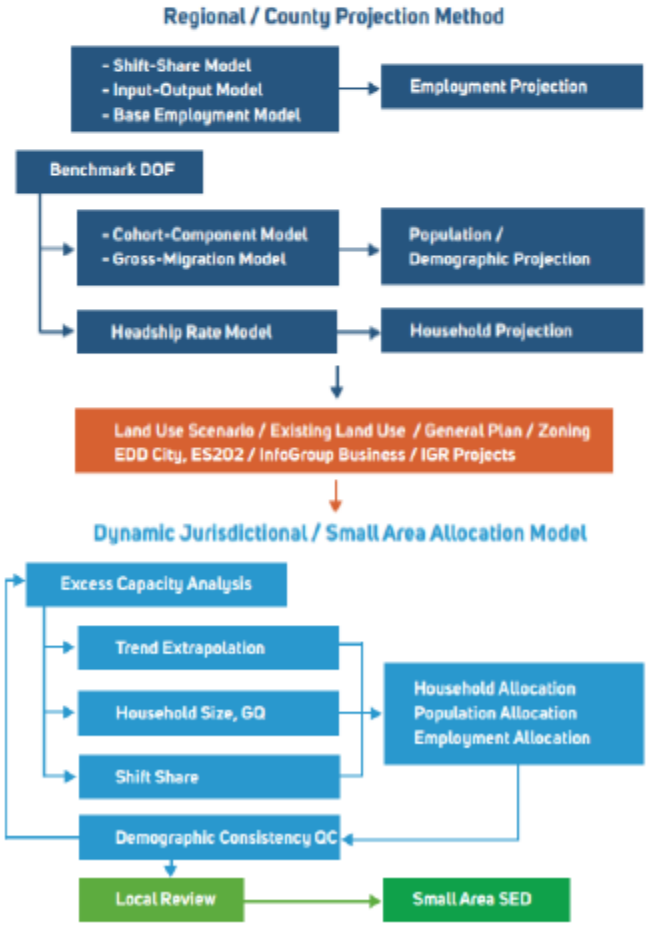
*Employment Development Department (EDD) 2012, 3rd quarter jurisdictional jobs by sector*

*2011 InfoGroup firm-based employment data*

*SCAG Intergovernmental Review (IGR) data*

*Digital Mapping Product (DMP) parcel data (2010-2012) and new construction data (2010-2012)*

*2010 Decennial Census Summary File 1 (SF1)*




Source: SCAG

See the following SCAG publication for the full methodology employed to determine estimates and forecasts of population, housing, and employment data:

http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_SCSBackgroundDocumentation.pdf

## ■ How DCP Verifies Existing Conditions

DCP has regularly tracked growth and development activity in the City. As part of the regional planning process, local planning departments (including DCP) work together with SCAG to develop demographic estimates for the City of Los Angeles and the Southern California region approximately every four years. SCAG publishes regional transportation and sustainability plans (RTP/ SCSs) every four years. SCAG's Regional Council adopted the most recent RTP/SCS - the 2016 RTP/SCS -in April 2016[1]. However, the cycles of RTP preparation do not regularly coincide with the release of Census data. Because of the time involved in preparing the RTP/SCS, there is a lag between the time the Census data is released or demographic estimate is prepared and the time that SCAG makes demographic estimates available through the RTP/SCS. An additional lag occurs between the time the Planning Department receives SCAG 's demographics estimates for the baseline and forecasts for the horizon year, and the time a draft community plan and EIR are completed. Therefore, interpolations of data utilizing a previous point in time and future point may be necessary.

Furthermore, the DCP 's planning process for the community plan updates is comprehensive, the updates are long-term projects that take several years to complete. The planning process focuses on addressing land use changes at the parcel level to both resolve inconsistencies in land use regulations as well as to fulfill City objectives. For the Downtown Community Plan Update, the Notice of Preparation (NOP) was released in 2017, and the 2016/2040 SCAG RTP/SCS data was used to inform the baseline existing conditions. The latest available Decennial Census data was for the year 2010. The 2010 Census data provides a snapshot in time and is used as a reference to benchmark data along with other sources. Given the number of years that have lapsed between the release of the 2010 Census and the present, the Census data no longer reflects the best available data for 2017, the NOP publication year. Growth has occurred in the years after the Great Recession and consequently, more recent 2017 SCAG RTP/SCS data[2] is utilized for Existing Conditions.

Although CEQA does not require a lead agency to change the baseline year for Draft EIR analysis every time a government agency at the state, federal, or local level issues a projection for a future condition or issues an estimate for those years subsequent to the Draft EIR baseline year, the DCP does review new data or projections released subsequent to the publication of the NOP to verify that it would not substantively affect the analysis or conclusions for significant impacts that are correlated or reliant upon population, housing or employment data. For instance, the City used Los Angeles County Assessor data to benchmark and analyze the general distribution patterns and totals for housing estimates in the Downtown Plan Area (CPA). This system of utilizing SCAG data and comparing or benchmarking it with other available data represents a best practice approach to obtaining and using complete and most current data. Multiple sources were also consulted (i.e. Employment Development Department, Longitudinal

[2] As the 2016 RTP/SCS utilizes a baseline year of 2012, 2017 baseline year demographic estimates were interpolated (an annual average growth rate was applied) to estimate existing conditions. The interpolation method was corroborated by SCAG as a suitable methodology to estimate existing conditions.

[1] SCAG has prepared a draft 2020 RTP/SCS, but the update has not been adopted as of April 2020.

Employer-Household Dynamics (LEHD), Origin-Destination, and American Community Survey, Business Installment data from InfoGroup) to verify demographic totals for the Community Plan Area. See Table 1. These sources are used as benchmarks or control totals whereas Assessor data is used for distribution because it is regularly updated and available at small geographic levels.

**Table 1: Comparison of Demographic Estimates for the Downtown CPA**

| Data Source | Households | Population | Employment |
|---|---|---|---|
| 2010 Census | 26,000 | 60,000 | n/ a |
| SCAG 2017 (interpolated) | 34,000 | 76,000 | 219,000 |
| ACS (2013 - 2017 average)[1] | 31,000 | 64,000 | n / a |
| LEHD (2017) | n/ a | n / a | 322,730[2, 3] |
| Assessor Parcel Data (2017) | 29,000 | n/ a | |

Note: A lag time for the public release of most of the data sources, such as Census, ACS and LEHD, is typical. All numbers are rounded to the nearest one thousand.

1. US Census Bureau, 2013 -2017 American Community Survey
2. On the Map Application for 2017, https://onthemap.ces.census.gov/, accessed August, 2018.
3. The estimated total does not include self-employed jobs but includes multiple jobs held by one person

# FUTURE PROJECTIONS

The Downtown Community Plan Update is intended to plan for anticipated growth by 2040 (the planning horizon year), and consequently uses the adopted 2016-2040 SCAG RTP/SCS (2016 RTP/SCS) as a resource for both the baseline (also called Existing Conditions) population, housing and employment estimates and future projections for the 2040 horizon year.

The 2016 RTP/SCS projection for 2040 factors in recent and past trends, key demographic and economic assumptions, and local, regional, state or national policies. The Great Recession had a significant impact on household, population, and employment trends. Growth is still anticipated in SCAG's six-county region but at a slower pace. SCAG's projection assumes that regional growth will be approximately 0.7 percent per year on average for households and population. Employment is forecast to grow two percent each year until 2020, before stabilizing at 0.7 percent per year.[2]

## ■ Projections (SCAG)

SCAG prepares regional and jurisdictional forecasts or projections. Regional employment forecasts are based on a set of national employment forecasts using a shift-share model. The population forecast uses the cohort-component model, which adds to the existing population conditions the projected number of persons living in group quarters, births, and persons moving into the region and subtracts the number of

[2] 2016 RTP/SCS Demographics Growth Forecast Appendix, April 2016, accessed March 3, 2020, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

projected deaths and persons moving out of the region. Households are forecast by multiplying the projected residential population by projected headship rates, or the share of householders in population cohorts based on age-sex-racial/ethnic specific household formation levels. Regional demographic-economic assumptions were also considered in the forecasts and cover issues such as fertility rate, domestic migration, international immigration, and labor force participation rates.

For the jurisdictional forecast, also known as small area forecast, SCAG derives household growth rates and household sizes based on historical trends and the amount of potential development from jurisdictions' general plans and land uses. Population projections are based on household growth and size. Future employment numbers for jurisdictions are based on the share of the county's employment by sector. The major data sources used to develop the jurisdictional forecast include: California Department of Finance (DOF) population and household estimates; California Employment Development Department (EDD) jobs reported by industry; 2010 Census and the latest American Community Survey (ACS) data; Regional Housing Needs Assessment (RHNA) growth projections for 2014 through 2021; and 2014 Business Installment data from infoGroup. Local jurisdictions also provided input and comments to SCAG and adjustments were made.

For the City of Los Angeles, SCAG distributes the total citywide number among all of the city's Community Plan Areas by Transportation Analysis Zones (TAZs), again derived from past trends and building upon/compared to TAZ projections of previous adopted Regional Transportation Plans. DCP reviews the proposed SCAG projections based on knowledge of the Community Plan Area and may give feedback based on local knowledge of development trends and development activity observed during the process of developing the RTP/SCS and its projections. An example of input could be advising SCAG to reflect growth in areas with existing or planned transit infrastructure, areas with flexible land use regulations that can allow higher levels of growth and away from hillsides or historic single-family neighborhoods. This local feedback can also include further input based on the effects of local policymaking, such as General Plan or Community Plan updates, and the mandates of federal and state plans, which are also taken into consideration during the local review process.

See the following SCAG publications for the methodology employed to determine estimates of population, housing, and employment data for the region:

- http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_SCSBackgroundDocumentation.pdf
- http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

## ■ How Community Plans Consider SCAG Projections

The City of Los Angeles uses SCAG's projections to plan for the future. The Department of City Planning considers SCAG projections for housing, population, and employment as targets in its long- range planning efforts for Community Plan Areas when updating community plans. SCAG provides the demographic expertise in developing regional and citywide projections and works with DCP planners and demographers to refine those projections and their distribution throughout the city, as described previously. At a minimum, community plan updates meet SCAG projections for the City and each CPA but in some cases may exceed those projections for certain CPAs depending on circumstances such as market demand, development trends, new legislation, the introduction of transit or other infrastructure, etc. This may occur because the available data or information SCAG used during the time it prepared projections changed or because new information became available later. In this respect, the most recently

adopted SCAG projections are viewed as targets, and DCP ultimately determines the distribution of citywide growth through adherence to the General Plan Framework and Community Plans goals, objectives, and policies while the citywide projections are being accommodated. This means individual Community Plan growth projections by SCAG may be redistributed between Community Plan areas to meet the SCAG Citywide growth projections.

The table on the next page compares the allocations of population estimates by seven geographic planning areas within the City of Los Angeles for 2017, and the population projections at the horizon year 2040. Using SCAG's 2016 RTP/SCS as the source, the City of Los Angeles as a whole is projected to grow by 17% in population during this time (4,609,000/3,950,000), which over the course of 23 years, is approximately 0.7% growth per year.

The table indicates that the Central Los Angeles Geographic Planning Area, which includes the Downtown (Central City & Central City North), Westlake, Wilshire and Hollywood CPAs, is currently home to approximately 18% of the citywide population, and it is projected that in 2040 the region will be home to approximately 20% of the citywide population.

It is generally assumed that CPAs would continue to grow consistent with SCAG assumptions of approximately 0.7% growth per year on average across the region and would still need to accommodate at least marginal levels of growth (i.e., it was not assumed that any CPAs would have less population than current existing conditions levels).

| Population Projections by CPA Geography | | | | | | | |
|---|---|---|---|---|---|---|---|
| *Geographic Planning Area* | *Population **2010** Census* | *2017 Estimated Population /a/* | *% of Citywide **2017 Population*** | *Projected **Population 2040** /bf* | *% of Citywide 2040 **Projected Population*** | *Difference **2017-2040*** | *Citywide Growth **Distribution (2017-2040)*** |
| ***City of Los Angeles*** | **3,790,000** | **3,950,000** | ***100%*** | ***4,609,000*** | ***100%*** | ***659,000*** | ***100%*** |
| Central | 647,000 | 690,070 | 18% | 903,754 | 20% | 213,684 | 32% |
| East Los Angeles | 392,000 | 402,716 | 10% | 448,846 | 10% | 46,130 | 7% |
| West Los Angeles | 407,000 | 430,481 | 11% | 497,159 | 11% | 66,678 | 10% |
| Harbor | 194,000 | 200,100 | 5% | 213,603 | 5% | 13,503 | 2% |
| South Los Angeles | 724,000 | 755,206 | 19% | 874,467 | 19% | 120,352 | 18% |
| South Valley | 730,000 | 754,697 | 19% | 875,559 | 19% | 119,770 | 18% |
| North Valley | 696,000 | 716,405 | 18% | 795,498 | 17% | 79,093 | 12% |
| | Note: 2010 Census data is provided for reference. Projection numbers are rounded to the nearest one thousand.<br>/a/ **SOURCE:** The 2017 estimates were based on the SCAG 2016 RIP/SCS and were interpolated to 2017.<br>*/b/* **SOURCE:** The 2040 projected population is from SCAG's 2016 RTP/SCS. Totals do not sum to 100% due to rounding_ | | | | | | |

## HOW GROWTH IS ADDRESSED THROUGH PLANNING AND ZONING

In preparing community plan updates, land use and zoning changes are proposed that will allow for projected growth to be accommodated while meeting the policies of the Framework Element and the Sustainable Community Strategies. During the planning process, technical land use analysis including the study of development trends, and consideration of General Plan policies is conducted to identify appropriate locations and levels of future development. DCP evaluates the geographic distribution of land use designations and zoning within a Community Plan Area to see where development potential is warranted. Some areas are expected to remain largely unchanged over time, such as open space areas, and public facilities. In other areas, development could occur as infill development and re-development, such as in multi-family residential areas. There are also some areas where development is directed, such as near transit stations and major corridors with bus lines, in order to increase access to transit, reduce vehicle miles of travel and thereby reduce greenhouse gas emissions and advance the climate change goals of the city and the region. Land use designation and/or zoning are applied to implement the updated land use policies of the City and the Downtown Community Plan.

Under the New Zoning Code, new developments would be subject to form and frontage regulations that are designed to achieve compatibility with the existing visual character of each of the neighborhoods within the Downtown Plan Area. Specifically, building height limitations and step-back requirements, where appropriate, would help to provide cohesive height and bulk transitions across future structures within the Downtown Plan Area.

A new project must meet the use and design regulations established in the New Zoning Code and comply with applicable Environmental Protection Standards to receive approval. Some of the design requirements will result from the planning process and some will result from the environmental review process.

For example, regulations set through the zoning could include limitations on building height or step-back requirements in certain specific areas of the Plan Area. An environmental standard might require shielding of light source so as to direct light away from adjacent residential uses. These are examples that represent the types and range of regulations that can be applied to reduce potential impacts of new development.

For projects within a CPIO District, new development will be subject to CPIO regulations and standards. The CPIO Districts establish regulations many of which are intended to avoid undesirable effects of new development and projects will be required to comply with those regulations. Planners will review most projects in CPIO areas through a ministerial process. As is the case citywide, where projects exceed the Site Plan Review (SPR) threshold, discretionary review will be applied. Projects meet the threshold when they exceed 50,000 net square feet or 50 net dwelling units.

## PROPOSED PLAN'S REASONABLE ANTICIPATED DEVELOPMENT

After preparing the Community Plan Update, separate from the demographic projections is the determination of the Reasonable Anticipated Development of the Community Plan Update, or what is reasonably expected to be built out under the Proposed Plan during the planning horizon. On a citywide basis, DCP's goal is to align citywide Reasonable Expected Development for all of the Community Plans with the total SCAG projection for the City to be consistent with other departments and agencies who plan for and provide public services and infrastructure to the city.

Planners use their educational and professional experience and expertise of land use and zoning standards to make assumptions about where development is likely to occur and at what scale, and create assumptions about the amount of residential, commercial, and industrial development that will occur during the life of the plan to determine the Reasonable Anticipated Development.

These assumptions are established through extensive research and analysis of existing development trends, existing conditions on the ground, project entitlement and building permit data, geographic and historic constraints, age of existing buildings, and the development potential between the existing built conditions and what uses and development intensities the new regulations would allow. Factors such as existing and planned infrastructure improvements are also considered.

Although the Project Planners do significant research relying on a multitude of data sets and market trends are considered while establishing assumptions, determining the Reasonable Anticipated Development involves making a lot of assumptions. Although the Planning Team are experts on the Community Plan Area and on the City’s land use and zoning plans and laws, the Proposed Plan, with its policies, zoning, and land use changes do not grant permits for or construct any developments. Future unforeseen market changes that either incentivize or inhibit development are unknown at this time, leaving uncertainty in the process of developing assumptions. The Planning Team, including City Planners, Senior City Planners, and a Principal City Planner,

use their expertise and the data sets available at the time of EIR preparation to inform the assumptions used in this analysis. These data sets include, but are not limited to the following:

- Real world conditions through field surveys by the Project Planners of every block of the Plan Area to assess vacancy and existing uses
- Assessor data for the entire Plan Area to determine existing unit counts and existing uses
- Uses (residential, commercial, industrial) and development intensities (height, density, FAR) allowed by the existing General Plan land use designations, zoning, and any zoning overlays and Specific Plans.
- Planning entitlements and building permits to assess market trends
- Proposed General Plan land use designations and General Plan objectives and policies and Zoning regulations for the Proposed Plan and Draft EIR Alternatives
- Other applicable regulations or physical conditions that could constrain potential development (such as, historic preservation protections, topography, flood plains, sensitive habitats, institutional facilities, open space)
- Other State or local programs or regulatory schemes active in the Plan Area that are intended to incentivize or facilitate potential development (such as, Community Benefits Programs, reductions in parking near transit infrastructure, tax incentive areas)

Utilizing these data sets and its collective expertise, the Community Planning team make and apply assumptions to the acreage within the Community Plan area, to determine the amount of Reasonable Anticipated Development from the Proposed Plan of residential units and non-residential square footage (commercial and industrial) that could be built during the life of the plan. For example, residential land area is multiplied by dwelling units per acre to generate an assumed dwelling unit count, and non-residential land area is multiplied by development potential, applying industry standards of employment density to calculate the total number of employees.

Ultimately, market factors dictate the level of development that occurs. Experience shows that only a percentage of the properties within a CPA will be redeveloped within the horizon year, typically 20- 25 years, and that even the sites that do redevelop are not always developed to maximum levels allowed by the by-right zoning and various incentive systems available. For this reason, 100 percent build out is a theoretical scenario and is not analyzed, but rather a more reasonable expected level of development is used both to guide proposed land use changes and analyze the potential environmental impacts of those changes. Community planners conduct the analysis of Reasonable Anticipated Development to analyze what level of development would reasonably occur during the life of the plan. While some jurisdictions may conduct a “full build out” analysis, the Downtown Community Plan Area is a highly urbanized area where the most common form of development is infill development. Conducting a full build out analysis would require making the unreasonable assumption that each parcel that is not already fully built out to the Proposed Plan’s density and intensity will be wholly redeveloped during the 20 year life of the plan. This is unrealistic due to development constraints including existing historic structures and recently completed developments that are unlikely to be redeveloped. Additionally, it does not reconcile with historic development patterns in the City. A number of factors serve to constrain development, including:

- Physical site constraints (topography, geology, etc.)
- Zoning regulations (requirements for open space, yards, setbacks and height that sometimes limit the maximum development on a site to levels below what the zoning would otherwise permit)

- Public review process
- Environmental factors and constraints (adjacent uses, sensitive uses, local, state and federal laws)
- Historic preservation goals and regulations
- Historical development patterns
- Land values
- Market factors, (economy, financial lending practices, etc.)

DCP considers these factors in using its best judgement, based on the education, experience and knowledge of its Planning Team, to determine the Reasonably Anticipated Development for the Proposed Plan. Revisions to the Reasonably Anticipated Development from the onset of the Community Plan Update may occur considering the multi-year time frame that community plans take to update.

## SCAG 's METHODOLOGY DOCUMENTATION REPORTS

SCAG Methodology for RTP/ SCS 2016 is available online at

- http:/ /-scagrtpscs.net/Documents/ 2016/final/£2016RTPSCS_ SCSBackgrotmdDocumentation .pdf
- http:/ /-scagrtpscs.net / Documents/ 2016/final/£2016RTPSCS_D emograph.icsGrowthForecast .pdf

# Appendix C

Downtown Community Plan

Los Angeles City Planning

# DOWNTOWN Community Plan

Draft Plan - Adoption Pending

Summer 2020 DRAFT

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# TABLE OF CONTENTS


**Chapter 1 Introduction & Community Profile** 1
**Readers' Guide** 3
**Background and Relationshipto the Other Plans** 6
**Community Profile** 8
**Guiding Principles** 10
**Trends and Projections** 12
**General Plan LAND USE Designations** 13

**Chapter 2 Land Use & Urban Form** 17
**Downtown Wide Goals and Policies** 18
Housing and Complete Neighborhoods 18
Economic Development 21
Urban Form 23
Historic and Cultural Resources 25
Wellness and Sustainability 26
**Downtown Places Goals and Policies** 28
Transit Core 28
Traditional Core 31
Community Center 33
Hybrid Industrial 36
Markets 38
Villages 40
Medium Neighborhood Residential 42
Production 44
Public Facilities 45

**Chapter 3 Mobility & Connectivity** 49
**Goals and Policies** 50

**Chapter 4 Public Realm & Open Space** 57
**Goals and Policies** 58
Alleys 61
The Los Angeles River 63

**Chapter 5 Implementation** 65
**The Implementation Process** 66
Goals and Policies 66
General Plan Land Use Designations 67
Zoning Regulations 67
Community Benefits System 67
Downtown Design Guide 67
Community Plan Amendments 67
**Implementation Programs** 68
Sources of Funding 68
Reader's Guide to the Implementation Tables 68
Acronyms for Agencies 69
**Future Implementation Actions** 70
Established Programs 70
Proposed Programs 72

**Appendix: Relationship to Other Plans** 78

*Image: LA City Planning; Graphics Section*

Chapter 1

# INTRODUCTION & COMMUNITY PROFILE

DRAFT Summer 2020

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# READERS' GUIDE

The Community Plan is a document that represents the land use vision and values for a distinct geography. A main function of the Community Plan is to guide decision-making with respect to land uses. This includes guidance for legislative decisions, such as adoption of overlay zones or supplemental development regulations, as well as amendments to the land use or zoning maps. The goals and policies, together with the General Plan map are intended to guide decision-making. Community Plan goals and policies are intended to be supportive of one another. However, it is important to recognize that goals and policies are sometimes in competition and may entail trade-offs. The singular pursuit of one goal or policy may, in some cases, inhibit the achievement of other goals or policies. For example, the Community Plan includes policies that recognize the need to minimize water consumption in light of limited water resources. However, to eliminate the watering of sites being graded for permitted development or to eliminate landscape irrigation may conflict with objectives relating to maintenance of air quality or community design and beautification. Thus, when implementing the Community Plan, decision-makers must strike a balance between competing goals and policies, recognizing that all objectives cannot be fully implemented all the time. In relation to any decision, some goals and policies may be more compelling than others. It is up to the decision-makers to balance and weigh the applicability and merits of the goals and policies on any given project, program, or action. Ultimately, the Community Plan's goals, policies, and programs are intended to provide guidance, and shall be interpreted as directory, unless expressly indicated as mandatory by an asterisk (*). Compliance with the land use General Plan Land Use Map is mandatory.

**Goals**

A goal is a statement that describes a desired future condition or "end" state. Goals are change and outcome oriented, achievable over time, though not driven by funding. Each goal in the Community Plan begins with an abbreviated chapter title followed by the number of the goal (e.g.LU.1).

**Policies**

A policy is a clear statement that guides a specific course of action for decision makers to achieve a desired goal. Policies may refer to existing programs or call for the establishment of new ones. Each policy in the Plan is labeled with the abbreviated chapter title, the goal they refer to, and a unique number (e.g., LU.1.1).

**Programs**

An implementation program is an action, procedure, program or technique that carries out goals and policies. Implementation programs are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development and design standards; modification of City procedures and development review and approval processes; and interagency coordination. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability. These recommendations are suggestions to future City decision makers as ways to implement the goals and policies contained in this Community Plan. The listing of recommended implementation programs in the Community Plan does not obligate the City to accomplish them. Chapter 5 contains a list of all the Community Plan's implementation programs. They are grouped by general topic and individually numbered (e.g., P1).

# PLAN VISION

The Downtown Community Plan envisions a sustainable, equitable, and inclusive future for Downtown.

A strong core is important to the health of the City. This Plan will promote a dynamic, healthy, and sustainable Downtown core that is well connected to and supports the City of Los Angeles and the region.

This Plan seeks to accommodate anticipated growth through 2040 while creating a livable and healthy community for workers, residents, and visitors. The goals and policies described in this Plan focus on continuing Downtown's remarkable renaissance and promoting it as a center of innovation in the public and private realms. This Plan also seeks to address many of the challenges facing Downtown and the larger region, such as climate change, housing demand and affordability, and a shifting economy, through strategies that guide thoughtful growth. These strategies promote the physical development of Downtown; improve access to jobs,open space, services, and cultural resources; and provide housing for all income levels.

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*Images: Metro, Shutterstock. LADOT*

# BACKGROUND AND RELATIONSHIP TO THE OTHER PLANS

Since the previous Plan updates in 2000 and 2003, Downtown has grown by approximately 26,000 people and continues to accommodate a significant portion of citywide residential and commercial growth. Guiding that growth in a thoughtful manner toward the most transit-served areas will be crucial to achieving and maintaining equitable economic prosperity. California State Legislation such as the Complete Streets Act of 2007 (Assembly Bill 1358) and Landmark Land Use and Greenhouse Gas State Law of 2008 (Senate Bill 375) established greenhouse gas reduction and better integration of multimodal transportation and land use planning as statewide priorities.

This Plan provides strategies to promote compact development and increase mobility options by planning for more jobs, housing, and amenities in close proximity to transportation resources and each other.

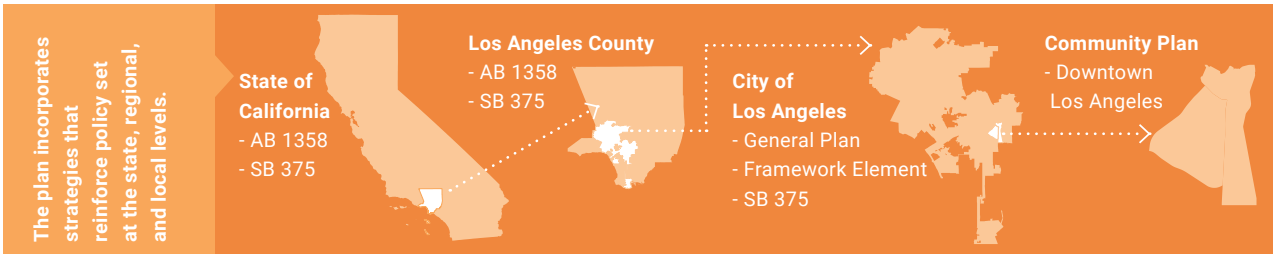
The Downtown Community Plan constitutes one of thirty-four plans that comprise the City's General Plan Land Use Element. Including a number of Elements, such as Framework, Mobility, Open Space, and Safety, the General Plan is the City's fundamental policy document and defines how physical and economic resources are to be managed and utilized over time. Decisions by the City with regard to the use of its land, the design and character of buildings and open spaces, the conservation of existing and provision of new housing, and the provision of supporting infrastructure are specifically guided by the General Plan Land Use Element.

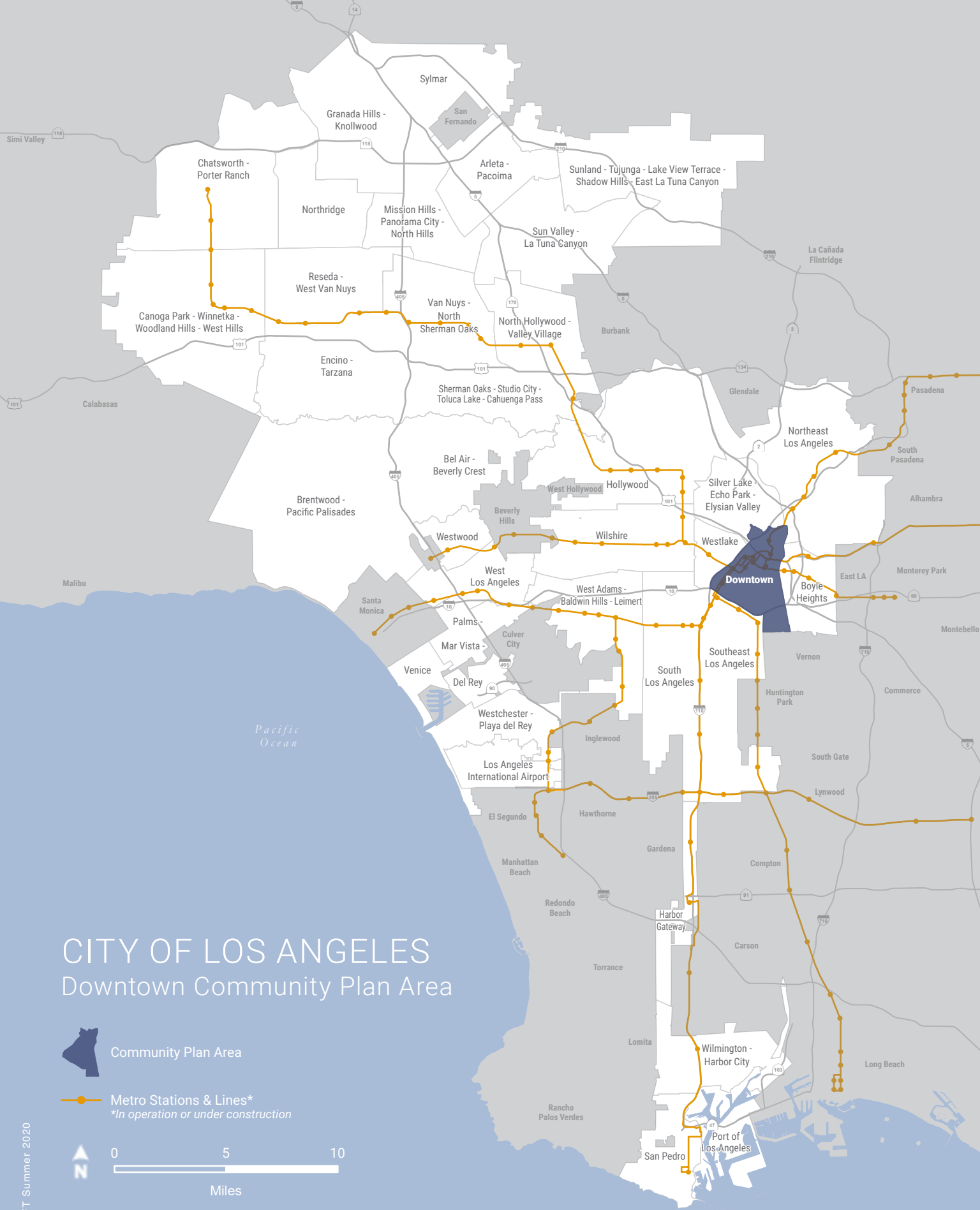
In addition to the Land Use Element, the City has adopted a Framework Element of the General Plan that establishes how Los Angeles will grow in the future, providing a citywide context for updates to Community Plans and the citywide elements.

The Framework is focused around seven guiding principles: grow strategically; conserve existing residential neighborhoods; balance the distribution of land uses; enhance neighborhood character through better development standards; create more small parks, pedestrian districts, and public plazas; improve mobility and access; and identify a hierarchy of commercial districts and centers.

The development pattern described in the Framework Element provides direction and guidance for Downtown's continued evolution, accommodating the highest development densities in the City and functioning as the principal transportation hub for the region. The growth strategy emphasizes the expansion of new housing opportunities and services within Downtown and capitalizes on the diversity of the City's population. Further discussions regarding the relationship between the Downtown C ommunity Plan and the City's General Plan can be found in Appendix A.

The Community Plan's importance lies in its ability to shape positive community change and foster sustainable land use patterns while balancing the character of the community with citywide policies and regional initiatives. The process of developing the Downtown Community Plan was a multi-year collaborative effort in which broad public participation was obtained through a series of meetings and workshops where stakeholders provided input and recommendations.






# CITY OF LOS ANGELES

## Downtown Community Plan Area

Community Plan Area

Metro Stations & Lines*

**In operation or under construction*

N

0 5 10

Miles

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# COMMUNITY PROFILE

The Downtown Community Plan Area is the birthplace of Los Angeles and contains some of the oldest structures of the City. From a small pueblo and agricultural community, to a railroad and manufacturing hub, to a commercial and cultural capital, Downtown has always represented the heart of the Los Angeles region.

Today, Downtown has grown to become a collection of distinctive but interconnected and walkable neighborhoods that sit at the confluence of the region's growing transportation system. An international center for art, culture, business, and entertainment, as well as a governmental, commercial, manufacturing and jobs oriented center for the City of Los Angeles and the region, the Plan Area is also home to a growing residential population.

## DOWNTOWN TODAY IS:

### RICH IN HISTORY

There are **190 Historic Cultural Monuments**, and **4 Designated Historic Districts** in Downtown.

### WELL CONNECTED BY TRANSIT

The City's Rail Infrastructure Converges in Downtown **40% of all Metro Rapid Bus Lines serve Downtown.**

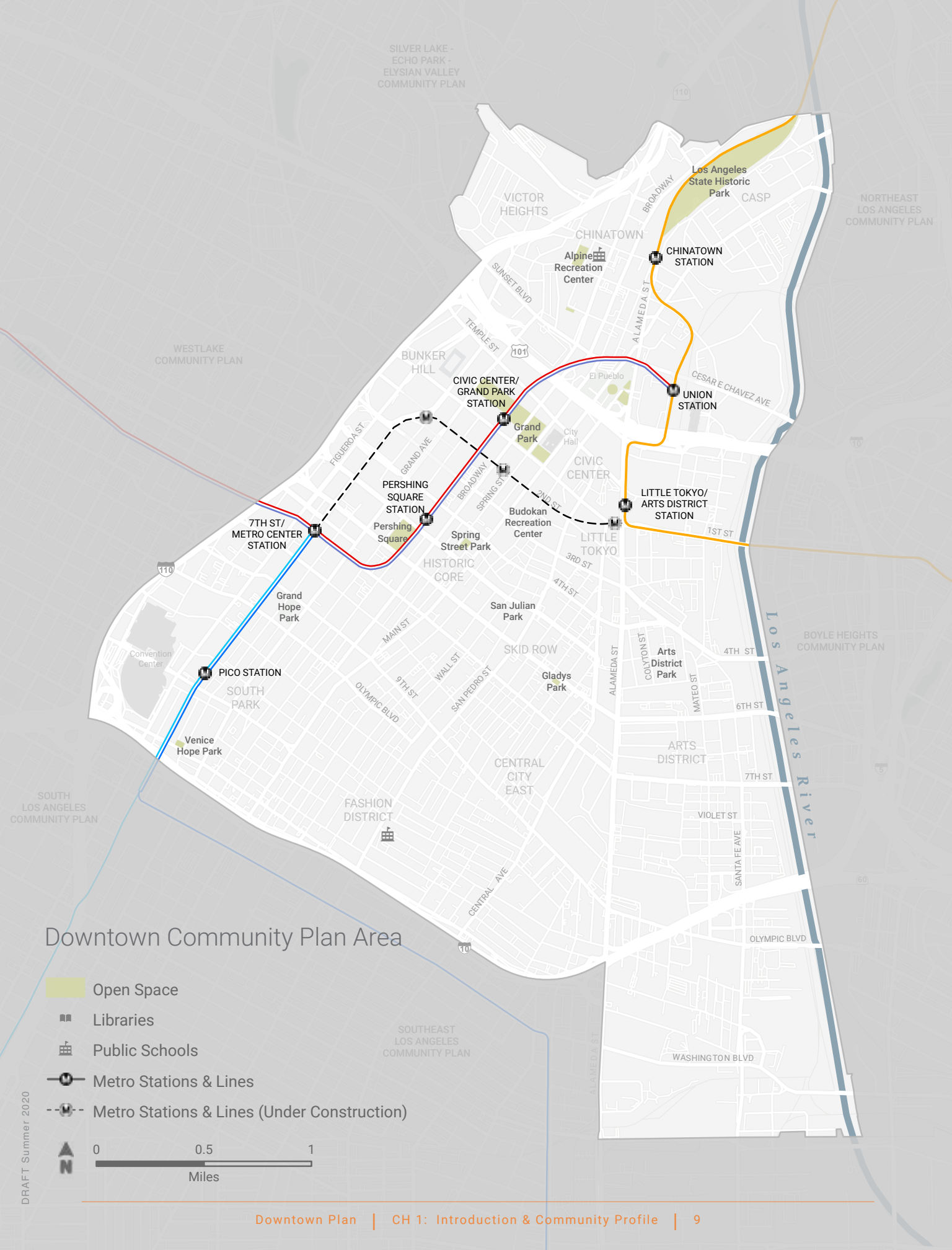
### A GROWING RESIDENTIAL COMMUNITY

Since 2010, Approximately **15,000 Units Have Been Added in Downtown.**

### A CLUSTER OF INDUSTRIES

Downtown Represents **1% of the Land Area and 12% of the Jobs Within the City of Los Angeles**.

The Top Job Industries in Downtown Are **Professional, Scientific & Tech Services, Retail Trade, and Public Administration**.


Downtown Community Plan Area
Open Space
Libraries
Public Schools
Metro Stations & Lines
Metro Stations & Lines (Under Construction)
0
0.5
1
Miles
N
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SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN
WESTLAKE COMMUNITY PLAN
SOUTH LOS ANGELES COMMUNITY PLAN
SOUTHEAST LOS ANGELES COMMUNITY PLAN
NORTHEAST LOS ANGELES COMMUNITY PLAN
BOYLE HEIGHTS COMMUNITY PLAN
VICTOR HEIGHTS
CHINATOWN
BUNKER HILL
CIVIC CENTER
LITTLE TOKYO
HISTORIC CORE
SKID ROW
SOUTH PARK
FASHION DISTRICT
CENTRAL CITY EAST
ARTS DISTRICT
CASP
El Pueblo
City Hall
Convention Center
Los Angeles State Historic Park
Alpine Recreation Center
Grand Park
Pershing Square
Spring Street Park
Budokan Recreation Center
San Julian Park
Gladys Park
Arts District Park
Grand Hope Park
Venice Hope Park
CHINATOWN STATION
UNION STATION
CIVIC CENTER/ GRAND PARK STATION
PERSHING SQUARE STATION
7TH ST/ METRO CENTER STATION
LITTLE TOKYO/ ARTS DISTRICT STATION
PICO STATION
Los Angeles River
BROADWAY
ALAMEDA ST
SUNSET BLVD
TEMPLE ST
CESAR E CHAVEZ AVE
FIGUEROA ST
GRAND AVE
SPRING ST
2ND ST
1ST ST
3RD ST
4TH ST
MAIN ST
WALL ST
SAN PEDRO ST
9TH ST
OLYMPIC BLVD
COLYTON ST
MATEO ST
6TH ST
7TH ST
VIOLET ST
SANTA FE AVE
CENTRAL AVE
WASHINGTON BLVD
101
110
10
60

# GUIDING PRINCIPLES

The following core principles represent the long-term priorities for the Downtown Community Plan

### ACCOMMODATE ANTICIPATED GROWTH IN AN INCLUSIVE, EQUITABLE, SUSTAINABLE, AND HEALTHY MANNER

- Concentrating growth near transit
- Identifying strategies for inclusive growth
- Promoting infill development
- Elevating design expectations

### SUPPORT AND SUSTAIN DOWNTOWN'S ONGOING REVITALIZATION

- Promoting innovation for decades to come
- Creating well-designed buildings that continue to develop the skyline
- Celebrating history, culture, community, and the arts
- Reinforcing Downtown as a destination

### REINFORCE DOWNTOWN'S JOBS ORIENTATION

- Encouraging synergy through a greater mix of uses
- Identifying locations where commercial activity is preferred
- Establishing locations with a baseline of productive uses
- Creating a job sanctuary

### GROW AND SUPPORT THE RESIDENTIAL BASE

- Expanding areas where housing is allowed
- Intensifying housing where appropriate
- Allowing a full range of housing options
- Expanding areas for adaptive reuse and conversion to joint live/work



*Image: Brittany Arceneaux*

## PROMOTE A TRANSIT, BICYCLE, AND PEDESTRIAN-FRIENDLY ENVIRONMENT

Prioritizing pedestrian safety and human comfort

Improving connectivity and internal circulation within Downtown

Increasing dedicated bike infrastructure

Expanding transit service

Eliminating parking minimums and managing parking effectively

## STRENGTHEN NEIGHBORHOOD CHARACTER

Reusing, protecting and preserving existing structures that characterize unique urban development patterns

Supporting streets that encourage community and human interaction

Developing a palette of regulations and design guidelines that reinforce distinct places

## CREATE LINKAGES BETWEEN DISTRICTS

Finding opportunities within a community benefits program for the development of new publicly accessible open space

Requiring high quality streets and pedestrian linkages

Treating the streets as Downtown's living room

Encouraging places for people to gather and interact

## CREATE A WORLD-CLASS PUBLIC REALM

Supporting the development of catalytic major public realm improvements

Promoting sustainable public realm improvements

Encouraging the development of high quality publicly accessible open spaces

Supporting the development of nontraditional open spaces

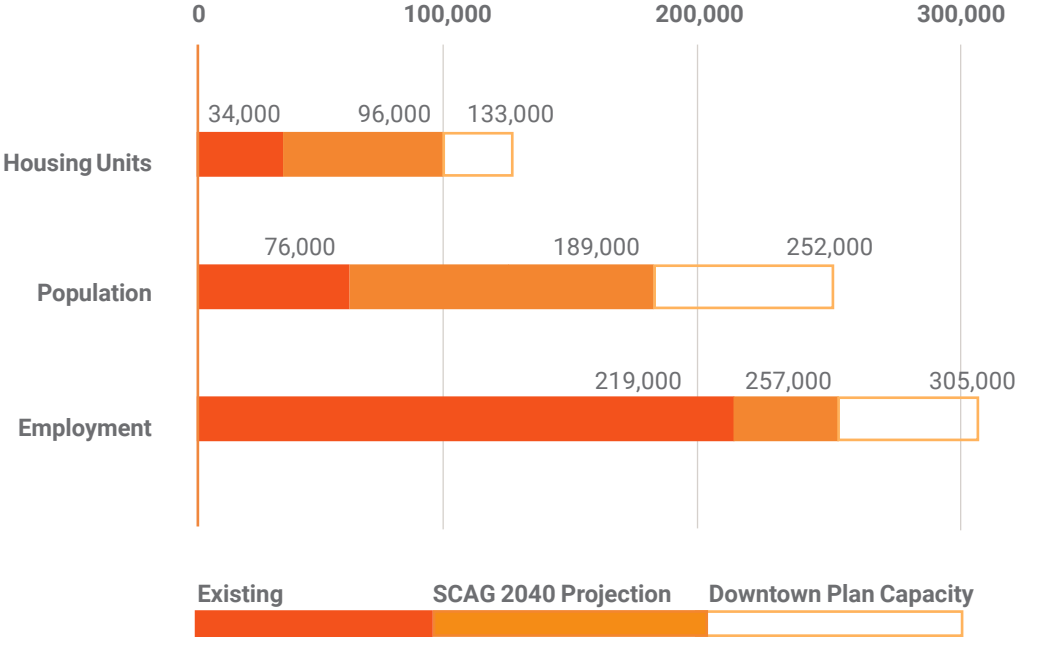
Ensuring that open space, recreation, and park spaces are well-maintained

# TRENDS AND PROJECTIONS

The State of California requires that regions plan for changes in population, housing, and employment. If growth is projected, each City must accommodate a share of the region's anticipated growth. These projections are developed by the Southern California Association of Governments (SCAG), which forecasts population and job growth for the cities and counties in the six-county Southern California region.

The City must then accommodate, or create the "capacity" for these projected levels of population, housing, and employment through its Community Plans. SCAG's 2040 population and housing forecasts for Los Angeles' Community Plan Areas are based on a number of factors, including historic and recent growth trends. The Department of City Planning allocates the citywide population and housing forecasts, consistent with the Framework Element and other City policies.

TABLE 1.1: PROJECTIONS & PLAN CAPACITY*




*Plan capacity is the reasonable expected development anticipated to occur as a result of the proposed Plan by the Plan's horizon year.

# GENERAL PLAN LAND USE DESIGNATIONS CREATING DOWNTOWN PLACES

General Plan Land Use Designations express a variety of goals, policies, and zoning tools to support each condition. The proposed General Plan Land Use Designations reflect the relationship between land use, physical built form, and functional aspects that differentiate one area from another. Each designation includes a description of the range of intensity, height, and typical uses that characterize an area, contributing to its identity and sense of place.

**Description**

## Transit Core

**516**
*Net Acres*

**16%**
*of Plan Area*

Transit Core areas are dense centers of activity built around regional transit hubs that provide easy access for pedestrians, transit users, and cyclists to a variety of experiences and activities. These places provide a high-energy urban experience, with towers activated by ground-floor retail that engages and invites pedestrians. Buildings have high-quality design and provide visual interest. Enhanced streetscapes, paseos, and alleys create a seamless network of walkable paths that balance the high-intensity built environment. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

## Traditional Core

**126**
*Net Acres*

**4%**
*of Plan Area*

Traditional Core places have a time-honored urban development pattern and a rich collection of historically-significant buildings. The protection, restoration, and reuse of these structures is a priority. New development responds to this predominant urban form, contributing to the pedestrian-oriented environment with active alleys and inviting shopfronts. Historic design features and blocks are built out edge-to-edge, contributing to a distinctive sense of place. Residences and offices above entertainment venues, neighborhood-serving stores, and restaurants draw local, regional, and international visitors, supporting activity around the clock.

## Community Center

**195**
*Net Acres*

**6%**
*of Plan Area*

Community Center areas are complete urban neighborhoods & vibrant centers of activity. Often located around secondary transit nodes, these areas have a regular street grid and active alleys. Low and Mid-rise buildings have strong street walls and active ground floors reinforcing the urban character of these areas. Key pathways between regional transit resources and adjacent activity centers enhance the pedestrian experience and provide clear wayfinding between adjacent places. Residential, office, and community commercial uses are integrated to create balanced centers of activity. High-quality streetscapes and public spaces provide amenities to workers, residents, and visitors and promote a pedestrian-friendly environment.

**Max FAR represents the maximum achievable Floor Area Ratio for each General Plan Land Use Designation within the Downtown Community Plan. Max FAR for individual sites is determined by the applied zoning.*

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| | Description |
|---|---|
| **Hybrid Industrial**<br>**425**<br>*Net Acres*<br>**13%**<br>*of Plan Area*<br> | *Hybrid Industrial places have a distinct urban form characterized by medium and low scale development with an industrial legacy. High-quality new construction and repurposed structures collectively promote a resourceful approach to urban development that can evolve over time. These areas preserve productive activity and prioritize space for employment, including light industrial, new industry, commercial, and vertically-integrated businesses, with careful introduction of live-work uses. The industrial legacy is reflected with a network of irregular streets, punctuated by occasional passageways. The street, block and building patterns have evolved into an inviting environment for pedestrians and cyclists.* |
| **Markets**<br>**389**<br>*Net Acres*<br>**12%**<br>*of Plan Area*<br> | *Market areas are comprised of medium-scale buildings that accommodate wholesale, commercial, retail, limited housing, and goods movement activities. As bustling centers of commercial activity, these places are characterized by porous, fine-grained blocks – each with its own mini-economy of specialized commercial offerings. At each of these nodes, local and regional patrons spill out from the storefronts on to sidewalks and active alleys, creating a high-energy street life that is sustained throughout much of the day and night. Adaptive-reuse and rehabilitation of existing structures and warehouses maintains the unique character and supports sustainable development.* |
| **Villages**<br>**85**<br>*Net Acres*<br>**3%**<br>*of Plan Area*<br> | *Villages are characterized by fine-grained and porous development patterns. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. These walkable centers serve as historic and cultural regional niche market destinations. Adaptive reuse of historic structures and infill development on small lots is responsive to the historic and cultural legacy of these areas.* |
| **Medium Neighborhood Residential**<br>**100**<br>*Net Acres*<br>**3%**<br>*of Plan Area*<br> | *Neighborhood residential areas are traditional, walkable, and compact places with flexible buildings that accommodate multi-generational populations. A limited number of small, local-serving commercial establishments are integrated into the residential fabric. Buildings are oriented toward the street with traditional neighborhood features, such as stoops and small landscaped yards, which contribute to an inviting public realm. These areas accommodate pedestrians, cyclists, and local traffic. These urban neighborhoods are adjacent and connected to commercial and employment centers.* |

**Max FAR represents the maximum achievable Floor Area Ratio for each General Plan Land Use Designation within the Downtown Community Plan. Max FAR for individual sites is determined by the applied zoning.*

**Description**

## Production

**557**
*Net Acres*

**17%**
*of Plan Area*

*Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, high-quality structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users.*

## Open Space

**214**
*Net Acres*

**7%**
*of Plan Area*

*Open Space areas provide opportunities for passive and active outdoor recreation, public gathering, and education. These places function to preserve scenic, cultural, or ecologically important areas. While Open Space land is generally natural in character, it can also accommodate public amenities such as bathrooms and community gathering spaces, as well as limited accessory vending.*

## Public Facilities

**428**
*Net Acres*

**13%**
*of Plan Area*

*Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public utilities, or joint public and private developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the work day.*

## Public Facilities - Freeways

**197**
*Net Acres*

**6%**
*of Plan Area*

*Public Facilities-Freeways comprises land dedicated to freeways that exist within the Plan Area, including storage and parking uses, that is owned by the California Department of Transportation (Caltrans).*

**Max FAR represents the maximum achievable Floor Area Ratio for each General Plan Land Use Designation within the Downtown Community Plan. Max FAR for individual sites is determined by the applied zoning.*

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*Image: Shutterstock*

Chapter 2

# LAND USE & URBAN FORM

The land use and urban form strategies in this chapter establish and celebrate a range of Downtown Places. While the Plan promotes a vision for each place, the range of Downtown places together form a complete community - one that is an economic and cultural center and the civic heart of Los Angeles, with a growing residential base.

This chapter defines goals and policies for the Downtown Places that characterize the Community Plan area, including: Transit Core, Traditional Core, Community Center, Public Facilities, Hybrid Industrial, Markets, Villages, Production, and Neighborhood Residential places, as well as Plan area-wide goals and policies for land use, urban form, housing, economic development, historic preservation, health, and sustainability. Together, these goals and policies envision a sustainable, equitable, and inclusive Downtown.

The identification of Downtown Places helps to apply goals and policies for areas within Downtown that have similar physical and functional characteristics. Among each Downtown Place are neighborhoods, each with its own history and built environment. A neighborhood description and policies for each follow the Downtown Place to which it most closely relates.

Planning for variation of scale, character, housing options, and mix of uses will accommodate projected growth while maintaining the qualities that make each Downtown place unique. Additionally, this ensures that growth is planned sustainably and that the built form will continue to flexibly accommodate a changing environment.

# DOWNTOWN WIDE GOALS AND POLICIES

The primary purpose of a Community Plan document is to provide a long term vision for land use, growth and development in each community of Los Angeles. Land use planning can address an expansive range of interrelated topics that shape the quality of life within a community, including access to employment opportunities, housing options, services, amenities and transportation options, as well as environmental and economic sustainability.

The policies in the following section articulate a Downtown-wide strategy for land use planning that will accommodate projected growth while celebrating and reinforcing Downtown's unique places by encouraging the highest intensity development and most expansive mix of uses in areas that are served by high-frequency transit service, promoting flexibility, and supporting a high-quality built environment.

## HOUSING AND COMPLETE NEIGHBORHOODS

This Plan envisions a community in which residents can both live and work, and have access to the retail and services needed on a daily basis.

To achieve this, policies emphasize the creation of housing that is safe, livable, and affordable to a full range of income levels. The Plan expands areas where housing is allowed, intensifies development where appropriate, and expands areas where adaptive reuse of structures into housing is permitted.

Plan policies recognize that communities are built on foundations that extend beyond the walls of our homes. A high-quality public realm with safe physical connections to a variety of experiences and activities makes Downtown an attractive place to work and visit, as well as to live.

Finally, the Plan seeks to create a balance between housing and jobs in Downtown, providing the opportunity for people to live and work in proximity to one another. This can reduce driving and congestion, provide stability for residents, and promote an improved quality of life.

**LU GOAL 1**

A SUSTAINABLE, INNOVATIVE, AND DIVERSIFIED DOWNTOWN FOR ALL THAT OFFERS A FULL RANGE OF OPPORTUNITIES AND EXPERIENCES.

LU 1.1

Ensure the development of complete neighborhoods with diverse uses and resilient infrastructure, parks, streetscapes, transit, and community amenities.

LU 1.2

Create zoning tools to provide for a diverse and inclusive Downtown through a range of housing and employment options

LU 1.3
Establish an incentive zoning system that delivers public benefits such as affordable housing, public open space, historic preservation, and community facilities to Downtown communities.

LU 1.4
Support the expansion of uses that provide access to arts, culture, and entertainment for people throughout the region.

LU 1.5
Facilitate public community events and outdoor recreation in Downtown's underserved communities by reducing administrative and financial challenges such as permitting fees and process.

LU 1.6
Encourage accessibility and amenities for children and seniors in housing developments.

## LU GOAL 2

HOUSING PRODUCTION AND PRESERVATION THROUGH PUBLIC AND PRIVATE ACTION THAT RESULTS IN A HOUSING SUPPLY TO MEET PROJECTED GROWTH IN A MANNER THAT IS SAFE, LIVABLE, AND AFFORDABLE TO A FULL RANGE OF INCOME LEVELS; REINFORCES THE CHARACTER OF NEIGHBORHOODS; AND ADDS TO THE VITALITY OF DOWNTOWN.

LU 2.1
Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.

LU 2.2
Provide incentives and simplify zoning regulations where possible to expedite the production of housing.

LU 2.3
Expand the areas where housing is permitted to meet projected housing needs.

LU 2.4
Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.

LU 2.5.
Expand the areas where the Adaptive Reuse Ordinance can be utilized.

LU 2.6
Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of historic buildings into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for families in order to support a range of household types.

LU 2.7
Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.

LU 2.8
Prioritize use of surplus public land for development of housing that is predominantly affordable, except where surplus land is not suitable for residential uses.

## LU GOAL 3

ACCESSIBLE, HEALTHY, AND SAFE HOUSING OPPORTUNITIES AFFORDABLE TO LOW INCOME HOUSEHOLDS.

LU 3.1
Recognize additional housing unit options to accommodate a variety of household sizes, including larger households, such as those with children, multigenerational living, and special needs populations.

LU 3.2
Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.

LU 3.3
Foster healthy communities composed of mixed-income housing in proximity to transit, jobs, amenities, services, cultural resources, and recreational facilities.

LU 3.4
Disaggregate the cost of parking from the cost of housing and eliminate residential parking requirements to allow flexibility and reduce the cost of housing.

LU 3.5
Support community land trusts as a tool for producing affordable housing options.

LU 3.6
Coordinate with nonprofits and community-land trusts to take advantage of off-site acquisition options.

LU 3.7
Promote safe building practices that support healthy homes and support the rights of tenants to live in habitable housing

LU 3.8
Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 3.9
Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

**LU GOAL 4**

A DIVERSITY OF HOUSING OPTIONS THAT SUPPORTS THE CO-LOCATION OF HOUSING WITH A RANGE OF USES.

LU 4.1
Balance housing and employment uses to encourage vibrancy and reinforce Downtown as a community, as well as a destination.

LU 4.2
Find opportunities to create affordable housing options for middle income and workforce populations.

LU 4.3
Promote shared on-site amenities, including usable open space in new development projects.

LU 4.4
Encourage the co-location of schools, childcare facilities, and additional community services with housing and office uses.

LU 4.5
Encourage the creation of residential buildings that can be adaptable over time to accommodate changes in unit types, sizes, living arrangements, and a mix of uses.

LU 4.6
Incentivize the creation of housing options that are affordable to and occupied by low income households, especially housing at the deepest levels of affordability, near transit.

## ECONOMIC DEVELOPMENT

Fostering the development and vigor of Downtown's employment base and providing for the economic security and comfort of Downtown's residents are efforts that reinforce one another. Each plays a part in encouraging both economic opportunity and economic equity. As such, economic development encompasses more than fiscal growth, but also economic inclusiveness and sustainability.

The following section includes economic development goals emphasizing the need for a broad-based economy that fosters a diversity of industry sectors from advanced manufacturing to creative office.

Policies address this by establishing locations that maintain a baseline of productive and job-generating floor area, and creating areas that prioritize employment and production activities. Policies identify the power of partnership between educational institutions and local employers, to offer workers in a range of industries a promising entry into the workforce. This section further calls for expanding the areas where a mix of employment and other uses are permitted; creating a balance of jobs, housing, and other uses to promote prosperity across Downtown.

### LU GOAL 5

A BROAD-BASED ECONOMY THAT LEVERAGES DOWNTOWN'S CENTRAL LOCATION, LAND USE MIX, AND INFRASTRUCTURE TO FOSTER A DIVERSITY OF INDUSTRY SECTORS AND BUSINESS SIZES.

LU 5.1
Promote Downtown as the primary regional center for employment by dedicating and prioritizing space for jobs across a variety of enterprises.

LU 5.2
Promote a pluralistic economy by supporting dynamic partnerships among local academic institutions government, businesses, and nonprofit organizations

LU 5.3
Make Downtown economically competitive through improvements to the public realm.

LU 5.4
Support efforts to expand Convention Center business and position the City to host world class events like the Olympic Games.

### LU GOAL 6

A CENTER OF WORLD-CLASS INNOVATION, ENTREPRENEURSHIP, AND NEW MARKETS THAT REFLECT AND STRENGTHEN THE CULTURAL DIVERSITY OF DOWNTOWN.

LU 6.1
Promote Downtown as a destination for entrepreneurship, research and development, and creativity.

LU 6.2
Support Downtown's existing and emerging innovation community, by encouraging synergy and collaboration between businesses and educational institutions.

LU 6.3
Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of Downtown's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 6.4
Reinforce Downtown as a location that leverages the physical concentration of businesses, knowledge, technological advances, and social capital to foster diversity and inclusion.

LU 6.5
Create flexible zoning tools that can respond to future innovation while supporting communities current needs

LU 6.6
Encourage art production and exhibitions spaces that are accessible and affordable to community based artists

LU 6.7
Support community ownership of creative space, including incubators, studio space, and art production and exhibition space.

## LU GOAL 7

AN ECONOMY THAT IS RESILIENT TO MARKET CHANGES AND EVOLUTION.

LU 7.1
Ensure Downtown's built environment welcomes a range of industry and business types as market needs evolve over time, while supporting existing community serving small businesses.

LU 7.2
Facilitate the widest array of land uses and activities, with the ability to generate and support regional levels of commerce and tourism.Foster long-term success with an ecosystem that accommodates both industrial and professional office sectors for future generations.

LU 7.3
Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.

## LU GOAL 8

AN ENVIRONMENT CHARACTERIZED BY EQUITY AND ECONOMIC OPPORTUNITY.

LU 8.1
Improve economic opportunity through local hiring, living wage provisions, job resource centers and job training, and supporting workforce development programs and partnerships.

LU 8.2
Increase the availability of resources and programs to support existing small businesses, new business startups, and local entrepreneurs.

LU 8.3
Cultivate a prosperous and complete community in Downtown that provides an opportunity for local employees in all sectors to live and work in close proximity.

LU 8.4
Expand access to employment opportunities with improved physical connections to and within Downtown and expanded transit service to employment districts.

LU 8.5
Facilitate the location of extension and satellite educational campuses within Downtown.

LU 8.6
Encourage mixed-use and commercial development to provide retail spaces conducive to community serving small businesses and business incubation.

LU 8.7
Support street vending and create vending districts to increase access to economic opportunity and healthy food, and reinforce Downtown's active street life.

LU 8.8
Foster opportunities for individuals facing barriers to employment, including persons experiencing homelessness, single parents, persons receiving public assistance, persons without a GED or high school diploma, persons with a criminal record, and veterans.

## URBAN FORM

The design of the built environment guides the way that pedestrians and users experience their communities. Downtown contains a spectrum of forms that express the cultural, historic, and functional characteristics of its many neighborhoods. This urban fabric has helped to shape Downtown's identity as a walkable, compact, and active place.

The Plan envisions a Downtown that supports its legacy forms, while elevating the standard of design for new development and encouraging innovation. The Plan seeks to guide building and site design in a manner that facilitates pedestrian connectivity and ensures that the built environment can support vibrant, urban street life.

### LU GOAL 9

DEVELOPMENT PATTERNS THAT CREATE A CONNECTED AND SEAMLESS EXPERIENCE WHILE REINFORCING THE IDENTITY OF DOWNTOWN'S SPECIAL PLACES.

LU 9.1
Strategically concentrate the highest densities and intensities within the Plan area to respond to historic development patterns and match infrastructure investment.

LU 9.2
Reinforce the distinct qualities of each neighborhood, and ensure that growth complements and is compatible with existing character and historic resources; and supports community needs.

LU 9.3
Plan for a connected network of districts that together provide a full range of services and amenities to support workers, residents, and visitors Downtown.

LU 9.4
Support infill development that responds and contributes to neighborhood character.

LU 9.5
Encourage building design in transitional areas that complements and bridges the character of adjacent districts for more seamless transitions.

### LU GOAL 10

AN URBAN FORM THAT CONNECTS PEOPLE AND PLACES AND CREATES A WALKABLE ENVIRONMENT.

LU 10.1
Require active ground floors and street frontages that improve walkability and connectivity, especially between transit stations and nearby destinations.

LU 10.2
Encourage development that is well integrated with the public realm to create an inviting urban environment.

LU 10.3
Incentivize the inclusion of paseos through large sites to improve pedestrian access.

LU 10.4
Encourage building design that connects and orients people toward destinations and activity centers.

LU 10.5
Prohibit pedestrian bridges unless they are necessary to provide access to public buildings, address physical constraints, or provide safe linkages between institutional buildings such as hospitals and schools.

LU 10.6
Require that pedestrian bridges minimize visual impacts, be architecturally integrated into building design, connect with public entrances, incorporate lighting and directional signage, and include maintenance and safety programs.

LU 10.7
Limit the impact of pedestrian bridges on public streets and infrastructure below them and incorporate improvements to public streets.

LU 10.8
Promote compact development and encourage walking, biking, and transit use by encouraging no or minimal parking, when possible.

LU 10.9
Encourage underground parking, when provided, to increase the amount of above grade building square footage dedicated to active uses and to improve the pedestrian environment.

LU 10.10
Wrap with active uses or fully screen above grade parking with architectural features in mixed use, residential, or commercial developments to enhance the pedestrian environment.

LU 10.11
Line the ground floor of stand-alone garages with active uses and require that upper levels be screened to increase street life and pedestrian activity, and improve the aesthetic quality of buildings and neighborhoods.

LU 10.12
Ensure that signs contribute positively to the urban fabric, complement neighborhood character, and are oriented towards pedestrians.

LU 10.13
Consideration of new sign districts should be limited to entertainment focused areas with regional draws.

LU 10.14
Discourage hostile architecture and other urban design elements that prevent inclusive and equitable use of public space.

## LU GOAL 11

A BUILT ENVIRONMENT THAT IS SUSTAINABLE AND ADAPTABLE OVER TIME.

LU 11.1
Anticipate the evolution of land use needs to support a greater diversity of activity by facilitating new development that is flexible and can accommodate changing uses over time.

LU 11.2
Encourage efficient building techniques and sustainable materials to guide lasting development that minimize adverse effects on the environment.

LU 11.3
Encourage flexible parking structure design to facilitate possible future conversion of parking areas to active uses and create zoning flexibility to allow by-right conversion in the future.

# HISTORIC AND CULTURAL RESOURCES

The following section includes goals and policies that call for the continued presence and enhancement of Downtown's historic resources.

As the birthplace of the City, Downtown has developed a rich heritage that is reflected in its neighborhoods, institutions, art, community, and culture. Another key component of Downtown's legacy is its buildings. The built environment mirrors the waves of development and change in arenas such as architecture, transportation, social history, politics, industry, entertainment, and others. As the community and built environment evolve, it is important to preserve this heritage and the history that accompanies it to maintain a sustained sense of place and expression of Downtown's distinct past.

Policies address this by calling for the preservation and restoration of Downtown's historic resources, strengthening the visibility of these assets, and encouraging institutions and organizations to coalesce in an effort to make these histories publicly accessible.

## LU GOAL 12

AN ENVIRONMENT CHARACTERIZED BY A RICH COLLECTION OF HISTORIC BUILDINGS, SITES, AND RESOURCES.

LU 12.1
Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 12.2
Incentivize the preservation, rehabilitation, and adaptive reuse of one of the largest and most distinguished stock of historic buildings in the United States for a variety of uses.

LU 12.3
Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.

LU 12.4
Support existing and future policy that is intended to enhance, restore and activate those resources that have been designated as resources through the Los Angeles Historic Resources Survey.

LU 12.5
Encourage incorporation of existing buildings in new development as feasible and appropriate.

LU 12.6
Administer the allocation of the Arts Development Fee Credits in coordination with community-based organizations and artists and engage community residents in the development of the Final Art Plan.

## LU GOAL 13

HISTORIC RESOURCES ARE HIGHLIGHTED AND RECOGNIZABLE.

LU 13.1
Strengthen the awareness of historic resources by supporting the implementation of a unified set of informational and wayfinding signs that provide a description of these sites.

LU 13.2
Support local institutions' and organizations' efforts to advocate for, educate, and share the legacy of historic and cultural resources.

LU 13.3
Support existing and future efforts that are intended to enhance, restore, and activate historic resources.

LU 13.4
Promote community participation and input in cultural and historic preservation efforts.

LU 13.5
Partner with community organizations and local residents to identify and protect cultural resources and assets.

**LU GOAL 14**

AN EVOLVING DOWNTOWN COMMUNITY THAT MAINTAINS A POSITIVE CONTINUITY WITH THE PAST.

LU 14.1
Ensure that where new development occurs, it complements the physical qualities and distinct features of existing historic resources.

LU 14.2
Retain the integrity of historic resources, while achieving a balance between preservation and the need to accommodate housing and jobs in Downtown.

LU 14.3
Preserve and promote the distinct qualities and features of historically and culturally significant neighborhoods and communities.

LU 14.4
Encourage innovative design that creates the preservation-worthy buildings of the future.

LU 14.5
Support efforts to preserve and restore the rich inventory of culturally significant murals and public art found throughout Downtown.

LU 14.6
Encourage new development to incorporate culturally relevant and community-driven public art along building facades and in outdoor areas.

## WELLNESS AND SUSTAINABILITY

The policies included in this Plan lay the foundation to support healthier communities through a strategy that directs growth in a sustainable manner. The Plan calls for efficient use of land that supports walking, bicycling, and access to transit, reducing energy consumption, and fostering environments for active and passive recreation. This Plan envisions a Downtown that is comfortable, accessible, and safe for all as it continues to grow and thrive. In addition, it is important to incorporate design, infrastructure, and services that can remain resilient in the face of changing technologies and climates.

The following section includes goals emphasizing the need for a resilient urban landscape with strategies that consider pedestrian comfort, safety, and wellness of residents, workers, and visitors, while responding to the specific physical and cultural characteristics of each neighborhood.

**LU GOAL 15**

A SUSTAINABLE ENVIRONMENT THAT SUPPORTS A HEALTHY DOWNTOWN COMMUNITY.

LU 15.1
Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

LU 15.2
Promote public health and environmental sustainability outcomes consistent with the City's Plan for Healthy Los Angeles and the Sustainable City pLAn.

LU 15.3
Create a network of well-maintained public and private green infrastructure by incentivizing the use of trees, eco roofs, vertical gardens, stormwater facilities, and landscaped amenity areas.

LU 15.4
Facilitate access to affordable, healthy, and fresh food for all Downtown residents and support community serving small businesses that sell affordable, fresh, and culturally relevant foods

LU 15.5
Encourage the use of native flora that maximizes the capture of pollutants near freeways and industrial facilities.

LU 15.6
Encourage sustainable building design and construction standards that can increase building energy and water efficiency.

## LU GOAL 16
A RESILIENT DOWNTOWN.

LU 16.1
Implement strategies such as expanding shade cover and more efficient water use to lessen the urban heat island effect and increase reliance on renewable energy sources.

LU 16.2
Seek opportunities to underground utility lines infrastructure in sidewalks to support disaster preparedness, improve the quality of the urban environment, and reduce barriers to pedestrians.

LU 16.3
Support the expansion and redundancy of utility capacity to accommodate a range of activities over time.

LU 16.4
Support systems that symbiotically reduce waste and capitalize on the multi-functionality of spaces.

LU 16.5
Support Citywide water use reduction goals by focusing on water management practices, and stormwater capture and treatment in Downtown that can increase can local water supply.

LU 16.6
Prioritize infrastructure and landscape treatments that absorb pollutants and support stormwater infiltration.

LU 16.7
Reduce the urban heat island effect by installing cool pavement and cool roofs throughout Downtown.

LU 16.8
Encourage the implementation of renewable energy source target programs, including the Los Angeles Department of Water and Power 2016 Final Power Integrated Resource Plan (IRP), to improve environmental resilience.

LU 16.9
Support local, regional, state, and federal programs seeking to reduce greenhouse gas emissions, in an effort to minimize pollution sources and to improve air quality.

LU 16.10
Encourage building design that promotes earthquake resilience so that buildings remain usable after earthquakes

LU 16.11
Identify areas and buildings as resiliency centers for public use during future climate events and other emergencies.

## LU GOAL 17
LEGIBLE AND COMFORTABLE SPACES TO ENGAGE IN PHYSICAL ACTIVITY, EXPERIENCE NATURE AND FIND RESPITE.

LU 17.1
Promote a pedestrian environment that enhances thermal, visual, and audible comfort and provides opportunities for resting and socializing.

LU 17.2
Maintain and expand the tree canopy to provide shade, improve air and water quality, reduce heat-island effect, and create habitat for birds and pollinators.

LU 17.3
Cultivate urban habitat for animals and plants and increase opportunities to experience nature in Downtown's urban environment.

LU 17.4
Provide space for recreational facilities for the health and enjoyment of Downtown workers, residents, and visitors.

LU 17.5
Encourage trees and architectural elements that provide shade; cooling stations; and seating areas for pedestrians along primary corridors in Downtown.

# DOWNTOWN PLACES GOALS AND POLICIES

The General Plan Land Use Designations established by this plan recognize the distinction of Downtown's varied and unique places. These General Plan Designations identify areas of common policy vision in terms of physical built form and the functional uses that differentiate one area from another. These places vary in the height, land use, massing, and feel of the buildings along the street.

This section provides policies that represent a vision for the use of land and configuration of the built environment for each General Plan Land Use Designation. The strategies for each General Plan Land Use Designation implement the Plan's Guiding Principles by including policies that:

- Accommodate anticipated growth through 2040 in an inclusive, equitable, sustainable, and healthy manner while supporting and sustaining Downtown's ongoing revitalization
- Reinforce Downtown's jobs orientation
- Grow and support the residential base
- Strengthen neighborhood character

Within each "Downtown Place" are a range of neighborhoods, each with their own unique identity. Neighborhoods often embody varied characteristics and as such extend across multiple General Plan Land Use Designations. To support the defining characteristics of these neighborhoods and enhance their distinct qualities as they evolve, the Plan provides for an additional more granular layer of neighborhood policies, relating to specific opportunities and concerns, beyond the policies developed for each designation. Following the vision for each Downtown Place, are a series of policies specific to those neighborhoods and districts which are partially or wholly within the related General Plan Designation.

## TRANSIT CORE

**LU GOAL 18**

DENSE CENTERS OF EMPLOYMENT, HOUSING, AND ENTERTAINMENT USES WITH THE HIGHEST INTENSITY OF DEVELOPMENT, WELL-SERVED BY A CONVERGENCE OF MULTIPLE TRANSIT LINES.

LU 18.1
Implement zoning regulations that allow the greatest intensity and density of uses; eliminate barriers and create incentives that ensure maximum development potential, especially of mixed-income and affordable housing, near transit investment and regional attractions.

LU 18.2
Ensure a vibrant mixture of land uses, including office, hotel, retail, residential, cultural, and entertainment, that together reinforce Downtown as the primary center of urban activity in the Southern California region.

LU 18.3
Encourage the redevelopment of underutilized buildings and properties to accommodate demand for housing and jobs that contribute to a vibrant Downtown.

**LU GOAL 19**

THE PRIMARY ECONOMIC, SOCIAL, AND CULTURAL FOCAL POINT OF LOS ANGELES THAT SERVES THE REGION, STATE, NATION, AND WORLD. A CENTER FOR INNOVATION AND A DESIRABLE PLACE FOR BUSINESSES AND INSTITUTIONS TO LOCATE.

LU 19.1
Promote the preservation, restoration, and adaptive reuse of existing structures and the development of new structures with a diversity of uses and an emphasis on regional office, hotel, and commercial uses.

LU 19.2
Prioritize space for employment, retail, and entertainment uses, supported by an enhanced public realm, to attract and sustain workers.

LU 19.3
Expand the range of incentives to facilitate the adaptive reuse of existing structures into commercial and hotel uses.

LU 19.4
Reinforce clusters of commercial activity and office uses, and maintain each cluster's predominant activity without losing the essential urban qualities that a mix of uses can provide.

LU 19.5
Recognize and support the cluster of corporate, financial, professional services, and business-related uses.

## LU GOAL 20

A VARIETY OF HOUSING OPTIONS FOR A RANGE OF INCOME LEVELS, SUPPORTED BY SERVICES AND AMENITIES, INTEGRATED INTO A MIXED-USE COMMUNITY.

LU 20.1
Encourage the development and preservation of sustainable and complete neighborhoods, where workers and residents have safe and convenient access to jobs, open space, commercial services, and amenities.

LU 20.2
Create a range of housing options that supports a diversity of housing needs and affordability levels, in a manner that contributes to a resilient community.

LU 20.3
Expand the hours of commercial activity, services, and amenities to support Downtown's residents, workers, and visitors.

## LU GOAL 21

DISTINCTLY URBAN NEIGHBORHOODS THAT HAVE THE HIGHEST LEVELS OF PEDESTRIAN ACTIVITY, WELL-DESIGNED BUILDINGS THAT MEET THE SKY TO CREATE AN INTERESTING SKYLINE, AND GROUND FLOORS THAT MEET THE STREET TO CONTRIBUTE TO A VIBRANT PUBLIC REALM.

LU 21.1
Encourage well-designed, intensive development that contributes to a safe and inviting pedestrian realm and includes substantial benefits that reinforce Downtown's character and enhance livability.

LU 21.2
Foster and reinforce a cohesive, pedestrian-friendly, and inviting streetscapes that promote walking, bicycling, and transit use. Encourage the creative infill of landscaped setbacks and inoperative spaces, such as those resulting from inconsistent streetwalls.

LU 21.3
Pursue the implementation of a legible and consistent wayfinding system that guides pedestrians to destinations of interest and transit portals, such as Metro Stations.

LU 21.4
Create new mid-block crossings that provide access to a safe pedestrian network in locations with large blocks and high foot traffic.

LU 21.5
Promote the activation of ground floors of buildings and public plazas with enlivening uses such as kiosks and shops to create a lively urban environment and seamless interaction between private open space and sidewalks.

LU 21.6
Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.

LU 21.7
Develop well-designed towers that include upper floor building design and rooflines that create visual interest and contribute to a distinctive skyline.

GOAL 21

## TRANSIT CORE NEIGHBORHOOD POLICIES

### Financial Core

As the corporate heart of Los Angeles, the Financial Core is home to high-rise offices, residential buildings, hotels, as well as some of the City's most significant destinations and historic buildings.

LU 21.8
Improve pedestrian orientation of the district by requiring consistent 15-foot minimum width sidewalks, active ground floor uses, and streetscape improvements that provide rich and varied pedestrian amenities on Olive and Hill streets.

### Bunker Hill

Bunker Hill serves as both a center for office activity and a cultural corridor that integrates commercial and residential uses.

LU 21.9
Encourage an active, walkable environment through building design that incorporates active ground floor uses and streetscape elements that provide an enhanced pedestrian experience.

LU 21.10
Ameliorate past automobile centric form by breaking up large blocks and finding opportunities to connect the street grid.

### South Park

South Park is recognized to be a thriving residential mixed-use community, supported by commercial, office, and medical uses integrated into a walkable and transit accessible neighborhood.

LU 21.11
Seek opportunities to adapt alleys into sustainable, safe, inviting, and vibrant spaces that function as publicly accessible open space and pedestrian paths of travel, while accommodating necessary vehicular and loading functions.

LU 21.12
Facilitate efforts to improve transit operations at the Pico Station through signal priority for transit vehicles and grade separation of transit facilities.

LU 21.13
Advance efforts to develop Hope Street as an enhanced shared street.

LU 21.14
Ensure an adequate supply of hotel rooms to improve Los Angeles's competitiveness and ability to capture convention business.

### Union Station

Union Station is a regional transportation hub, home to local, regional, and national transit providers. As the regional transportation system expands, the Station will continue to evolve as a transit center and a mixed use destination.

LU 21.15
Encourage a mix of uses that intensifies and activates Union Station and surrounding neighborhoods.

LU 21.16
Advance efforts to plan for the future integration of high speed rail and other transit projects, such as the West Santa Ana Branch line and Link US, to reinforce Union Station and Downtown as the hub of regional transit.

LU 21.17
Support the implementation of the ConnectUS Action Plan to improve pedestrian and cyclist linkages between Union Station and surrounding districts.

### Convention Center and LASED

The expanded Convention and Exhibition Center is situated on 63 acres close to the Downtown hotel cluster and the Financial Core. Strategically, it is located at the hub of the regional transit system, the Interstate Freeway System, and in relatively close proximity to the Los Angeles International Airport.

GOAL 21

The Staples Arena is located adjacent to the Convention Center. This sports and entertainment complex houses a 20,000 seat arena as well as other entertainment and retail uses. The Los Angeles Sports and Entertainment District Specific Plan (LASED), located immediately east and north of the Staples Arena, provides development regulations and incentives to support a successful and sustainable convention center area, and sports and entertainment district for the City and for the region.

LU 21.18
Support the objectives, policies, and implementation of the LASED.

LU 21.19
Encourage a smooth transition between the LASED and surrounding neighborhoods, with pedestrian connections, and a balance of regional-serving uses nearest the Convention Center and neighborhood-serving uses on the eastern side of the district.

LU 21.20
Support expansion of and improvements to the Los Angeles Convention Center, including streetscape enhancements and existing and future plazas on the site, to foster maximum urban activity and economic impact of the visitor and convention sector.

LU 21.21
Continue to foster the LASED as a twenty-four-hour visitor destination.

LU 21.22
Encourage the development of multi-use facilities and the shared use of facilities and venues that generate year-around activity.

## TRADITIONAL CORE

### LU GOAL 22

INFILL DEVELOPMENT AND ADAPTIVE REUSE OF HISTORIC STRUCTURES RESPECT THE EXISTING CONDITION OF TRADITIONAL DEVELOPMENT PATTERNS. DEVELOPMENT CONTRIBUTES TO A PEDESTRIAN-FRIENDLY ENVIRONMENT, ACCOMMODATING RESIDENTIAL, ENTERTAINMENT, RETAIL, AND OFFICE USES.

LU 22.1
Create a streamlined process to ensure adaptive reuse of existing structures is the preferred development option.

LU 22.2
Remove prohibitive regulations to ensure maximum use of small or narrow infill sites for contextual new development or use as creative open space.

LU 22.3
Expand the range of uses permitted through adaptive reuse to include commercial reuse that encourages preservation and responds to market changes.

### LU GOAL 23

A COLLECTION OF NEIGHBORHOOD SHOPS, AMENITIES, PROFESSIONAL AND CREATIVE OFFICES AND REGIONAL ENTERTAINMENT DESTINATIONS, OFFERING A RANGE OF EMPLOYMENT OPPORTUNITIES.

LU 23.1
Support emerging markets and productive functions, including live/work uses, in existing and new structures.

LU 23.2
Promote nighttime activities and retail to support local employees and make the area attractive for businesses to locate.

LU 23.3
Recognize the importance of the historic building stock to the film industry and facilitate filming activities in these areas.

## LU GOAL 24

A VARIETY OF RESIDENTIAL OPTIONS SUPPORTS AN ESTABLISHED, SUSTAINABLE, AND MULTIGENERATIONAL RESIDENTIAL COMMUNITY IN EXISTING AND NEW STRUCTURES.

LU 24.1
Provide space for residential uses, supported by neighborhood-serving amenities.

LU 24.2
Encourage usable outdoor open space that is accessible to the public as part of new development.

LU 24.3
Expand housing unit types and sizes to accommodate a range of lifestyles and household formations.

## LU GOAL 25

THE LEGACY OF THE TRADITIONAL CORE IS REINFORCED BY NEW DEVELOPMENT THAT IS WELL-INTEGRATED INTO THE HISTORIC FABRIC.

LU 25.1
The existing built environment will be supported by prioritizing public benefits that favor preservation, renovation and adaptive reuse, and new construction that is responsive to and respectful of traditional building forms.

LU 25.2
Reinforce traditional urban forms through a combination of form regulations and frontage typologies.

LU 25.3
Promote the conversion of targeted alleys into active, recreational, and pedestrian-oriented spaces.

LU 25.4
Encourage the development of a public realm that enhances linkages between major historic landmarks, entertainment attractions, and regional-serving uses.

GOAL 25

## TRADITIONAL CORE NEIGHBORHOOD POLICIES

### Broadway

The Broadway corridor is home to the highest concentration of historic movie palaces in the world, known as the Broadway Theater District, and a concentration of dynamic retail and entertainment uses. Efforts support the ongoing revitalization of this corridor with activation of vacant buildings and increased nighttime and entertainment uses. Additionally, Broadway functions as a major transit corridor hosting bus, streetcar, and rail connections.

LU 25.5
Encourage the development of visitor-serving and entertainment uses that contribute to an active street life and nightlife.

LU 25.6
Support existing and future revitalization efforts to expand the sidewalk for pedestrian and recreational use, as well as streetscape and landscape improvements in conjunction with major transit expenditures.

### Historic Core

The Historic Core has one of the largest collections of historic buildings not just in Downtown Los Angeles, but in the country, with a number of Historic Cultural Monuments, and a National Register Historic District; including the Spring Street Financial District.

GOAL 25

Characterized by multi-story and elaborately ornamented Beaux Arts facades originally built for banks, financial services, and garment manufacturing, these buildings have been converted to residential lofts, showrooms, and office spaces with active street-level uses.

LU 25.7
Implement zoning regulations that contribute to the distinct, fine-grained commercial activity along the Spring Street and Main Street corridors.

LU 25.8
Focus on the revitalization of Los Angeles Street as a main pedestrian path and retail corridor connecting Little Tokyo and the Fashion District.

## COMMUNITY CENTER

### LU GOAL 26

COMPLETE NEIGHBORHOODS THAT WELCOME WORKERS AND RESIDENTS.

LU 26.1
Allow for compact development patterns, creating opportunity for small and mid-size businesses and a full range of residential unit sizes.

LU 26.2
Prioritize underutilized lots for reinvestment and redevelopment that anticipates evolution to a greater diversity of industries and jobs.

LU 26.3
Create an inviting environment characterized by dense urban development and activated by a diverse mix of uses to anchor the local ecology of businesses and residents.

LU 26.4
Orient lobbies and primary pedestrian entrances as close to adjacent transit portals as possible, to maximize location and encourage transit use.

### LU GOAL 27

AREAS WITH A RANGE OF COMMUNITY-SCALED COMMERCIAL ESTABLISHMENTS AND PROFESSIONAL OFFICES THAT OFFER OPPORTUNITIES FOR SMALL BUSINESSES.

LU 27.1
Foster a wide range of community-serving commercial uses.

LU 27.2
Provide opportunities for new businesses by prioritizing medium- and small-scale establishment sizes.

LU 27.3
Encourage supportive neighborhood commercial uses that cater to local employees and make the area attractive to employers

## LU GOAL 28

ACCESSIBLE RESIDENTIAL COMMUNITIES FOR A BROAD RANGE OF INCOMES AND HOUSEHOLD SIZES WITH INTEGRATED SERVICES AND AMENITIES.

LU 28.1
Promote services and amenities embedded within residential development, such as healthy, affordable, and culturally relevant food options, childcare facilities, and neighborhood serving uses.

LU 28.2
Encourage mixed-income and affordable housing in close proximity to transit, jobs, amenities, and services.

LU 28.3
Support the development of housing options that can accommodate a range of household sizes and promote multigenerational living in Downtown.

## LU GOAL 29

NEIGHBORHOODS WITH AN INVITING URBAN FORM THAT FOSTERS LONG-STANDING COMMUNITIES.

LU 29.1
Apply form regulations that encourage medium-scale development reflective of the surrounding community.

LU 29.2
Establish connections between common or publicly accessible open spaces to create a seamless pedestrian realm that extends and builds upon existing corridors, and provides key linkages between districts.

LU 29.3
Create strong mid-block pedestrian connections that extend and build upon the existing pedestrian network.

LU 29.4
Improve the public realm and activate ground floors to encourage street life and establish smooth transitions between adjacent neighborhoods.

LU 29.5
Strengthen pedestrian connections to transit facilities and centers of activity with improved signage and wayfinding.

GOAL 29

### COMMUNITY CENTER NEIGHBORHOOD POLICIES

**Chinatown, Little Tokyo:** See Villages

**Fashion District:** See Markets

**Skid Row and Central City East**

Skid Row is a unique residential neighborhood that has long served people in need. The community is home to family and social services, permanent supportive housing, single room occupancy hotels, as well as homeless community members. There are opportunities to support Skid Row residents and the local community by establishing physical infrastructure capable of facilitating a variety of human services, employment opportunities, housing options, arts and cultural activities, and recreational opportunities.

Central City East is characterized by wholesale, warehousing, and distribution uses, as well as retail and commercial marketplaces.

LU 29.6
Foster a mix of uses that contribute to a livable community that prioritizes housing at all levels of affordability, employment opportunities, daily amenity and service needs, educational and vocational facilities, as well as a variety of public gathering spaces.

LU 29.7
Encourage the creation of a range of housing options, including social service housing, permanent supportive housing, a full spectrum of affordable housing, and workforce housing

GOAL 29

LU 29.8
Promote a variety of housing options for the diversity of the Skid Row community, including families, veterans, seniors, women, local workers, and those who benefit from and need access to the area's supportive services.

LU 29.9
Enhance the public realm, with safe and inviting streets, pathways, and a variety of publicly accessible open spaces for recreation, rest, gathering, and access to public restrooms.

LU 29.10
Support neighborhood stabilization by promoting local enterprise, local business hiring, and encouraging partnerships with academic institutions and community organizations to develop job training programs.

LU 29.11
Coordinate with residents and community organizations to provide opportunities for daytime activities in the neighborhood with recreational centers, libraries, and managed open spaces with engaging and culturally relevant programming.

LU 29.12
Seek opportunities to meet basic needs by improving sanitation— including public restrooms, hygiene stations, and public water fountains— as part of new development and open spaces.

LU 29.13
Develop a comprehensive wayfinding program that identifies the neighborhood and highlights its history and culture and incorporates the work of local artists.

LU 29.14
Target San Pedro, 3rd, 4th, 5th, 6th, and 7th streets for improvements to increase safety, connectivity, and access for the Skid Row community.

LU 29.15
Support the efforts of City, State, and Federal agencies and local institutions to promote a safe, clean, and habitable environment for Skid Row residents.

LU 29.16
Recognize the significant role that San Julian Park and Gladys Park serve as public realm assets and symbols of local history. Support efforts to memorialize such assets and sustain their presence in the community.

LU 29.17
Promote public spaces that allow people to gather, recreate, and hold festivals that showcase the history and artistic expression of the Skid Row community.

LU 29.18
When redevelopment occurs, extend Fifth St. between Central Ave. and Alameda St. to improve connectivity between Central City East and the Arts District.

# HYBRID INDUSTRIAL

## LU GOAL 30

DIVERSE LAND USES WELCOME SUSTAINABLE NEW AND ADAPTIVE REUSE STRUCTURES THAT ACCOMMODATE A RANGE OF HYBRID INDUSTRIAL AND PRODUCTIVE ACTIVITIES.

LU 30.1
Encourage the development of flexible spaces that can accommodate a variety of productive industries.

LU 30.2
Ensure a thoughtful mix of land uses including amenities to serve the evolving creative employee base and live/work community.

## LU GOAL 31

HYBRID INDUSTRIAL PLACES PROVIDE SPACE FOR IN-HOME PRODUCTION, LIGHT INDUSTRIAL AND CREATIVE ACTIVITY, AND NEW INDUSTRIES THAT ENCOURAGE INNOVATION AND BRING FLEXIBILITY AND RESILIENCY TO THE CITY ECONOMY.

LU 31.1
Prioritize space for jobs and employment activity in Hybrid Industrial areas.

LU 31.2
Support the integration of production and employment activities with live/work uses when compatible.

LU 31.3
Create an environment that facilitates innovation, new industry, and start-ups.

LU 31.4
Support the advancement of the cleantech ecosystem and emerging CleanTech corridor.

LU 31.5
Promote opportunities for resource and knowledge sharing, collaboration, and coordination among local businesses and industries.

LU 31.6
Establish the potential for vertical integration of industry and maximize agglomeration benefits by permitting a mix of uses and building forms that facilitate activities throughout a product lifecycle.

LU 31.7
Create opportunity for spaces that are affordable and accessible to start-ups, and a range of business sizes and industry sectors.

LU 31.8
Promote building design with high ceilings and interior spaces that can accommodate a wide variety of productive uses, including manufacturing, fabrication, and research and development.

## LU GOAL 32

THE HOUSING STOCK REINFORCES AND COMPLEMENTS THE PRODUCTIVE, ENTREPRENEURIAL, AND CREATIVE FOCUS OF HYBRID INDUSTRIAL AREAS.

LU 32.1
Implement live/work housing options that can accommodate a range of productive activities, and allow units to function as an incubator for new businesses.

LU 32.2
Promote affordability through the development of a range of unit sizes and incentives for on-site covenanted affordable live/work units .

LU 32.3
Enhance livability by expanding access to commercial and institutional services and amenities.

LU 32.4
Cultivate a live/work residential community by requiring a minimum amount of production space in new development projects to support the maker economy and innovation.

## LU GOAL 33

HYBRID INDUSTRIAL ENVIRONMENTS HAVE DISTINCT VISUAL AND PHYSICAL FEATURES THAT REFLECT AN INDUSTRIAL LEGACY.

LU 33.1
Reuse, protect, and preserve existing structures that characterize the unique form and development patterns present in Hybrid Industrial places.

LU 33.2
Foster the development of durable and flexible buildings that support a range of creative and productive activities, and offer live/work opportunities.

LU 33.3
Encourage retail and restaurant uses in partnership with productive uses to promote extended hours of activity.

LU 33.4
Support walkable neighborhoods with an active and livable street life that is shared by all modes, including pedestrians, cyclists, and transit users.

LU 33.5
Promote an enhanced public realm and network of pedestrian paths that connect neighboring resources, such as parks to the Los Angeles River.

GOAL 33

### HYBRID INDUSTRIAL NEIGHBORHOOD POLICIES

**Arts District**

As a formerly industrial and wholesale district, the Arts District first began to evolve into a neighborhood as artists began using industrial buildings as working and living spaces. The community has since evolved into a hub of galleries, educational institutions, creative production and light industry uses, commercial and retail uses, and business incubation spaces.

LU 33.6
Support affordable housing options for artists.

LU 33.7
Introduce shared street typologies for Arts District streets that preserve historic industrial characteristics while promoting access and safety for all users.

LU 33.8
Promote productive, creative, manufacturing, fabrication, and light industrial activities as a principal characteristic of the Arts District neighborhood.

LU 33.9
Encourage the development of live/work housing that accommodates the changing way in which people work and live in the twenty-first century.

LU 33.10
Identify key public access points to the Los Angeles River and support improved connections between the Arts District and recreation opportunities.

**Cornfield Arroyo Seco**

The Cornfield Arroyo Seco area is in the northeastern portion of the Plan area and is governed by the Cornfield Arroyo Seco Specific Plan. It establishes development regulations and an incentive system to encourage residential, live/work, commercial, and industrial employment uses with an emphasis on affordability, alternative transportation options, and sustainability.

LU 33.11
Support the objectives, policies, and ongoing implementation of the Cornfield Arroyo Seco Specific Plan.

## MARKETS

### LU GOAL 34

MARKETS ARE CHARACTERIZED BY ADAPTABLE AND FLEXIBLE STRUCTURES THAT ARE ABLE TO ACCOMMODATE DIVERSE LAND USES, INCLUDING LIVE/WORK, RETAIL, WHOLESALE, AND CREATIVE INDUSTRY.

LU 34.1
Encourage flexible structures that co-locate fabrication, distribution, retail, and living spaces in one building.

LU 34.2
Promote industry clusters and reinforce sub-market economic identities while allowing for residential, hotel, and institutional uses in targeted areas to increase activity throughout the day and night.

LU 34.3
Support active uses and programming that foster economic activity throughout the day and night and extend the area's hours of activity.

LU 34.4
Promote public realm improvements as new development occurs, such as new open space and pedestrian amenities, to support a high-energy street environment.

### LU GOAL 35

CENTERS OF COMMERCIAL AND MANUFACTURING ACTIVITY, INCLUDING WHOLESALE, RETAIL, SHOWROOMS, DESIGN, AND PROFESSIONAL OFFICE, THAT ARE WELCOMING TO NEW INDUSTRIES AND BUSINESS MODELS.

LU 35.1
Support the development of new industries and employers in Market areas with flexible land use categories that allow spaces for mixed uses and the co-location of productive uses and limited living uses.

LU 35.2
Promote jobs-generating uses with work spaces that are flexible and have capacity to house a range of industries over time.

LU 35.3
Allow a combination of residential hotel, live/work, retail, creative office, wholesale, assembly, heavy commercial, light manufacturing, and warehousing, institutional, or urban agriculture to function in close proximity and in the same structure.

LU 35.4
Reinforce the distinct mix of commercial and wholesale uses that characterize the area and support its regional draw.

### LU GOAL 36

RESIDENTIAL USES ARE WELL-INTEGRATED WITH COMMERCIAL USES AND HELP TO ENHANCE ECONOMIC VIBRANCY, SUPPORT THE LOCAL FASHION INDUSTRY, AND EXTEND HOURS OF ACTIVITY.

LU 36.1
Introduce and expand live/work uses through adaptive reuse and new construction as appropriate, where residents have the ability to be productive and run a business from within their residence.

LU 36.2
Recognize and foster a community of residents engaged in creative and innovative activity and professions.

## LU GOAL 37

UNIQUE ORIENTATION AND PHYSICAL LEGACY OF MARKET AREAS IS PRESERVED AND SUPPORTED BY FEATURES SUCH AS MARKET HALLS, ACTIVATED ALLEYS, AND OUTDOOR COMMERCIAL ACTIVITY.

LU 37.1
Apply zoning tools that provide capacity for manufacturing, warehousing, and distribution activity at the ground level, and accommodate residential and commercial activities in the upper levels.

LU 37.2
Encourage innovative methods to incorporate on-site landscaping, as well as open and recreational space on projects with high lot coverage.

LU 37.3
Expand the amount of open space resources with parks, paseos, parklets, and enhanced pedestrian amenities on public streets.

LU 37.4
Increase porosity and connectivity on development sites through a network of pedestrian paths.

LU 37.5
Promote commercial activity and walkability along streets and key alleyways.

LU 37.6
Encourage active ground floor uses and pedestrian improvements to support walkability.

LU 37.7
Recognize the parking needs of the wholesale industry and encourage shared parking facilities that can serve multiple establishments.

LU 37.8
Apply form regulations that reinforce the unique functional characteristics of existing structures, composed of active shopfronts and alleys, interior markets, and bazaars.

LU 37.9
Identify key alleys for conversion to active, recreational and pedestrian-oriented spaces, to support the blend of commercial activities present in Markets areas.

GOAL 37

### MARKETS NEIGHBORHOOD POLICIES

Skid Row and Central City East: See Community Center

**Fashion District and South Markets**

A highly diverse major fashion, retail, wholesale distribution, and creative center, this area is the hub for garment sales, retailing, manufacturing, the flower wholesale industry, and regional distribution.

LU 37.10
Support specialty industry clusters, such as fashion and flowers, while allowing for evolution and innovation.

LU 37.11
Improve the pedestrian network and public realm through enhanced streetscapes, lighting, landscaping, shading, and public gathering areas.

# VILLAGES

## LU GOAL 38

COMPACT AND POROUS CENTERS WITH INFILL DEVELOPMENT AND ADAPTIVE REUSE OF EXISTING AND HISTORIC STRUCTURES.

LU 38.1
Encourage infill development that is context-sensitive and reinforces the village aspects of these areas, such as inward orientation and pedestrian passageways.

LU 38.2
Promote a mix of residential and commercial uses to reinforce compact and walkable neighborhoods.

LU 38.3
Support multi-generational communities that include culturally relevant and linguistically accessible local services, recreational facilities, and urban design that accommodates people of all ages, incomes, and levels of mobility.

## LU GOAL 39

CLUSTERS OF SPECIALTY RETAIL, COMMERCIAL BUSINESSES, AND INSTITUTIONAL USES AT A NEIGHBORHOOD SCALE WITH A REGIONAL DRAW.

LU 39.1
Encourage specialty commercial uses that provide neighborhood services and have a regional draw.

LU 39.2
Cultivate and facilitate an environment that is supportive of community serving small businesses and create programs for their retention and sustainability.

LU 39.3
Regulate the size of individual retail establishments and limit incursion of formula retail establishments to preserve the fine-grained scale and character of small businesses in villages.

LU 39.4
Support accessibility to affordable retail options, such as grocery stores and goods and services used on a daily basis.

LU 39.5
Encourage the establishment of neighborhood land trusts in areas with long-standing businesses vulnerable to changes in market conditions to improve local control.

## LU GOAL 40

COMPLETE COMMUNITIES THAT PROVIDE A VARIETY OF SERVICES AND HOUSING TYPES FOR ALL INCOME LEVELS AND AGES.

LU 40.1
Provide incentives for rehabilitation and conservation of existing housing to support livable, affordable, inclusive, and sustainable neighborhoods.

LU 40.2
Facilitate new construction and preservation of existing housing that is accessible to all income levels and ages.

LU 40.3
Support the location of community facilities, such as childcare, grocery stores, senior services, supportive services, and additional amenities in Village areas.

LU 40.4
Support affordable housing for seniors with space for in-home care facilities and intergenerational living and encourage the creation of adaptable residential buildings to accommodate aging populations.

## LU GOAL 41

NEIGHBORHOODS THAT FEATURE AND SUSTAIN UNIQUE SCALE, BLOCK PATTERNS, AND CULTURAL DESIGN ELEMENTS. INTERNAL AND EXTERNAL SPACES ARE WOVEN TOGETHER BY A SERIES OF INFORMAL PATHWAYS, GUIDING USERS THROUGH A NETWORK OF VIBRANT COMMERCIAL ACTIVITIES.

LU 41.1
Apply form regulations that encourage pedestrian-scale development and respect the character of Village areas.

LU 41.2
Preserve the fine-grain character of villages through narrow building facades and frequent building entrances.

LU 41.3
Encourage the development of pedestrian paseos and internal courtyards to allow for internal circulation.

LU 41.4
Require activated ground floors to support pedestrian activity along key corridors.

LU 41.5
Support an improved public realm, including a range of open space types that can offer opportunities for culturally relevant and multi-generational recreation, rest, and social interaction.

GOAL 41

## VILLAGES NEIGHBORHOOD POLICIES

### Little Tokyo

Little Tokyo is a historic-cultural neighborhood and symbolic center for the Japanese-American community. The neighborhood contains a variety of religious and cultural institutions and a mix of residential, commercial, and institutional uses. Small scale shops, restaurants, and storefronts contribute to the pedestrian-oriented nature of the area.

GOAL 41

LU 41.6
Maintain and strengthen the pedestrian elements in Little Tokyo by preserving existing internal pedestrian pathways, establishing commercial uses on the ground floor of all buildings, and supporting the creation of mid-block paseos.

LU 41.7
Retain, support, and reinforce the historic and cultural elements of Little Tokyo, including the businesses and cultural institutions within the community.

LU 41.8
Complete the Little Tokyo Pedestrian Spine to enhance connectivity in Little Tokyo.

LU 41.9
Support the advancement and expansion of a performance and creative arts corridor along Judge John Aiso Street as it continues south to San Pedro Street, linking institutions such as East West Players with the Japanese American Cultural & Community Center and Aratani Theater.

### Chinatown

Chinatown is a historic-cultural neighborhood with a variety of legacy businesses and institutions. The neighborhood is home to a long-standing multi-generational residential community, a variety of small and family-owned businesses, family associations, and institutions that serve the Chinese American, as well as other immigrant, communities. The historic neighborhood is characterized by walkable commercial corridors and internally oriented courtyard developments. A Metro Gold Line station sits at the northeastern corner of the neighborhood, and there has been a growing cluster of restaurant and nighttime activity.

GOAL 41

LU 41.10
Support and reinforce the historic and cultural components of Chinatown, including architectural design, and the long-standing local businesses and legacy institutions that serve the local community.

LU 41.11
Encourage nighttime activity in the commercial core of Chinatown by supporting community events and businesses to remain active throughout extended hours of the day and night.

LU 41.12
Promote courtyard-style commercial developments that are characteristic of the area and reinforce the neighborhood's historic pedestrian orientation and reflect the community's cultural heritage.

**Toy District**

The Toy District is a predominantly wholesale and retail district, distinct among other neighborhoods for its unique scale and uniform development pattern. The collection of narrow blocks consist of one and two story brick buildings with many storefront entrances, creating a system of narrow and curving pedestrian alleys.

LU 41.13
Facilitate new development that will reinforce patterns of bay entrances and fine-grained retail spaces within the Toy District.

LU 41.14
Prohibit alley vacations and street vacations to protect small blocks and lots.

LU 41.15
Encourage access to buildings from alleys, when feasible, along with primary street entrances.

LU 41.16
Promote a mix of uses that will facilitate extended hours of activity in the Toy District.

## MEDIUM NEIGHBORHOOD RESIDENTIAL

### LU GOAL 42

A RANGE OF HOUSING OPTIONS AND LIMITED COMMERCIAL OPPORTUNITIES IN APPROPRIATELY SCALED INFILL DEVELOPMENT.

LU 42.1
Allow for development intensities that expand opportunities for housing, while retaining the character of multi-family residential areas.

LU 42.2
Encourage compact development, offering a range of housing choices with access to small-scale neighborhood businesses to improve access to basic goods and services.

### LU GOAL 43

RESIDENTIAL COMMUNITIES ARE WELL-CONNECTED TO NEIGHBORHOOD SCALE BUSINESSES AND SURROUNDING JOB CENTERS THAT PROVIDE EMPLOYMENT OPPORTUNITIES, COMMUNITY SERVICES, AND AMENITIES FOR THE RESIDENT POPULATION.

LU 43.1
Allow for the strategic location of small-scale neighborhood businesses so that they are safely and easily accessible to the residential community.

LU 43.2
Ensure that neighborhoods are well connected to adjacent employment hubs that provide services, amenities, and employment opportunities to the local community.

**LU GOAL 44**

COMMUNITIES PRODUCE A VARIETY OF QUALITY HOUSING OPTIONS AT A RANGE OF INCOME LEVELS, AND PRESERVE THE EXISTING BUILDING STOCK. PRODUCTION OF NEW HOUSING IS CONSISTENT WITH THE PREDOMINANT FORM AND SCALE.

LU 44.1
Facilitate the location of a range of housing types that sustain multigenerational residential communities.

LU 44.2
Promote the supply of larger units suitable for households with children.

**LU GOAL 45**

MULTI-FAMILY HOUSING IS RESPONSIVE TO THE SURROUNDING CONTEXT AND NATURAL TOPOGRAPHY AND IS ARRANGED IN A WALKABLE AND WELL-CONNECTED ENVIRONMENT THAT RESPECTS THE NATURAL TOPOGRAPHY.

LU 45.1
Ensure new development reinforces the existing fine-grain development pattern and building orientation, while appropriately responding to grade changes.

LU 45.2
Treat the relationship of the building to the sidewalk through thoughtful application of architectural features, such as landscaped setbacks, focal entryways, and stoops.

GOAL 45

## NEIGHBORHOOD RESIDENTIAL NEIGHBORHOOD POLICIES

### Victor Heights/Figueroa Terrace

Victor Heights and Figueroa Terrace are primarily multi-family neighborhoods nestled along the hills northwest of the Downtown core. The walkable communities consist of buildings that range from one and two story multiplexes to multi-unit apartments, as well as a Metropolitan Water District building that was converted into apartment uses.

LU 45.3
Maintain walkability and support development that evokes the distinct architectural and site design features of these communities.

## PRODUCTION

### LU GOAL 46

DISTRIBUTION OF LAND USES ENHANCES INVESTMENT OPPORTUNITIES IN INDUSTRIAL AREAS, AND SUPPORTS THE EMPLOYMENT AND ENTREPRENEURIAL NEEDS OF THE CITY AND THE REGION.

LU 46.1
Facilitate the location of traditional industrial activity, in addition to clean technology, incubator businesses, and emerging industries in Production areas.

LU 46.2
Support the expansion of utility capacity to accommodate a range of industrial activities over time.

### LU GOAL 47

VIBRANT CENTERS OF EMPLOYMENT FOR A DIVERSITY OF SKILLS AND INDUSTRIAL SECTOR ACTIVITIES, INCLUDING PRODUCTION, DISTRIBUTION, WHOLESALE, AND MANUFACTURING. THESE AREAS ACCOMMODATE SHIFTING AND NEW INDUSTRY, MAINTAINING EFFICIENT USE OF HIGH-QUALITY AND FLEXIBLE STRUCTURES.

LU 47.1
Prioritize space for jobs by preserving existing industrial functions, allowing production sectors to cluster, and facilitating goods movement with access to freeways and transportation corridors.

LU 47.2
Accommodate industry changes with flexible structures and infrastructure.

LU 47.3
Encourage the provision of jobs for a range of skills and experience levels.

LU 47.4
Facilitate easy access and direct connections to rideshare facilities.

LU 47.5
Stabilize industrial businesses by limiting commercial establishments as accessory to heavy industrial and goods movement activity.

LU 47.6
Position the area as an attractive location for emerging industries such as biomedical, clean technology, and advanced manufacturing though flexible zoning tools and investment in infrastructure.

LU 47.7
Support and reinforce the ecosystem of industry clusters while integrating new employment uses and economic activities.

### LU GOAL 48

RESILIENT, SUSTAINABLE, AND FLEXIBLE STRUCTURES CONTRIBUTE TO A GENERAL URBAN INDUSTRIAL DEVELOPMENT PATTERN AND SUPPORT GOODS MOVEMENT ACTIVITIES.

LU 48.1
Support the co-location of businesses to complement industrial activity.

LU 48.2
Guide the development of structures that are oriented and conducive to goods movement and new industry, while balancing pedestrian needs, and supporting transit use.

LU 48.3
Balance flexible, large lot configurations that sustain industrial activity, while still improving the way in which structures meet the streets and contribute to a safe street environment that can accommodate users other than trucks.

LU 48.4
Enhance the public realm and improve transit connections to neighboring places.

LU 48.5
Encourage tree planting and landscaped screening in areas with industrial uses to improve air quality.

LU 48.6
Encourage a smooth transition between predominantly industrial areas and adjacent district.

## PUBLIC FACILITIES

**LU GOAL 49**

CIVIC PLACES FUNCTION AS A COHESIVE AND SYMBOLIC FOCUS OF GOVERNANCE AND CULTURE. NEW DEVELOPMENT MAINTAINS AND REINFORCES THE CEREMONIAL FOCUS OF CIVIC PLACES.

LU 49.1
Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity.

LU 49.2
Diversify land uses to encourage a broad range of activities and expanded businesses hours.

LU 49.3
Utilize historic buildings to accommodate institutional, commercial, and residential uses.

LU 49.4
Promote infill development on surface parking lots and other underutilized spaces.

**LU GOAL 50**

CIVIC PLACES ARE A MAJOR CENTER OF INSTITUTIONAL, CULTURAL, AND CIVIC JOBS FOR THE CITY AND COUNTY. LOCAL RETAIL AND RESTAURANT BUSINESSES PROVIDE ADDITIONAL EMPLOYMENT OPPORTUNITIES.

LU 50.1
Promote governmental, institutional, and cultural uses that are jobs generators and provide a range of employment opportunities for a diversity of skill levels.

LU 50.2
Allow for the integration of private office uses in Civic Places to expand the mix of uses and hours of activity.

LU 50.3
Support the introduction of services and amenities to support workers, residents, and visitors in Civic places.

## LU GOAL 51

THOUGHTFUL ADDITION OF NEW HOUSING PROMOTES THE VITALITY OF CIVIC AREAS, AND ALLOWS RESIDENTS TO BENEFIT FROM THE AREA'S CONVENIENT ACCESS TO EMPLOYMENT, CULTURAL, AND ENTERTAINMENT USES.

LU 51.1
Expand the supply of housing to complement and enhance the surrounding neighborhoods and promote more activity and vibrancy for more hours of the day.

LU 51.2
Promote uses that support the residential and employee base, including neighborhood services, amenities, and entertainment uses.

LU 51.3
Maintain a high standard for the provision of affordable and workforce housing on publicly owned land in Civic areas, such that these areas serve as models for the rest of the City.

## LU GOAL 52

CREATIVE AND FLEXIBLE BUILDING DESIGN FOR CIVIC AND INSTITUTIONAL USES ENCOURAGE THE DESIGN OF ICONIC STRUCTURES THAT INTEGRATE PUBLIC SPACES AND ARE WELCOMING TO THE PUBLIC.

LU 52.1
Improve, maintain, and develop grand public spaces that can accommodate and connect a range of cultural and democratic activities.

LU 52.2
Facilitate the location of cultural and institutional uses that provide services and amenities for Downtown residents in Civic areas.

LU 52.3
Support programming and partnerships between private entities and public agencies that activate Civic areas and help reinforce Downtown as the civic and cultural center of Los Angeles.

LU 52.4
Include commercial and retail uses in new institutional buildings, as well as programming to activate ground floor spaces to increase pedestrian activity throughout the day and night and encourage social interaction.

LU 52.5
Locate and design civic, institutional, and cultural buildings, and public spaces, to be easily accessible to pedestrians, cyclists, and transit users.

LU 52.6
Reinforce the many transit options in Civic areas by taking a transportation demand management approach to new development, and making transit use the most compelling alternative for employees, visitors, and residents.

LU 52.7
Support public events and programming that draw people to civic spaces, especially at night and on weekends.

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GOAL 52

## NEIGHBORHOODS

### Civic Center

The Civic Center is home to Federal, State, County, and local government agencies and is the second largest concentration of governmental offices in the country. It contains civic and architectural landmarks, as well as one of Downtown's primary open spaces, Grand Park. The Civic Center Master Plan effort is intended to centralize government offices to make efficient use of the Civic Center area, while creating the ability to incorporate a wider range of land uses in this neighborhood.

LU 52.8
Encourage a diverse set of activities and uses, including educational institutions, office, retail, hotel, and limited residential to expand the hours of activity and contribute to a more vibrant Civic Center.

LU 52.9
Support the objectives of the Civic Center Master Plan.

LU 52.10
Ensure that new structures are respectful of and responsive to City Hall as a primary focal point.

### El Pueblo

El Pueblo de Los Angeles Historical District, also known as El Pueblo de Nuestra Señora la Reina de Los Angeles del Rio de Porciuncula is the birthplace of the City of Los Angeles. The historic district sits between the Civic Center and Union Station, and is the site of the original pueblo, and serves as a commercial and social center.

LU 52.11
Preserve the legacy of this area, and ensure future development provides clear access to the historic district.

LU 52.12
Encourage more active nighttime uses as residential uses are introduced in adjacent areas.

LU 52.13
Reinforce the historic character and low-scale form of El Pueblo.

*Image: Cory Gruenfeld*

Chapter 3

# MOBILITY & CONNECTIVITY

Mobility is critical to support the diverse range of places and activities Downtown. Providing safe and convenient multimodal access throughout Downtown's districts addresses several of the guiding principles of this Plan. A safe, accessible circulation system reinforces land use policies and connects people to jobs, homes, and services. Respectively, land use and urban design policies can support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.

The mobility system should be human focused. Safety and comfort for all users is a primary priority of the Downtown mobility system. Ensuring safety will improve access and health outcomes Downtown. Several streets in the Plan areas are identified on the City's high injury network, demonstrating the need for enhanced safety improvements. Encouraging more people to walk, bike, or take transit will help to make Downtown a more sustainable community by reducing pollution and greenhouse gas emissions and reinforcing sustainable land use policies.

Walking should be the primary form of mobility within Downtown's districts and pedestrian friendly design is a priority throughout Downtown. Every person in Downtown is, at some point, a pedestrian, as every trip begins and ends with walking. On certain corridors, identified as primary streets, a higher standard of pedestrian friendly design will be required.

An enhanced pedestrian environment will not only improve safety and access, but will also support economic growth. Bustling and vibrant sidewalks are integral to the character of many of Downtown's districts, enhancing residential communities and

supporting commercial vitality. Investments in pedestrian, bicycle, and transit infrastructure will facilitate creative exchange and will improve access to businesses and institutions for customers and employees, helping to make Downtown an attractive location.

# GOALS AND POLICIES

### MC GOAL 1

A SAFE TRANSPORTATION SYSTEM THAT ACCOMMODATES THE NEEDS OF ALL PEOPLE.

MC 1.1
Implement physical improvements and education programs to ensure safe access throughout Downtown's districts for users of all ages and abilities.

MC 1.2
Prioritize safety improvements on the High Injury Network as designated by LADOT to achieve high impact reductions in injuries and fatalities.

MC 1.3
Implement calm street design and enforcement of speed limits to support economic vitality and improve safety on Downtown streets.

MC 1.4
Support the collection of safety data and the implementation of data driven safety improvements to best inform future projects and programs in the Downtown area.

MC 1.5
Facilitate the development of Safe Routes to School programs to ensure safe, multimodal access to Downtown schools.

### MC GOAL 2

AN INTEGRATED AND SUSTAINABLE DOWNTOWN CIRCULATION SYSTEM THAT PROVIDES ACCESS BETWEEN DISTRICTS THROUGH PHYSICAL CONNECTIONS AND INFORMATION.

MC 2.1
Establish a mode share goal of 75% for transit, walking, and biking for the year 2040 to improve the sustainability of Downtown's mobility network and increase access for residents, workers, and visitors.

MC 2.2
Implement strategies to reduce vehicle miles travelled per capita.

MC 2.3
Support the development of mobility hubs at key destinations such as commercial, entertainment, and institutional centers, as well as at transfer points to inform Downtown residents, workers, and visitors about and provide access to a variety of mobility options.

MC 2.4
Promote the use of technologies that can facilitate multimodal travel by improving wayfinding and access to transit schedules, especially for visitors and new users of the Downtown transit system.

MC 2.5
Facilitate integration between different modes of travel to create a seamless experience as users switch between modes and to promote transit use and active transportation.

MC 2.6
Improve access to community services and amenities such as recreational facilities, cultural and educational institutions, medical services, and healthy, fresh food.

MC 2.7
Increase access and mobility for disadvantaged groups and aging populations through safe and affordable mobility options.

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MC 2.8
Target critical east-west corridors, such as First St., Fourth St., and Seventh St. for improvements to increase connectivity within Downtown and to surrounding areas such as Central City West and Boyle Heights.

MC 2.9
Target critical north-south corridors, such as North Broadway and San Pedro Street for dedicated improvements to increase connectivity within Downtown and with the adjoining communities.

MC 2.10
Strengthen pedestrian and bicycle connections to the river to provide access to open space and recreation.

MC 2.11
Seek opportunities to extend streets as large blocks are redeveloped to improve connectivity when transitioning to commercial and residential uses.

## MC GOAL 3

A SAFE AND INVITING PEDESTRIAN ENVIRONMENT.

MC 3.1
Implement a coordinated Pedestrian-First District that employs expanded use of Leading Pedestrian Intervals, scramble crosswalks, and right turns limitations on red, and other interventions to improve pedestrian safety and encourage pedestrian activity.

MC 3.2
Encourage the installation of curb ramps, signalized crosswalks, and other pedestrian safety improvements throughout Downtown.

MC 3.3
Prioritize pedestrian safety for construction detours, first contain construction staging onsite, then consider using parking and travel lanes before significantly disrupting pedestrian routes.

MC 3.4
Enhance the pedestrian experience between major destinations and transit stations through improved streetscapes and wayfinding programs.

MC 3.5
Include pedestrian crossing phases at all signalized intersections and eliminate the use of "beg buttons" to ensure dedicated crossing time for pedestrians and reduce conflicts between modes.

MC 3.6
Construct mid-block crosswalks in places with high pedestrian volumes or long distances between crosswalks.

## MC GOAL 4

A SAFE AND INTEGRATED BICYCLE NETWORK THAT PROVIDES ACCESS TO TRANSIT AND KEY DESTINATIONS.

MC 4.1
Promote the development of protected bicycle facilities, with dedicated signals, along key corridors to improve safety, comfort, and access for cyclists of all abilities.

MC 4.2
Encourage residential and office buildings to provide bicycle related amenities such as repair stations and showers to facilitate cycling for residents, workers, and visitors.

MC 4.3
Support the expansion of Bike Share throughout Downtown and adjacent areas, especially as a means to connect areas that are less served by transit.

MC 4.4
Facilitate the integration of bikes on transit to improve first-last mile connections.

MC 4.5
Identify gaps in bicycle facilities and prioritize network completion to achieve significant gains in bicycle mode share.

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# MOBILITY & CONNECTIVITY

The Mobility & Connectivity goals and policies establish that a safe and accessible circulation system is critical to support the range of places and activities Downtown, regardless of age, ability, or transportation mode. This graphic exhibits key strategies discussed throughout the Chapter, which are intended to support a range of inclusive mobility options by creating a more bicycle, pedestrian, and transit friendly environment.

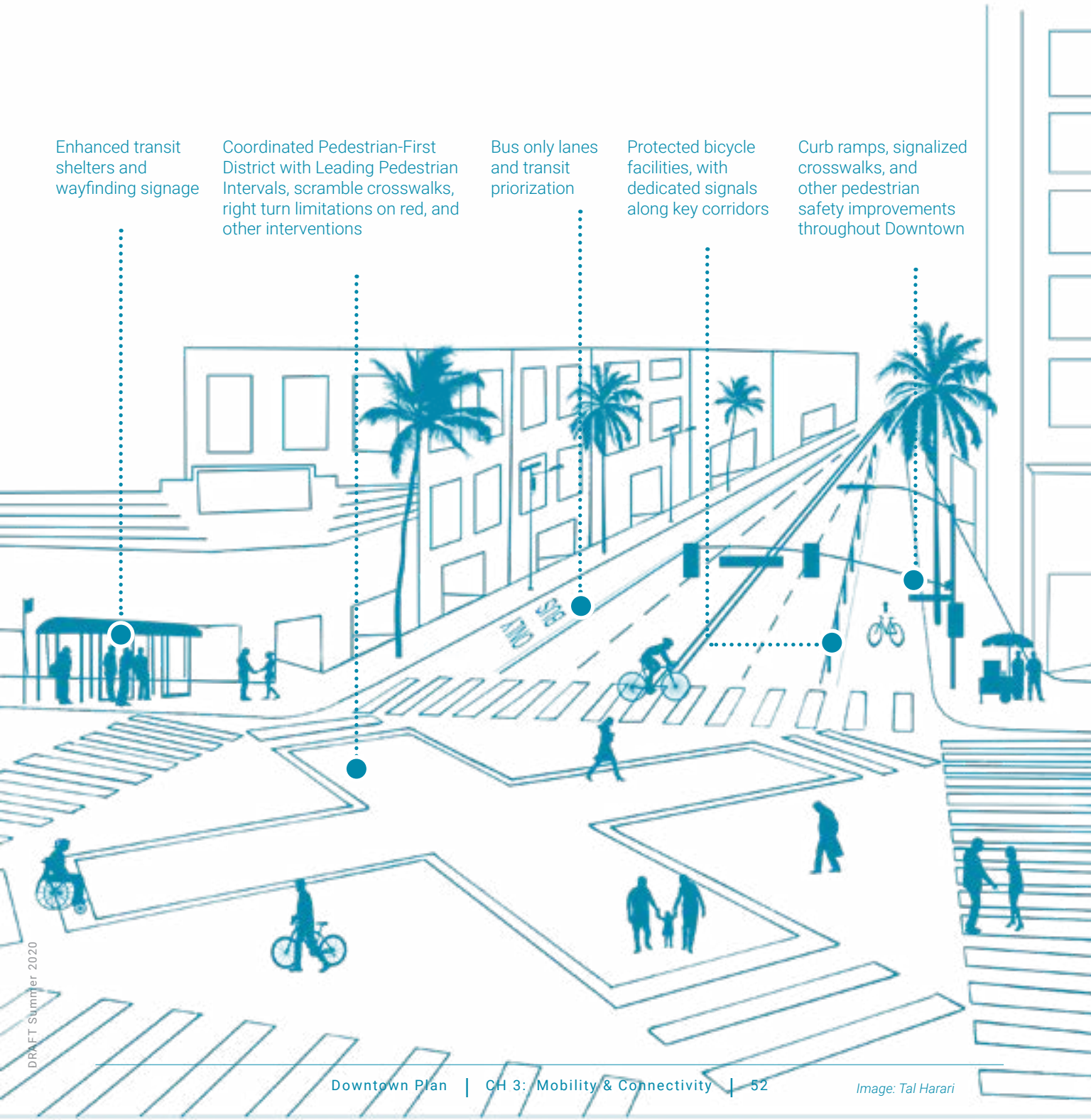


*Image: Tal Harari*

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## MC GOAL 5

A COMPREHENSIVE TRANSIT SYSTEM THAT CONNECTS DOWNTOWN'S DISTRICTS AND DOWNTOWN TO COMMUNITIES THROUGHOUT THE REGION.

MC 5.1
Support major regional rail infrastructure projects, such as Link US and California High Speed Rail that will improve connectivity between Downtown and the surrounding region and reduce travel times.

MC 5.2
Improve weekend and night DASH service to better serve residential, entertainment, and cultural uses.

MC 5.3
Enhance wayfinding information that directs transit users to centers of activity and facilitates pedestrian connections.

MC 5.4
Extend DASH service to activity centers with few fixed transit stations, such as the Fashion District, the Arts District, and Central City East.

MC 5.5
Facilitate the development of the Downtown Streetcar System to better connect districts.

MC 5.6
Encourage the integration of information and payment systems across different transit service providers to provide a seamless experience for transit riders.

MC 5.7
Find opportunities to install elongated transit curb extensions and islands along key corridors to facilitate transit boarding and reduce conflicts with other modes. Consider temporary platform products only when phased implementation is a project consideration.

MC 5.8
Foster the expansion of light and heavy rail transit service to Eastern Downtown, through projects such as the West Santa Ana Branch Line and extension of the Red and Purple Lines, to serve the expanding resident, worker, and visitor populations.

## MC GOAL 6

AN EFFICIENT PARKING SYSTEM THAT ENCOURAGES NON-VEHICULAR TRAVEL AND SERVES THE NEEDS OF A RANGE OF USERS.

MC 6.1
Eliminate parking minimums Downtown to encourage non-vehicular travel, increase affordability, and improve design outcomes.

MC 6.2
Prioritize short term parking for visitors, then parking for residents, and finally parking for commuters.

MC 6.3
Price parking appropriately to encourage efficient turnover of spaces.

MC 6.4
Promote shared and publicly accessible parking to create a more flexible and efficient parking system that serves multiple users.

MC 6.5
Require that parking be unbundled from purchase price and lease rates in order to create mobility options and to encourage other modes of travel and increase affordability at all levels.

MC 6.6
Include square footage dedicated to above ground parking in the calculation of floor area to discourage over-parking and promote pedestrian friendly design.

MC 6.7
Create a parking management organization to direct efficient use of Downtown's parking resources and reduce the need for new parking facilities.

## MC GOAL 7

A VEHICULAR TRANSPORTATION NETWORK THAT ENCOURAGES SHARING, GREATER EFFICIENCIES, AND IS BALANCED WITH OTHER MODES.

MC 7.1
Balance vehicular circulation with other modes of transportation to improve safety and sustainability for all Downtown stakeholders.

MC 7.2
Efficiently use curb space to facilitate ridesharing and connections to other modes.

MC 7.3
Encourage projects to include designated spaces for rideshare vehicles and pickup/drop off zones.

MC 7.4
Expand programs that offer access to carpools and vanpools for Downtown workers to reduce the commute mode share of single occupancy vehicles.

## MC GOAL 8

AN EFFICIENT GOODS MOVEMENT SYSTEM THAT SUPPORTS ECONOMIC ACTIVITY DOWNTOWN.

MC 8.1
Promote urban curbside loading rules such as off-peak loading hours, curbside flex zones, and mid-street loading to reduce conflicts between modes on streets.

MC 8.2
Encourage the location of loading facilities zones and utilities in alleys to reduce conflicts between modes and create more public space on sidewalks.

MC 8.3
Preserve truck access in industrial areas and balance with pedestrian and cyclist safety to support economic activity.

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*Image: Department of City Planning, Graphics Section*

Chapter 4

# PUBLIC REALM & OPEN SPACE

As Downtown grows, there is a need for more high quality public spaces for residents, workers, and visitors. Improving the public realm will help to make Downtown more livable, sustainable, and healthier and will support economic development. Public space should be accessible to all and provide benefits to all Downtown stakeholders.

Open space should be defined broadly and creatively Downtown. There is a need for a variety of types of open spaces and recreational opportunities. Traditional parks of different sizes, plazas, parklets, and streets can all serve important roles in the open space network. In Downtown, it may be difficult to find land for traditional open spaces, therefore streets, alleys, and plazas are important opportunities to create more usable open space. The Department of City Planning Health Atlas shows that Plan Area is underserved by parks.

In Downtown, streets are an important part of the open space network. Streets are not just paths of travel, but are also gathering spaces. Much of the public life in Downtown happens on the street and community is built on the street. Sustainable streetscape treatments can improve public health and mitigate environmental impact.

# GOALS AND POLICIES

**PO GOAL 1**

A WELL MAINTAINED, ACCESSIBLE, AND HIGHLY UTILIZED OPEN SPACE SYSTEM AND PUBLIC REALM NETWORK THAT SERVES THE GROWING POPULATION OF DOWNTOWN RESIDENTS, WORKERS, AND VISITORS.

PO 1.1
Find opportunities to create new parks and other open spaces through tools such as the transfer of development rights, public outdoor amenity space incentives, and non-traditional interventions in the public right-of-way, and as a part of major public and private projects.

PO 1.2
Prioritize the development of public open space in underserved communities to improve access to open space.

PO 1.3
Support the creation of different open space typologies, such as parklets, dog parks, and other facilities, to serve a variety of users and needs.

PO 1.4
Encourage the development of active and welcoming publicly accessible private spaces through zoning incentives to increase access to open space.

PO 1.5
Ensure that publicly accessible private open spaces are connected to and clearly accessible from the street with signage that indicates public access and hours of operation.

PO 1.6
Improve access to existing public spaces through enhanced wayfinding, lighting, and mobility network connections.

PO 1.7
Support the development of catalytic new parks and reinvestment in existing public spaces. Namely:

- Pershing Square
- Park 101
- 6th Street Parc
- A new large park in the Fashion District
- Gil Lindsey Plaza

PO 1.8
Support the on-going maintenance and programming of neighborhood serving parks

**PO GOAL 2**

STREETS THAT SERVE AS GATHERING SPACES AS WELL AS PATHS OF TRAVEL.

PO 2.1
Encourage the development of improved streetscapes throughout Downtown's districts that complement and support community character.

PO 2.2
Adapt streets that are not critical to vehicular circulation to increase right-of way use for pedestrian circulation.

PO 2.3
Facilitate commercial activity in the Frontage Zone of sidewalks that supports pedestrian activity.

PO 2.4
Support the utilization of remnant spaces such as odd angle intersections and dead-end streets as public open space.

## PO GOAL 3

A SUSTAINABLE OPEN SPACE NETWORK AND PUBLIC REALM THAT EMPHASIZES HUMAN HEALTH AND COMFORT.

PO 3.1
Encourage design features of both private and public open spaces that reduce polluted runoff, maximize groundwater recharge, and reduce the heat-island effect.

PO 3.2
Encourage the use of native and drought tolerant plant species to improve sustainability.

PO 3.3
Require that public spaces are well lit and visible to ensure that they are safe and inviting.

PO 3.4
Facilitate the development of open spaces that can also improve access to fresh foods for Downtown residents, workers, and visitors.

PO 3.5
Support the development of sports and fitness facilities to improve community health.

PO 3.6
Promote a public realm equipped with durable and flexible infrastructure, landscaping materials, and recreational equipment that can adapt to changing conditions and community needs.

PO 3.7
Encourage partnerships for stewardship and maintenance through volunteer opportunities to expand opportunities for stakeholder engagement and ensure that public spaces are well maintained.

## PO GOAL 4

PUBLIC SPACES THAT HELP CREATE AND MAINTAIN COMMUNITY.

PO 4.1
Support and maintain programming of public and publicly accessible private spaces to serve community interests and attract visitors.

PO 4.2
Facilitate the integration of locally produced and community oriented public art projects and cultural programming into public spaces to reinforce community character.

PO 4.3
Maintain and expand the use of public spaces as centers of democratic practice.

PO 4.4
Promote green spaces as inviting urban streetscapes that attract and serve all those who visit, live, and work in Downtown.

PO 4.5
Enhance the urban environment with increased open space and streetscapes that encourage pedestrian activity.

PO 4.6
Encourage the development of community-initiated and supported open spaces such as community gardens and orchards.

PO 4.7
Plan and design flexible public spaces that can accommodate a range of active and passive activities over time for users of all ages.

# ALLEYS

Alleys have traditionally been the primary location for utilitarian functions needed to support commercial, industrial, and residential activities in an urban context. These functions can include deliveries, loading, parking entrances, waste collection, emergency access, and public utilities. Often termed "back of house" uses, these are necessary for the daily function of urban areas. Loading in alleys reduces conflicts between delivery vehicles and road users by keeping sidewalks, bicycle facilities, and on-street parking spaces clear. This has helped to make the streets safer, less congested, and more pleasant.

While providing space for "back of house" activities will remain the primary function of alleys, facilitating other activities has become an increasingly desirable role for alleys. Alleys have the potential to be multi-purpose spaces, offering the benefits of paths of connection, gathering spaces, and sustainable practices, while still serving vehicle traffic when appropriate. There are a variety of interventions that can increase the livability and expand the utility of Downtown alleys. The following section provides guidance for how to convert existing alleys into livable urban spaces that can expand Downtown's public realm network.

### ALLEY AND PASSAGEWAY RENOVATION TYPOLOGIES

The objective of alley improvements is to contribute to an interconnected pattern of streets and open space through thoughtful consideration and renovation of the alley network. Any passageway chosen for improvement should include conversion to permeable paving, as consistent with the City's Low Impact Development (LID) Ordinance and Bureau of Engineering Standard Plans. The appropriate level of additional improvements for each alley is dependent upon the existing context, including the land uses, existing or future opportunity for mid-block connections, and proximity to other public open spaces. The following types of alleys and passageways provide benchmark descriptions of potential improvements. A combination of these typologies can be implemented as deemed appropriate.

### CONNECTING ALLEYS

Connecting alleys link destinations and points of interest for pedestrians and bicyclists and are closed to vehicles. This typology can offer through-block connections in areas with superblocks and dense development patterns, to expand the non-motorized transportation network and enhance walkability. Connecting alleys incorporate basic capital improvements such as landscaping, as well as aesthetic improvements such as public art, murals and enhanced pedestrian lighting to make the alley accessible and inviting.

### SHARED ALLEYS

Shared alleys provide a safe path of travel for pedestrians, bicyclists, and limited shared use by vehicles. While vehicles cannot use the alley for parking, this typology provides the opportunity for businesses and residential buildings that rely on alleys for loading and unloading, as well as vehicular access, to remain unaffected. Shared alleys have limited space for programming and activation, but contribute to the safety of its users with infrastructural and design interventions. This includes paving and landscaping, bollards and defined paths for pedestrians, bicycle infrastructure, enhanced lighting, and public art.

### ACTIVE ALLEYS

Active alleys create new destinations that revolve around and are supported by public gathering in areas with limited parks and open space. These alleys are closed to vehicles, and prioritize pedestrians and bicyclists for the purpose of placemaking. This typology provides opportunity for existing commercial businesses to extend their activity onto the alley with kiosks, outdoor dining, and creative programming. Interventions may include landscaping and drought-tolerant plants, seating, enhanced lighting, shade structures, and façade improvements.

### POTENTIAL INTERVENTIONS

Additional sustainability and design interventions may include:

- Drought tolerant landscaping
- Bioswales
- Recycling and trash cans
- Dog waste station
- Wayfinding and signage
- Pedestrian lighting
- Public art, murals, green walls
- Drinking fountains
- Walking and jogging paths
- Bicycle infrastructure
- Restaurant and retail kiosks
- Seating

# ALLEYS

**PO GOAL 5**

PUBLIC OPEN SPACE THAT IS INVITING AND ENGAGING FOR COMMUNITY GATHERING AND RECREATION.

PO 5.1
Develop design guidelines to promote alleys as shared, and multipurpose public spaces that are welcoming to a range of users.

PO 5.2
Encourage the use of creative lighting, public art, and seating treatments.

PO 5.3
Foster a commercial presence, including kiosks, dining, and retail vending, where appropriate.

PO 5.4
Provide family-friendly activities and spaces, as well as programming for children, youth, and seniors.

PO 5.5
Support walkability and safety with appropriate lighting, and legible wayfinding.

**PO GOAL 6**

OPPORTUNITIES FOR ENVIRONMENTALLY SUSTAINABLE BEST MANAGEMENT PRACTICES THAT CONTRIBUTE TO AN INVITING AND WELCOMING PUBLIC REALM.

PO 6.1
Require sustainable best practices relating to pollution reduction, stormwater management, heat reduction, and material recycling.

PO 6.2
Encourage landscaping of alleys with native plants.

PO 6.3
Identify a range of permeable paving solutions for different alley typologies.

PO 6.4
Honor existing historical features and support context sensitive design.

PO 6.5
Support and facilitate the integration of public art and community engagement in alley projects.

PO 6.6
Secure resources and entities that may include surrounding businesses, Business Improvement Districts, and Community Stewardship Projects responsible for the maintenance and upkeep of proposed alleys prior to their implementation.

**PO GOAL 7**

PASSAGEWAYS ARE SHARED BY A RANGE OF TRAVEL MODES AND USERS.

PO 7.1
Implement non-standard treatments in alleys that can allow for use by pedestrians, bicyclists, and motorists.

PO 7.2
Respect existing back of house uses, including vehicular access, loading and unloading, and utilities. Maintain the ability for alleys to accommodate these uses to minimize curb cuts on streets and increase space for pedestrians on sidewalks.

PO 7.3
Maintain safety for all users, with appropriate traffic control features and ADA accessibility.

PO 7.4
Maintain public access to alleys and prohibit the vacation of alleys and passageways for private use, unless required for institutional uses.

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# THE LOS ANGELES RIVER

Through revitalization efforts, the Los Angeles River can become the City's living, green spine that connects nature and communities, providing space for active and passive recreation. While the River is constrained by rail tracks through the Plan area, there is the potential to increase visual and physical access from surrounding communities.

These rail lines play an essential role in the local economy and in the movement of goods, services, and passengers through the region. As the revitalization of the River continues, plans should integrate the demand for continued rail service while minimizing barriers to River access for active transportation, recreational opportunities, and habitat restoration.

*Source: LA Bureau of Engineering*

# THE LOS ANGELES RIVER

**PO GOAL 8**

CONNECTED INFRASTRUCTURE THAT RESPECTS AND PRESERVES DIVERSIFIED ECONOMIC ACTIVITIES WHILE ENHANCING RECREATIONAL OPPORTUNITIES.

PO 8.1
Maintain functional use of the rail facilities, while allowing for bold and innovative design along parcels adjacent to the Los Angeles River (River).

PO 8.2
Accommodate major regional rail connection projects such as Link US, High Speed Rail, and the West Santa Ana Branch Line.

PO 8.3
Encourage employment opportunities compatible with the River as an environmental and recreational amenity.

PO 8.4
Identify physical interventions, such as decking over rail lines that can improve connectivity and access to the River.

PO 8.5
Integrate direct visual access to the River in building design and site planning in the form of paseos, plazas, and open space facilities.

PO 8.6
Enhance wayfinding information that directs people to the river and facilitates connections.

**PO GOAL 9**

A RESOURCE THAT ACCOMMODATES ACTIVE TRANSPORTATION AND RECREATION.

PO 9.1
Support infrastructure improvements to accommodate future passenger and transportation services and capacity needs, while ensuring the River functions as a public open space.

PO 9.2
Activate space adjacent to the Los Angeles River with active and passive recreational amenities and access points to the River.

PO 9.3
Design streets and sidewalks so that pedestrians, bicyclists, transit riders, transit vehicles, and automobile traffic can coexist safely with strategies such as Slow Street design.

PO 9.4
Support the recommendations of the Los Angeles River Design Guidebook.

**PO GOAL 10**

A CORRIDOR THAT SUPPORTS A FUNCTIONAL HABITAT, AND SUPPORTS GROUNDWATER RECHARGE WHERE APPROPRIATE.

PO 10.1
Support the implementation of the Los Angeles River Revitalization Master Plan and the Los Angeles River Ecosystem Restoration Project.

PO 10.2
Emphasize multiple-benefit approaches that simultaneously incorporate flood storage, water quality treatment, habitat improvement, and increasing native vegetation biodiversity.

PO 10.3
Encourage the use of native plants in landscaping design near the River.

PO 10.4
Encourage the use of native and drought tolerant plants in landscaping near the River, to support the habitat and migration of local species

*Image: Cory Gruenfeld*

Chapter 5

# IMPLEMENTATION

The Community Plan establishes a comprehensive and long-range vision for the future of Downtown. The goals and policies presented by the Plan express this vision and guide its implementation, which occurs through both private developments and public investments. The Community Plan generally identifies policies that are limited to the authorities that can be implemented under the jurisdiction of the City of Los Angeles (all departments) and does not prescribe the actions of other agencies such as the City's school districts.

The Community Plan is implemented through a variety of methods, which include: Community Plan policies and the accompanying General Plan Map (which designates land for the range of uses and intensities needed to achieve Plan goals and policies); zoning and other City ordinances; and Community Plan programs. The Plan policies and zoning ordinances adopted along with the Community Plan represent implementation methods that go into effect upon adoption of the Plan and can be implemented directly by the City. Community Plan Programs are programs that identify strategic actions that the City and other public agencies can take to implement the Plan. The implementation of these programs tends to rely on coordination among City Departments and between the City and external agencies, often requires approval and allocation of funding by the City Council and other decision makers, and are expected to occur over the life of the Plan. This chapter discusses how the Community Plan policies and programs are implemented in land use decision making. In particular, this chapter details existing and aspirational future programs, shown in a series of tables, which implement the goals and policies found throughout the Community Plan.

# THE IMPLEMENTATION PROCESS

The goals and policies in the Downtown Plan are implemented through a variety of actions, including regulation and development review; financing and budgeting; and interdepartmental and interagency coordination.

Many Community Plan policies are implemented through regulations, such as zoning, adopted by the City based on the City's "police power" to protect the public health, safety, and welfare of its citizens. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the Community Plan. Some development review programs, such as the California Environmental Quality Act (CEQA) mandated by the State, are ongoing and will continue to be used as a tool for land use decision-making. Other programs are implemented at the time of Community Plan adoption, such as changes to zoning regulations, community plan implementation overlay districts, supplemental use districts, specific plans, and design overlays. Coordination among City departments is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While the Community Plan policies and implementation programs are limited to authorities that can be implemented under the jurisdiction of the City of Los Angeles, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision-making.

The Plan is comprised of the following implementation features: goals and policies used as guidance for decisions on projects that have the potential to affect significant change in an area, General Plan Land Use Designations, zones that apply the desired land use regulations to property throughout Downtown, development incentives that are intended to generate affordable housing and other public benefits in exchange for greater development rights, and the Downtown Design Guide. The following section provides a description of each of the Community Plan's implementation features, followed by a brief explanation of the process for amending the Community Plan.

## GOALS AND POLICIES

The Community Plan's goals and policies play an important role in shaping decisions around land use and public infrastructure.

The Community Plan can be used by the public, staff and ultimately decision-makers to guide and inform the land use decision making process. City actions on discretionary projects involving land use require a finding that the action is consistent or in conformance with the General Plan. Department of City Planning staff and City Planning Department decision makers, such as the Director of Planning, Area and City Planning Commissions, and zoning administrators, among others, refer to and cite policies from the Community Plan text and the Land Use Map of the Community Plan when making findings of consistency on land use decisions. The goals and policies of the Community Plan are particularly important when development projects are proposed that are beyond the scope of the underlying zoning regulations.

## GENERAL PLAN LAND USE DESIGNATIONS

Regulating the use and development of land is an important means by which the City exercises its authority to protect the public health, safety, and welfare of its citizens. General Plan Land Use Designations, adopted as the General Plan Map for this Plan, set the permitted range of intensities, uses, and densities, where applicable in the Plan Area. Each General Plan Land Use Designation corresponds to a set of form and use districts that apply regulations at the parcel level.

## ZONING REGULATIONS

The Community Plan's primary implementation feature is the comprehensive package of zoning regulations that govern how land can be used and developed throughout Downtown. The zone assigned to each property prescribes the physical parameters new structures must adhere to, the types of uses that can occur, and the intensity that each use can occur. The zones and supporting development standards adopted as part of the Community Plan are effectuated as ordinances in Los Angeles Municipal Code. The parameters of each zone assigned in Downtown have been strategically devised to ensure that they shape development in a manner that is compatible with the vision established by the Plan. The Plan's zoning regulations are implemented incrementally as each proposed building project and land use change within Downtown is evaluated by the City for approval. The City applies zoning regulations as one of the primary metrics for evaluating whether a project or proposal is appropriate for a particular location. Projects that comply (or are seeking to comply) with the applicable zoning standards are deemed non-discretionary, meaning they do not require deliberation by a designated decision-maker or body. In most cases non-discretionary or "by-right" projects are reviewed solely by the Los Angeles Department of Building and Safety, where the majority of the development regulations enacted by the Plan are enforced. Projects that surpass a specified size or scope must undergo Site Plan Review by the Department of City Planning where the applicable zoning standards are applied accordingly.

## COMMUNITY BENEFITS SYSTEM

This Plan establishes allowable development ranges through base and maximum Floor Area Ratios (FAR) assigned to each zone. Maximum FAR may be achieved through participation in the various incentive systems described in Article 20 of the LAMC. Development exceeding base development rights may be permitted, in accordance with these systems, to meet the primary objectives of this Plan by producing a range of public benefits including affordable housing, publicly accessible open space, community facilities, and historic preservation.

## DOWNTOWN DESIGN GUIDE

The Downtown Design Guide, another important implementation feature of the Community Plan, provides guidance beyond zoning to support the vision of this Plan. The Guide offers direction at the Downtown wide level, as well as specific provisions for certain neighborhoods and special contexts, ensure that projects contribute a pedestrian friendly environment and reinforce neighborhood character.

## COMMUNITY PLAN AMENDMENTS

Changes to the Community Plan may be proposed from time to time to address changing conditions, new opportunities, and unforeseen circumstances. As such, the Community Plan must be a living, flexible document, allowing for changes that ultimately assist in enhancing and implementing the community's vision. It is necessary, therefore, to establish a fair, orderly, and well-defined process to govern how amendments occur.

Community Plans are part of the City's General Plan and thus, any changes to the Community Plan are considered General Plan amendments. Amendments may propose a change in the General Plan designation for a particular property or changes to the Community Plan's policies and text. Amendments to the General Plan are subject to an established public review process.

# IMPLEMENTATION PROGRAMS

Coordination among City departments and external agencies is critical to the successful implementation of many Community Plan policies, such as park planning and streetscape improvements. While many Community Plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some Plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the Community Plan. These external governmental agencies, such as the California Department of Transportation (CALTRANS), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (METRO), among others, also look to the Community Plans for their planning and guidance in decision making. This section provides a series of tables describing the implementation programs that fall beyond the immediate scope of this Community Plan to implement directly but are essential to achieving the Plan's long range goals and policies.

## SOURCES OF FUNDING

It is important to note that program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of federal, state and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where and when necessary, to reflect funding limitations.

## READER'S GUIDE TO THE IMPLEMENTATION TABLES

The tables provided in this section organize programs into two broad categories: existing programs and resources, and future programs. Existing programs and resources are currently in effect and may already be playing an important role in addressing one or more of the plan's objectives. The list identifies opportunities to expand or continue existing programs in the Plan Area. Future programs are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within Downtown. Future programs described in the tables are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Plan.

The tables identify each program with a distinct reference number (i.e. P1), followed by a description of the intent and scope of the program, and a reference to the Community Plan policies that the program is expected to implement. Lastly, the tables identify the agency primarily responsible for implementing the program, as well as any agencies necessary for supporting in the program's implementation.

# ACRONYMS FOR AGENCIES

**BSL - Bureau of Street Lighting**

**BOE - Bureau of Engineering**

**BOS - Bureau of Sanitation**

**BOSS - Bureau of Street Services**

**CAO - City Administrative Officer**

**Cal-DOC - California Department of Corrections**

**CalHFA - California Housing Finance Agency**

**CalTrans - California Department of Transportation**

**CD - Council District**

**CDD - Community Development Department**

**CoDRP - County Department of Recreation and Parks**

**DCP - Department of City Planning**

**DOD - Department on Disability**

**DPW - Department of Public Works**

**DPSS - Department of Public Social Services**

**DTSC - Department of Toxic Substance Control**

**EMD - Emergency Management Department**

**EWDD - Employment and Workforce**

**HCIDLA - Los Angeles Housing and Community Investment Department**

**LA-DLA - Los Angeles Designated Local Authority**

**LADBS - Los Angeles Department of Building and Safety**

**LADOA - Los Angeles Department of Aging**

**LADOT - Los Angeles Department of Transportation**

**LADWP - Los Angeles Department of Water and Power**

**LAFD - Los Angeles Fire Department**

**LAFPC - Los Angeles Food Policy Council**

**LAHD - Los Angeles Housing Department**

**LAPD - Los Angeles Police Department**

**LAPL - Los Angeles Public Library Development Department**

**LAUSD - Los Angeles Unified School District**

**METRO - Metropolitan Transit Authority**

**NC - Neighborhood Council**

**OHR - Office of Historic Resources**

**RAP - Recreation and Parks**

**SAN - Bureau of Sanitation**

**SCAG - Southern California Association of Governments**

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# FUTURE IMPLEMENTATION ACTIONS

## ESTABLISHED PROGRAMS

| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|---|
| **P1** | **Survey LA Findings - Eligible Historic Resources:** The findings of the Los Angeles Historic Resources Survey (SurveyLA) identify numerous potential historic resources throughout the Downtown Community Plan Area. Encourage protection of the resources through further study and historic designation (if eligible) of these sites. | LU 12.2; LU 12.3; LU 12.4; LU 13.3 | |
| **P2** | **Healthy Corners:** A Healthy Corners Program incentivizes the creation of neighborhood markets throughout Downtown which offer fresh and healthy produce. Coordinate with the Los Angeles Food Policy Council to expand the Neighborhood Market Conversion program and promote investment in new grocery locations via FreshWorks fund. | LU 15.4 | LAFPC<br>California Fresh-Works |
| **P3** | **Brownfield Remediation:** Remediation and redevelopment of existing brownfields throughout Downtown through the City of Los Angeles' Brownfields Program. Identify additional funding sources for site remediation activities, such as the remediation programs under the RCRA (Resources Conservation and Recovery Act) and the CERCLA/Superfund. | LU 15.1 | LAPW<br>BOS |
| **P4** | **Cool Pavement:** The City of Los Angeles Bureau of Street Services cool pavement pilot program seeks to fight urban heat, leading to cooler streets with less need for indoor air conditioning. Utilize cool pavement on surfaces and throughout Downtown's built environment to support livability and comfort. | LU 16.7; PO 6.1 | BSS |
| **P5** | **First-mile, Last-mile:** Metro's First Last Mile Strategic Plan identifies barriers in planning and implementing improvements for first and last mile (FLM) portion of an individual's trip, and provides a vision for addressing FLM improvements in a systematic way. Implement the infrastructural improvements and enhancement in the Downtown Plan Area. | LU 8.4; MC 1.1; MC 2.1; MC 2.2; MC 2.5; MC 2.7; MC 3.1; MC 3.2; MC 3.4; MC 3.5; MC 3.6; MC 4.4 | Metro |
| **P6** | **Mobility Hubs:** Identify priority locations in Downtown for the installation of Mobility Hubs with multi-modal supportive infrastructure and place-making strategies to create activity centers that maximize FLM connectivity. | MC 2.3; MC 2.4; MC 2.5; MC 4.2; MC 5.6; MC 7.3; LU 51.4 | Metro<br>LADOT |

DRAFT Summer 2020

| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|---|
| **P7** | **DASH Service:** Encourage the revision of DASH services to reach areas of Downtown with public transportation service gaps, and expansion of DASH service hours to nights and weekend throughout all of Downtown. | LU 8.4; MC 5.2; MC 5.4 | LADOT |
| **P8** | **People Street Pedestrian Plazas and Parklets:** People Street is a program of the Los Angeles Department of Transportation (LADOT) that seeks to transform underused areas of the public right of way into active, vibrant, and accessible public space. Encourage partnerships between LADOT and community partners in Downtown to apply for approval to create Plazas or Parklet projects that enhance quality of life. | LU 17.4; LU 29.2; LU 29.9; LU 38.4; LU 41.3; LU 45.5; LU 45.5; PO 1.1; PO 1.2; PO 2.4 | LADOT |
| **P9** | **LA Express Park:** Implement the City's Express Park Program in Downtown, a demand-based parking meter program that uses technology to increase the availability of limited parking spaces, reduce traffic congestion and air pollution, and encourage the use of alternative modes of transportation. | MC 6.2; MC 6.3 | LADOT<br>LADPW<br>Mayor's Office<br>Metro |
| **P10** | **Safe Routes to School:** Caltran's "Safe Routes to School" programs implements safety design interventions to improve traffic safety for youth near schools. Prioritize Castellar Elementary in Downtown Los Angeles as a candidate for the LADOT and Metro Safe Routes to School K-12 Network Program. | MC 1.5; MC 2.6; MC 3.2 | LADOT<br>LAUSD<br>Caltrans<br>Metro |
| **P11** | **LA RiverWay:** Consistent with the LA River Revitalization Master Plan and associated design and implementation plans, restore and revitalize an 11-mile stretch of the Los Angeles River, while prioritizing public access to this public resource in densely populated communities such as Downtown. | LU 17.3; LU 37.5; PO 9.4 ; PO 10.1; PO 10.2 | LACDPW, BOE, RAP<br>Mayor's Office, Arts Parks, and River Committee, LA River Cooperation Committee US Army Corps of Engineers |
| **P12** | **Park 101:** Support the implementation of PARK 101, an urban design plan and sustainability strategy to cap the 101 Freeway in Downtown Los Angeles with a publicly accessible park, thus reconnecting the city's historic civic, cultural, and financial core with neighboring districts north of the freeway. | LU 29.2; LU 33.1; PO 1.7 | Mayor's Office<br>Council Office<br>Caltrans<br>LADOT |
| **P13** | **Pershing Square Renew:** Support the efforts of Pershing Square Renew Inc., a nonprofit that partners with government, community, and business leaders in Downtown Los Angeles to redesign Pershing Square into a world-class public space that facilitates connections between adjacent areas and serves as a place for gathering within the City's urban center. | LU 25.4; PO 1.7 | Mayor's Office<br>Council Office<br>RAP |

DRAFT Summer 2020

# PROPOSED PROGRAMS

| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|---|
| **Land Use & Urban Form:** Housing & Complete Neighborhoods | | | |
| **P14** | **First Right of Refusal:** Explore the creation of Citywide first right of refusal provisions to ensure tenants of any residential unit subject to the Rent Stabilization Ordinance (RSO) or an On-Site Restricted Affordable Unit that is demolished or vacated for purposes of a proposed development project shall be granted First Right of Refusal for the replacement units. | LU 3.2; LU 3.3 | HCIDLA |
| **P15** | **No Net Loss Program:** Explore the creation of a Citywide no net loss program to minimize the displacement of residents and ensure that there is no loss of affordable rental housing, covenanted or not, including affordable rent-stabilized units, in targeted Transit Oriented District (TOD) geographies. This can be achieved through preservation of existing affordable housing, covenanted or not, or the production of new affordable housing. | LU 3.2; LU 3.3 | HCIDLA<br>City Attorney |
| **P16** | **Land Value Tax:** Study the feasibility of an annual tax on the rental value of vacant land that is based on the permitted land use to encourage activation and development of underutilized land in urban areas, particularly near public transit infrastructure. | LU 18.3; LU 26.2; LU 30.4 | CAO<br>Mayor |
| **P17** | **Community Land Trust (CLT):** Encourage partnerships that seek to implement community land trust projects. A CLT is a community-based non-profit organization designed to ensure community stewardship of land by purchasing or holding land and removing it from the speculative real estate market. | LU 3.5; LU 3.6; LU 43.5 | Council Office<br>CAO |
| **P18** | **Citywide Inclusionary Housing Policy:**The Community Plan supports efforts to adopt citywide inclusionary zoning housing requirements to increase the stock of affordable housing while preventing further concentration of poverty within one community by providing housing opportunities for low income households throughout the City. | LU 3.3 | HCIDLA |
| **Land Use & Urban Form:** Jobs & Economic Development | | | |
| **P19** | **Small Business Assistance Portal:** Promote agency programs that assist small and legacy business owners, such as low-interest loans, management programs, business retention programs, and business incubation centers. | LU 7.4; LU 8.2; LU 43.2; LU 43.3; LU 46.2; LU 47.1 | CAO<br>EWDD |

| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|---|
| **P20** | **Business Outreach and Mentorship Programs:** Develop partnerships to create business outreach programs targeting local schools for student and adult participation in business apprenticeship and internship programs, as well as work with the LAUSD's Mentorship Programs. | LU 5.2; LU 6.2; LU 8.1; LU 29.10; LU 51.3 | LAUSD<br>EWDD LA Chamber of Commerce |
| **P21** | **Downtown Community Benefit Fund:** Develop a Downtown Community Benefits Fund that is integrated into the Community Benefits Program and can be applicable to Downtown projects that have satisfied minimum onsite benefit requirements; and that directs funding to infrastructure investments, and services in disadvantaged communities within and adjacent to Downtown. | | |
| **Land Use & Urban Form:** Wellness and Sustainability | | | |
| **P22** | **Air-Quality Monitoring:** Explore the creation of an air quality monitoring program that uses metrics such as PM10 and ozine to identify ambient level pollutants and their location on a neighborhood level. | LU 16.9; LU 34.3 | AQMD |
| **P23** | **Street Tree Tracking:** Create a publicy accessible database that displays the tree types within the City's public rights-of-way. Identify goals for an equitable tree canopy in Downtown, to address climate-reslience and the effects of urban heat island. | LU 15.3; LU 15.5; LU 16.6; LU 17.2; LU 17.5 | BSS |
| **Mobility & Connectivity** | | | |
| **P24** | **Pedestrian Priority District:** Conduct a study for a potential pedestrian priority district in Downtown where enhanced pedestrian safety improvements and innovative treatments are implemented. These treatements include scramble crosswalks, raised crosswalks, and right turn on red prohibitions in order to reinforce pedestrian safety and comfort. | LU 17.1; LU 21.4; LU 29.3; MC 1.1; MC 1.2; MC 1.4; MC 3.1; MC 3.4; MC 3.5; MC 3.6 | LADOT<br>BOE<br>BSS |
| **P25** | **Wayfinding Program:** Develop and implement a unified signage wayfinding program for Downtown that identifies neighborhoods, important destinations, historic resources and information, privately-owned publicly accessible open spaces, community facilities, and mobility options. | LU 13.1; LU 21.3; LU 25.4; LU 29.5; LU 29.13; MC 2.4; MC 3.4; PO 1.5; PO 5.5 | BOE<br>BSS<br>LADOT |
| **P26** | **Arts District Shared Streets:** Develop standards for historic industrial shared streets, which have been identified in the Arts District, that enhance neighborhood character and protect the safety of all users. | LU 37.8; MC 2.10 | BOE<br>BSS<br>SAN<br>LADOT |

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| Program Number | Description | Policy Reference | Coordinating Agency |
|---|---|---|---|
| **P27** | **Capital Improvement Plan:** Develop a Capital Improvement Plan for Downtown Los Angeles that identifies important transportation infrastructure projects including bus rapid transit, light rail transit, heavy rail transit, bicycle lanes, and pedestrian safety enhancements to be prioritized, along with potential funding mechanisms to facilitate construction of these improvements. | LU 8.4; LU 21.12; LU 29.14; MC 1.1; MC 2.8; MC 2.6; MC 2.7; MC 2.9; MC 2.11; MC 5.1; MC 5.2; MC 5.4; MC 5.7; MC 5.8 | LADOT |
| **Public Realm & Open Space** | | | |
| **P28** | **Car Free Broadway:** Conduct a study for a car-free Broadway in the Historic Core, analyzing potential safety, connectivity, and economic benefits, as well as implementation options. | MC 1; MC 2; MC 3 | EWDD LADOT |
| **P29** | **Transfer of Development Rights System (TDR):** Explore the creation of a TDR mechanism that allows for the transfer of development rights from land that is dedicated as public park space, in accordance with the specifications of the Department of Recreation and Parks. | PO 1.1; PO 1.2; PO 1.7 | RAP |
| **P30** | **Public Open Space:** Encourage the creation of a publicly accessible database of all public open spaces, and privately-owned public open spaces in Downtown, including plazas, small parks, parks, and atriums, accompanied by design and signage standards for these spaces. | LU 33.5; PO 1.5; PO 4.1; PO 4.2 | RAP |
| **P31** | **Alley Improvements Program:** Conduct a study of existing alleyways throughout Downtown as the basis for preparing an Alley Improvement Plan to coordinate alley improvements with new development. Prioritize improvements based on proximity to public transit infrastructure and potential opportunity to serve as connections to the Los Angeles River and other public resources. | LU 21.11; LU 25.3; LU 41.5; LU 41.8; LU 45.15; PO 5.1; PO 5.2; PO 6.2; PO 6.5; PO 6.6; PO 7.1 | BSS DPW |

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LOS ANGELES
CITY PLANNING
Community Planning

# Summer 2020 DRAFT

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Appendix:

# RELATIONSHIP TO OTHER PLANS

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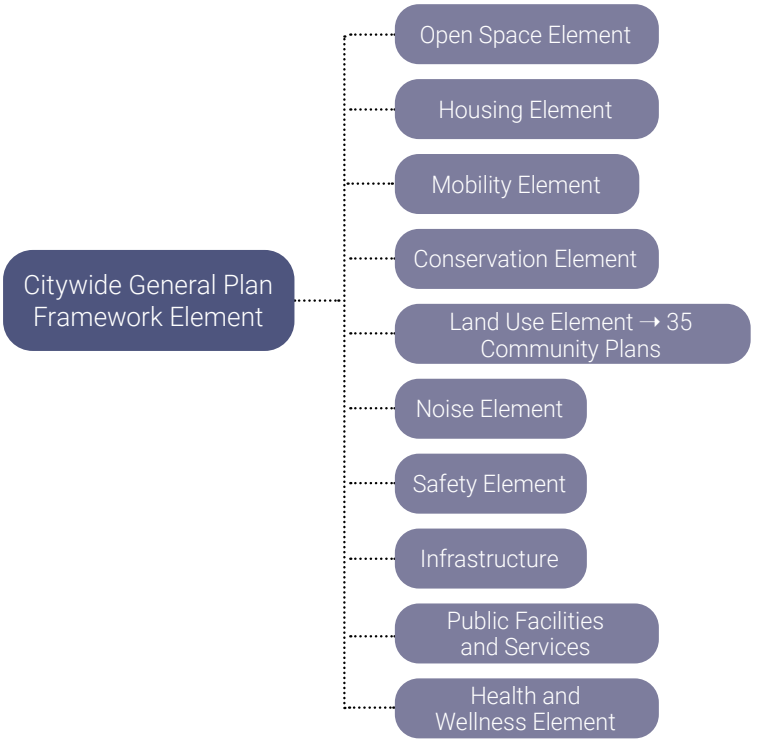
## RELATIONSHIP TO THE GENERAL PLAN

California state law requires that cities prepare and adopt a comprehensive, integrated, long-term General Plan to direct future growth and development. The General Plan is the fundamental document of a city. It defines how a city's physical and economic resources are to be managed and utilized over time. Decisions by a city with regard to the use of its land, design and character of buildings and open spaces, conservation of existing and provision of new housing, provision of supporting infrastructure and public and human services, and protection of residents from natural and man-caused hazards are guided by the General Plan.

State law requires that the General Plan contain seven elements: land use, transportation, housing, conservation, open space, noise, and safety. Cities may also choose to incorporate additional elements to more directly address other locally significant issues. There must be internal consistency among the elements. In Los Angeles, thirty-five Community Plans, comprise the City's land use element. In addition, the City has adopted the "Framework Element," discussed below.




## CITYWIDE GENERAL PLAN FRAMEWORK ELEMENT

The City's General Plan Framework Element is the citywide plan that established the guide for how Los Angeles will grow in the future. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of Community Plans and citywide elements. The Framework Element responds to State and Federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open space, transportation, infrastructure, and public services. The Framework Element's key guiding principles, summarized below, are advanced at the community-level through the Community Plans.

Our City's commercial areas serve a variety of roles and functions, from small neighborhood gathering places with local cafes and shops to major job centers and entertainment hubs. Although these areas are typically designated for commercial use, they contain residential and mixed use buildings as well.

## FRAMEWORK ELEMENT GUIDING PRINCIPLES

*Grow strategically.* Should the City's population continue to grow, as is forecasted by the Southern California Association of Governments (SCAG), growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This type of smart, focused growth links development with available infrastructure and encourages more walkable, transit-friendly neighborhoods, helping to ease our reliance on the automobile, and minimize the need for new, costly infrastructure.

*Conserve existing residential neighborhoods.* By focusing much of the City's growth in centers and along commercial corridors, the City can better protect the existing scale and character of nearby single- and multi-family neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

*Balance the distribution of land uses.* Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

*Enhance neighborhood character through better development standards.* Better development standards are needed to both improve the maintenance and enhancement of existing neighborhood character, and ensure high quality design in new development. These standards are needed for all types of development; residential, commercial, and industrial uses.

*Create more small parks, pedestrian districts, and public plazas.* While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

*Improve mobility and access.* The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes and users of all ages and abilities, including walking, bicycling, public transit, and driving.

*Identify a hierarchy of commercial districts and centers.* The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

## RELATIONSHIP TO OTHER AGENCY PLANS

There are a variety of non-City agencies and organizations that function within the Downtown Community Plan Area. In varying degrees, these agencies through research and advocacy, guide and influence planning decisions across a wide spectrum of interests affecting land use within the Community Plan Area. In each case, the community plans and use of land by other agencies must be consistent with the Community Plan in which they are located.

This required consistency holds true for redevelopment and capital improvement programs, development entitlements, and other actions pertaining to the City's physical development. Relevant plans in the Downtown Community Plan include Redevelopment Project Areas.

### *Los Angeles County Metropolitan Transportation Authority (Metro).*

The Los Angeles County Metropolitan Transportation Authority is the state chartered regional transportation planning and public transportation operating agency for the County of Los Angeles. The agency develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the County's increasing mobility, accessibility and environmental needs. The Downtown Community Plan Area is the heart of the regional transit system and is served by the Exposition Line (Expo Line), Blue, and Gold light rail transit lines, the Red and Purple heavy rail transit lines, the Silver bus rapid transit line, and many local and rapid bus lines. Metro operates the seven Metro transit stations in the Downtown Community Plan Area.

### *CRA/LA, A Designated Local Authority (DLA).*

DLA is the successor to the former Los Angeles Community Redevelopment Agency, the public agency established in 1948 pursuant to California State Law (Code Section 33000), to attract private investment into economically depressed communities. Although ABx1-26 dissolved the Agency in 2012, the land use authorities granted in the Redevelopment Project Area Plans remain effective and will continue to be administered by the DLA.

### *The Chinatown Redevelopment Plan*

The Chinatown Redevelopment Plan designates land uses and specifies the Agency's powers and requirements in Plan implementation. The Redevelopment Plan Area is generally bounded by Cesar E Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.

### *The City Center Redevelopment Plan*

The City Center Redevelopment Plan designates land uses, specifies the Agency's powers and requirements in Redevelopment Plan implementation, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.

### *The Central Industrial Redevelopment Plan*

The Central Industrial Redevelopment Plan designates land uses and specifies the Agency's powers and requirements in Redevelopment Plan implementation, and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by

Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

*Los Angeles Unified School District (LAUSD) .*

LAUSD currently operates seven K-12 schools in the Downtown Community Plan Area. In addition, LAUSD operates adult education programs and administrative offices within the Downtown Community Plans Area. The LAUSD develops an annual Planning and Development Branch Strategic Execution Plan, which describes goals and progress for school site planning. However, City Planning review and approval are not required prior to LAUSD obtaining necessary permits.

## RELATIONSHIP TO SPECIFIC PLANS AND OVERLAY ZONES

There are several specific plans, supplemental use districts and overlay zones that apply to the Plan area. These planning tools customize the regulations of the Los Angeles Municipal Code to plan the land use of specific geographic areas. The Downtown CPA contains three specific plans, one supplemental use district, and five overlay zones.

*The Alameda District Specific Plan (ADP)*

The Alameda District Specific Plan (ADP) applies to a northeastern portion of the Central City North Community Plan area and includes Los Angeles Union Station. It is generally bounded by Alameda St., North Main St., Vignes St., and the Santa Ana 1-5/101 Freeway. The ADP encourages a pedestrian-oriented and mixed-use business district that is supported by an intermodal transportation center. Encourages hotels, retail, entertainment, housing, cultural, and transit-related functions in medium and high density development.

*The Cornfield Arroyo Seco Specific Plan (CASP)*

The Cornfield Arroyo Seco Specific Plan (CASP) applies to a northeastern portion of the Central City North Community Plan area, just south of the Los Angeles State Historic Park (the Cornfield) and north of the ADP. It establishes four zones to facilitate a mix of light industrial, production, and public-serving uses with new commercial, retail, and residential uses. The zones utilize a system of floor area ratio minimums and density bonus options to incentivize development that provides community benefits, such as affordable housing.

*The Los Angeles Sports and Entertainment District (LASED)*

The Los Angeles Sports and Entertainment District (LASED) Specific Plan applies to the southwest portion of the Central City Community Plan area. It seeks to expand the City's economic base and make Downtown a regional entertainment destination with regulations and incentives to promote tourism and entertainment. The LASED allows for mixed-use, hotel, office, commercial, retail, residential, live theaters, sound stages, and open space uses. It includes streetscape design guidelines and parking strategies for adequate and efficient use of space and resources in Downtown's entertainment district.

*The Broadway Streetscape Master Plan*

The Broadway Streetscape Master Plan applies to Broadway between 1st Street and 12th Street within the Central City Community Plan area. The Streetscape Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.

### *The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide")*

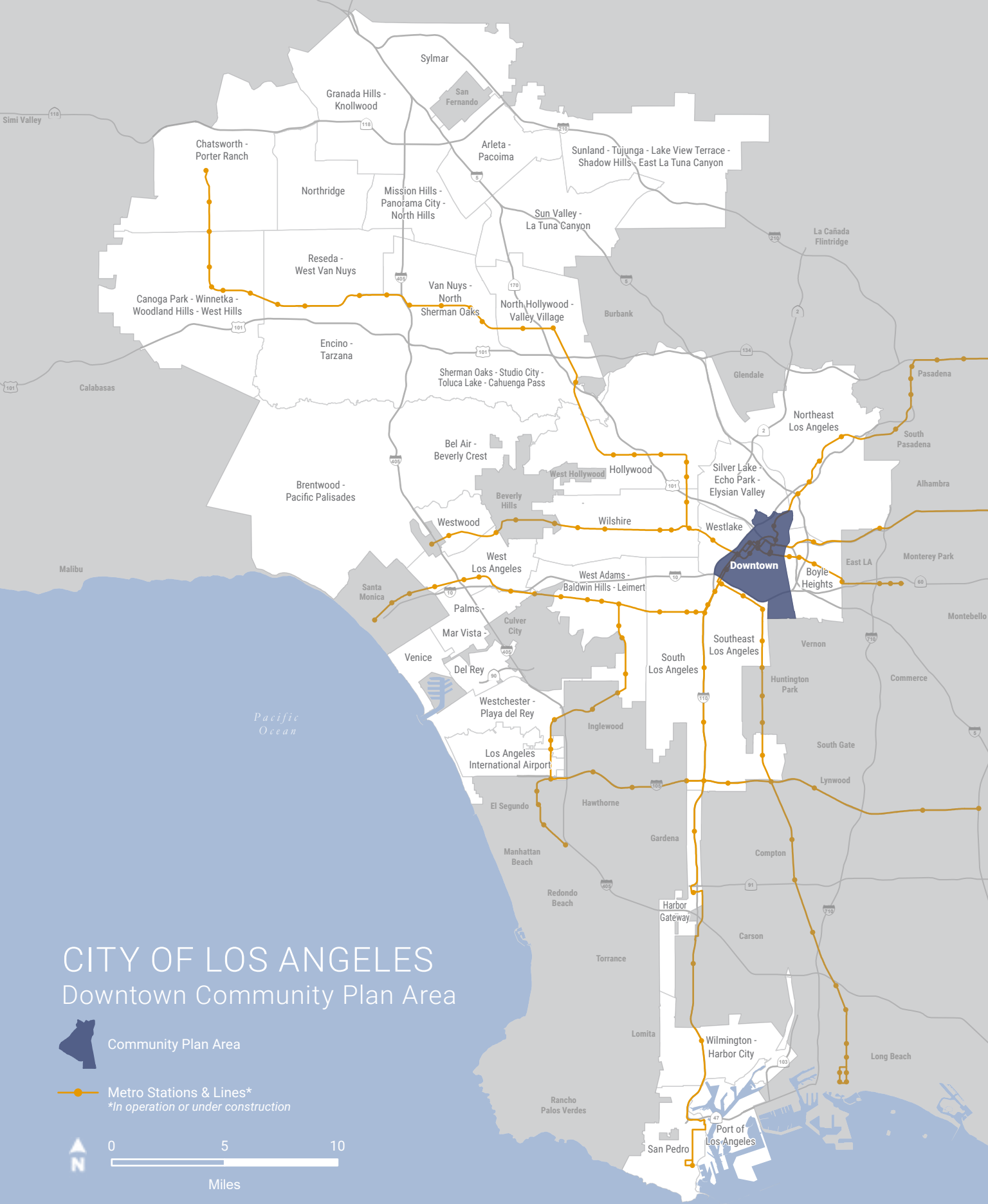
The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide") applies to a majority of the Downtown Community Plan area, excluding the Production and Multi-Family Residential areas. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown. The Guide includes standards and guidelines at the Downtown-wide and neighborhood specific levels.

### *The Downtown Street Standards*

The Downtown Street Standards apply to the Central City Community Plan area and were developed and adopted in tandem with the first version of the Downtown Design Guide, in 2009. The Street Standards establish a street hierarchy and guidance to balance traffic flow, pedestrian walkability, bicycle routes, and access to create more context-sensitive, complete streets within Downtown. The document consists of a series of cross sections establishing future curb and property lines, and in some cases additional sidewalk easements.

### *The Broadway Sign Supplemental Use District (Broadway Sign District)*

The Broadway Sign Supplemental Use District (Broadway Sign District) applies to the same portion of Broadway as the Broadway CDO and the Streetscape Master Plan, which is along Broadway between 1st Street and 12th Street. It includes standards for the design, placement, and orientation of signs along Broadway. The Sign District allows and provides guidance for sign types that are currently on Broadway but are not allowed by the existing Code regulation. It also includes an incentive program to spur building activity, revitalization, and to fund streetscape improvements.




# CITY OF LOS ANGELES

## Downtown Community Plan Area

Community Plan Area

Metro Stations & Lines*
**In operation or under construction*

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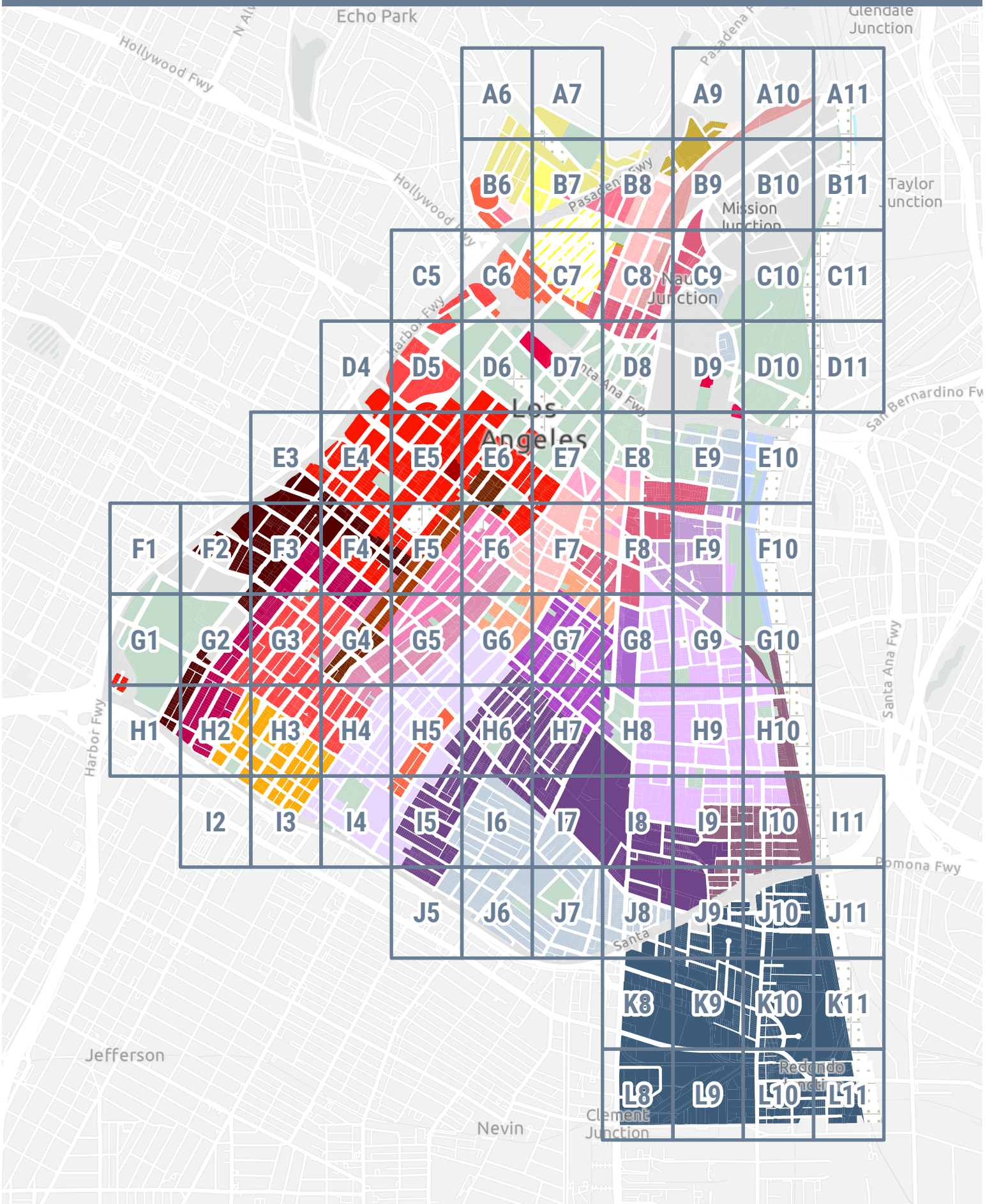
# Appendix D

Proposed Zoning Maps

Prepared by the Department of City Planning

# DRAFT ZONING MAP - OVERALL GRID

## Downtown Community Plan



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Downtown Community Plan

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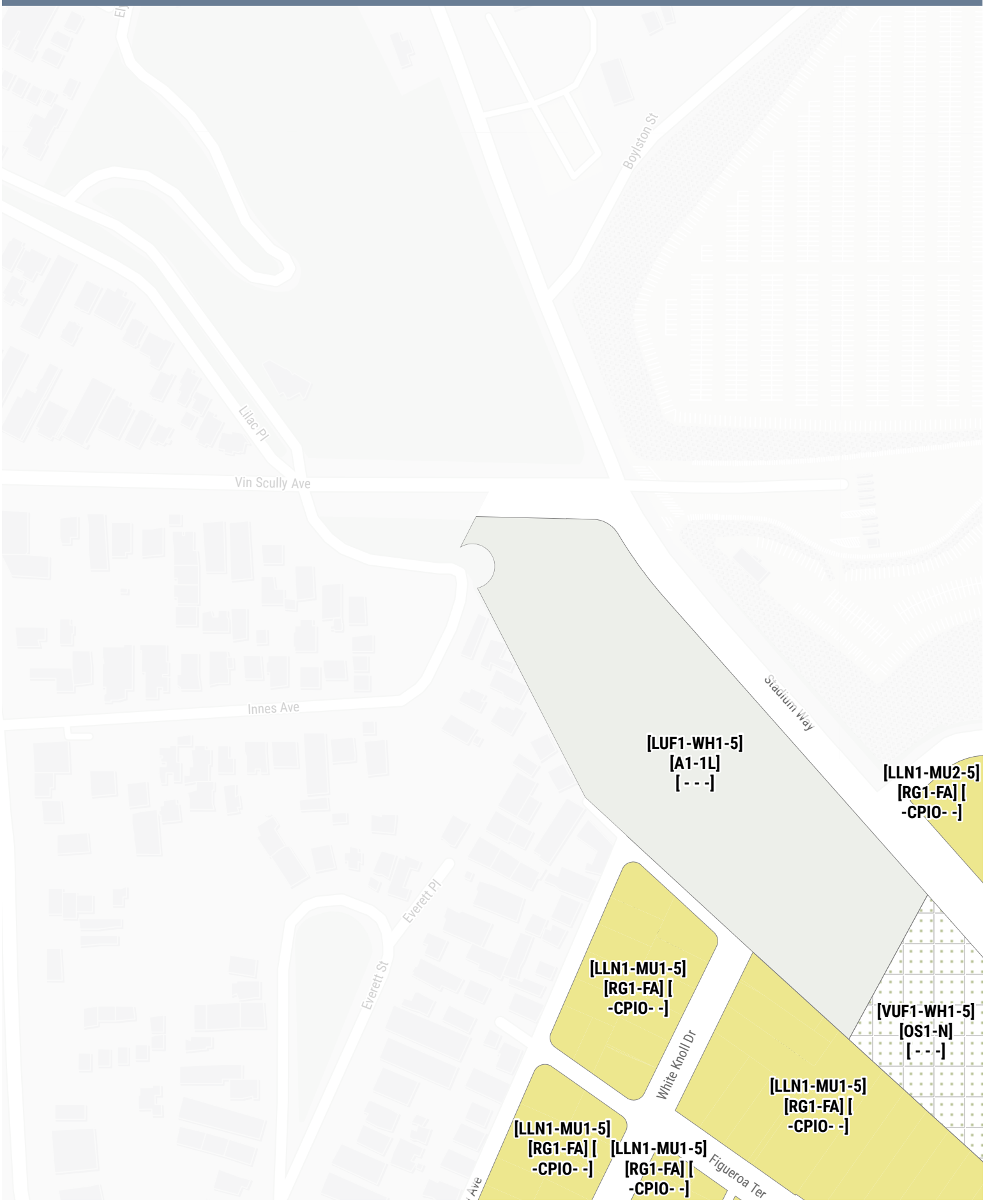

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Downtown Community Plan

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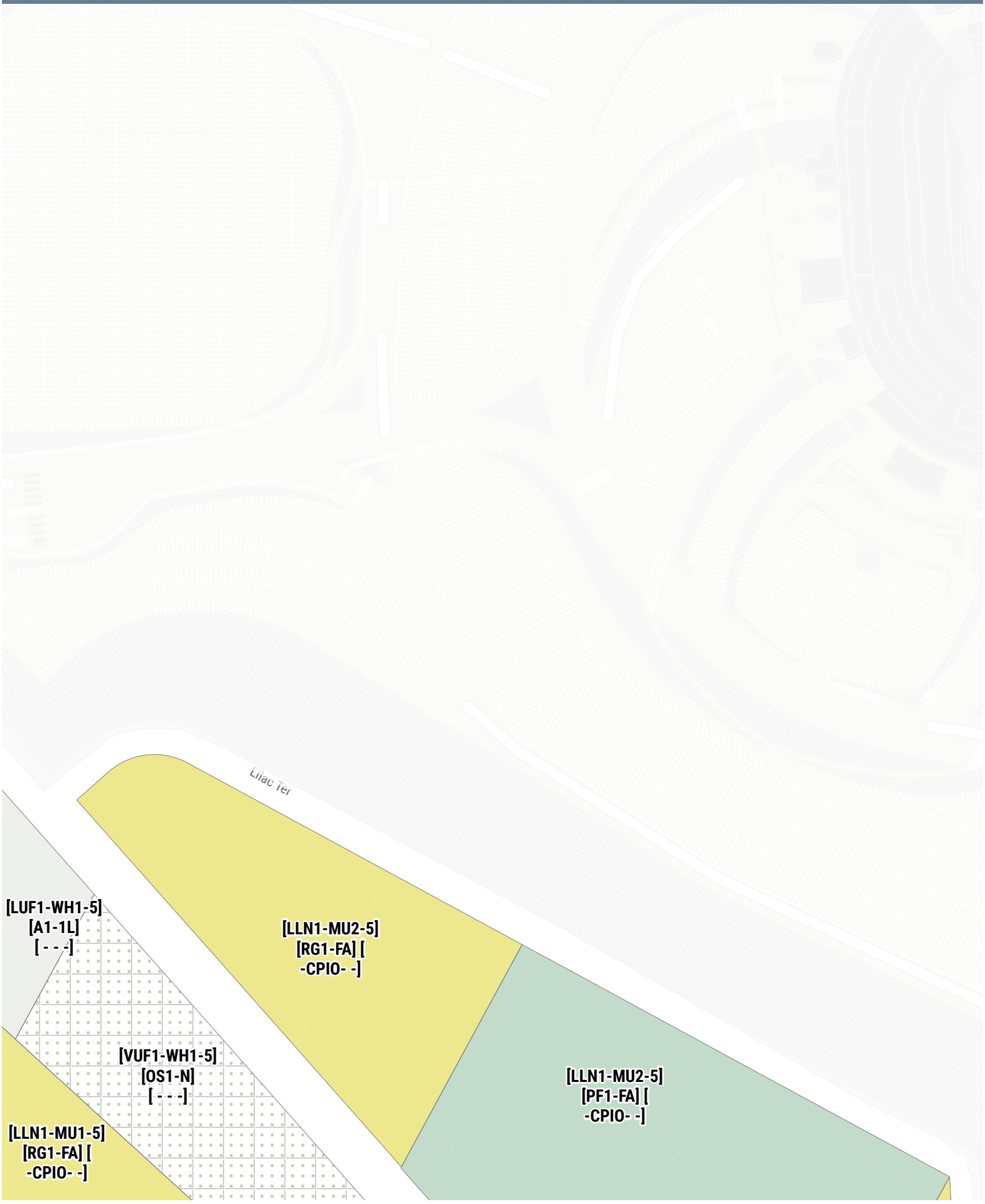

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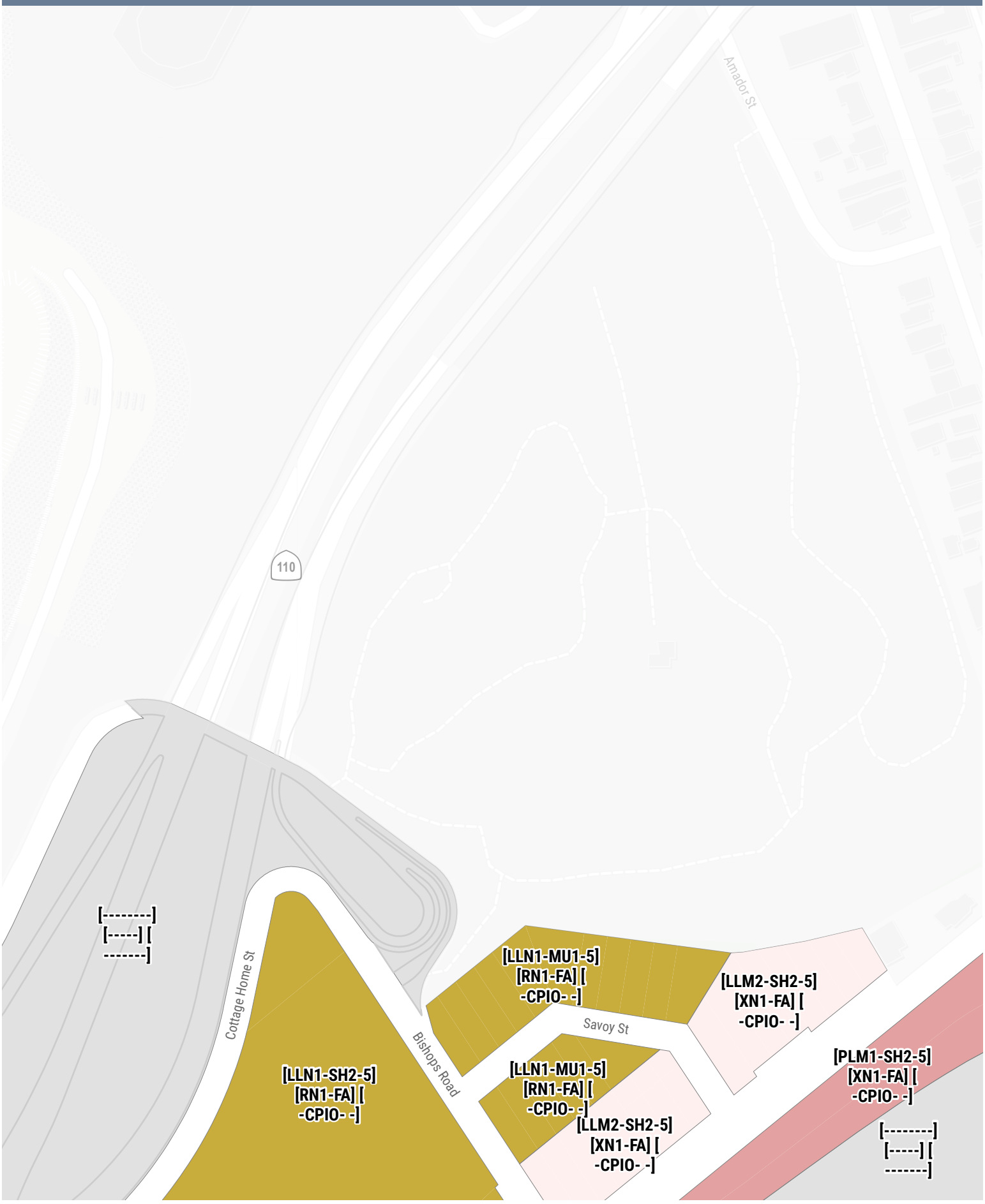

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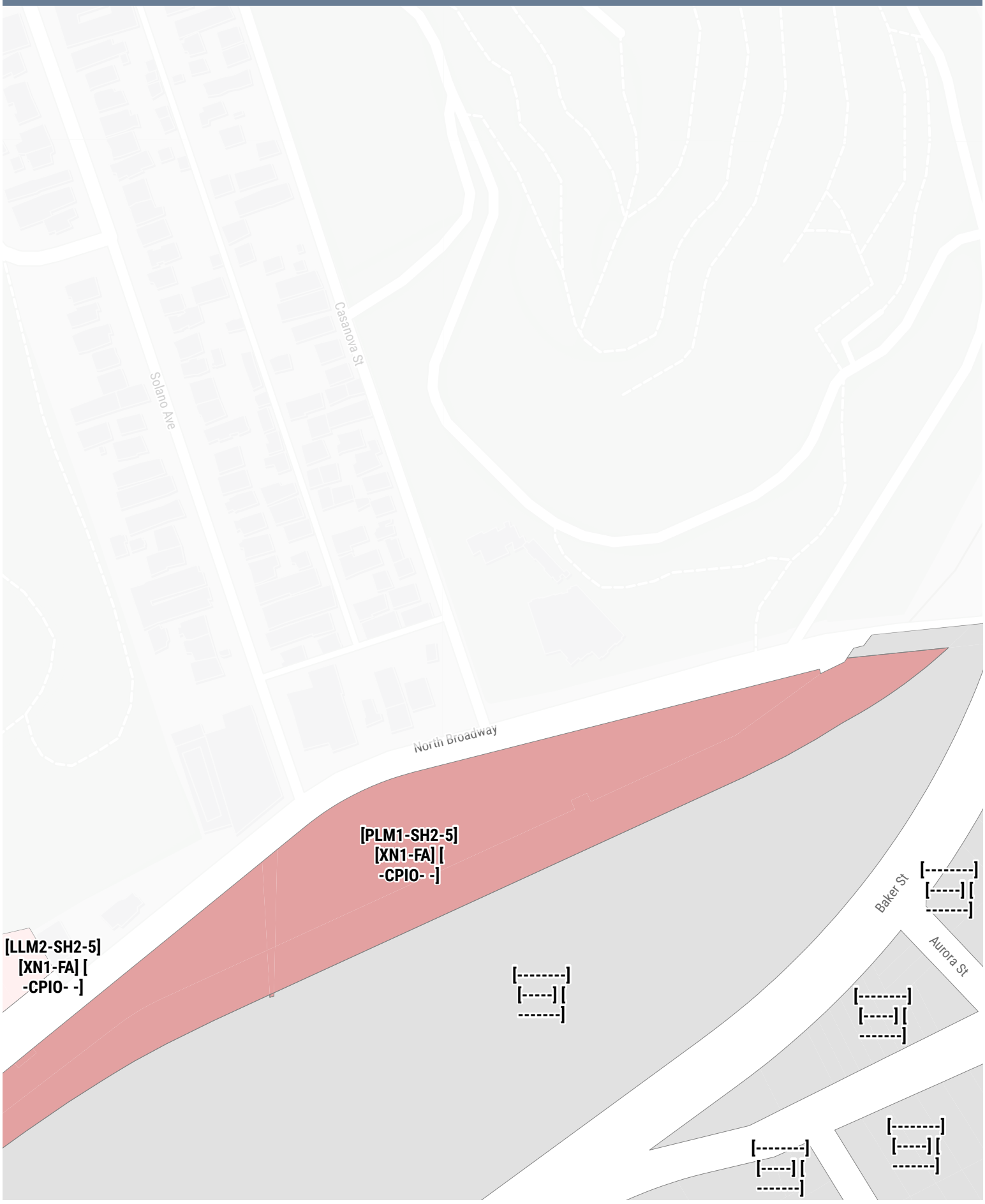

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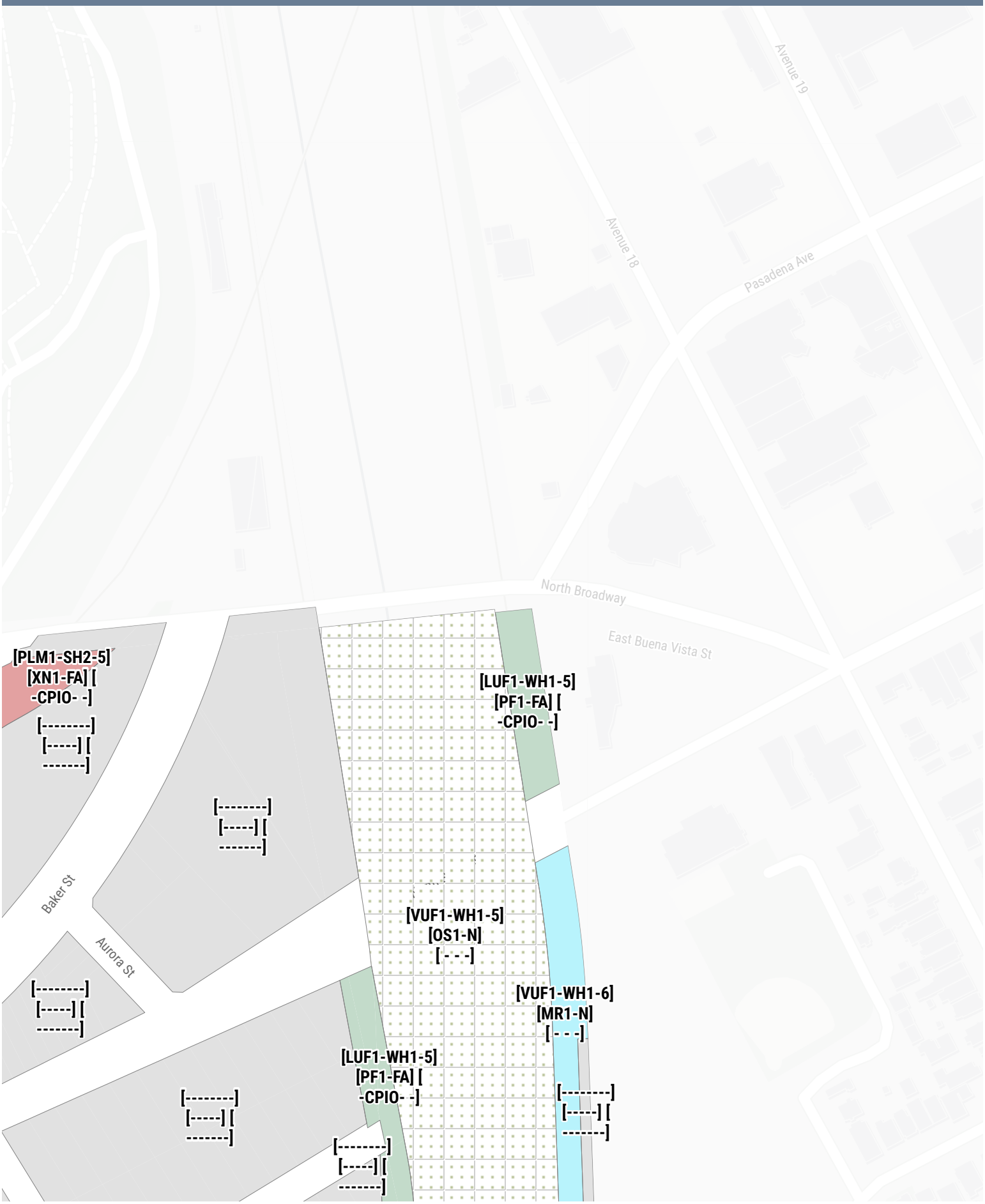

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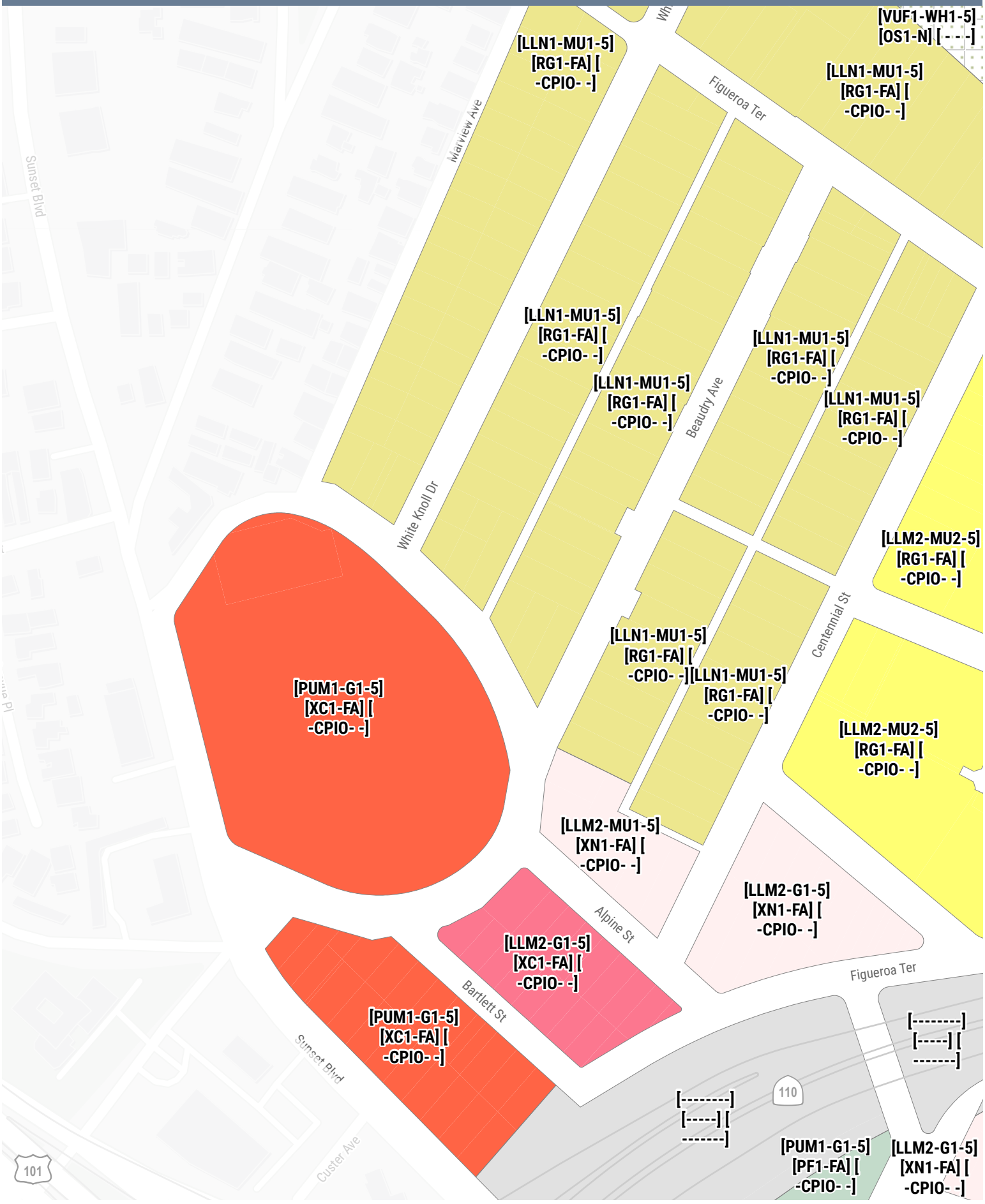

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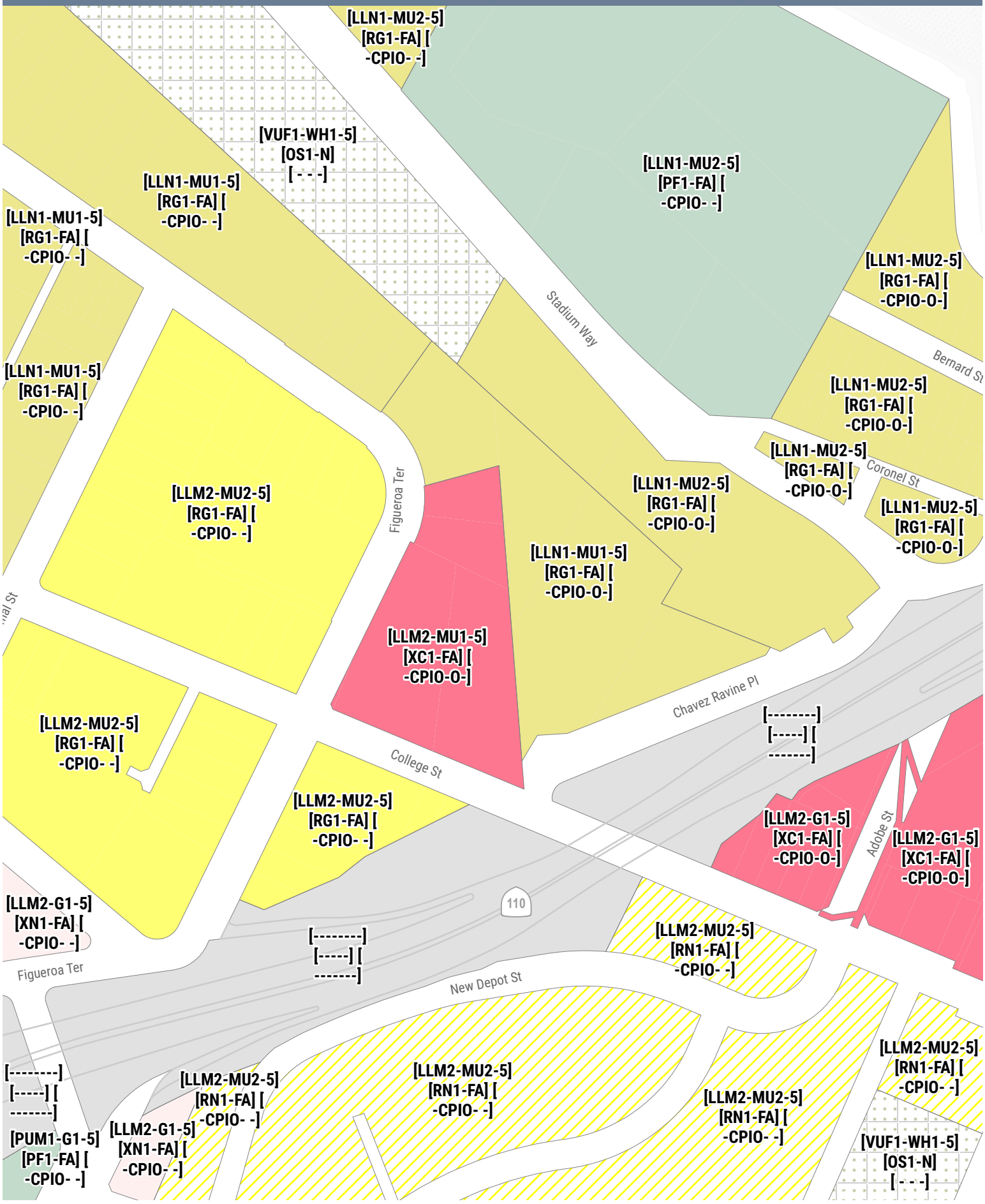

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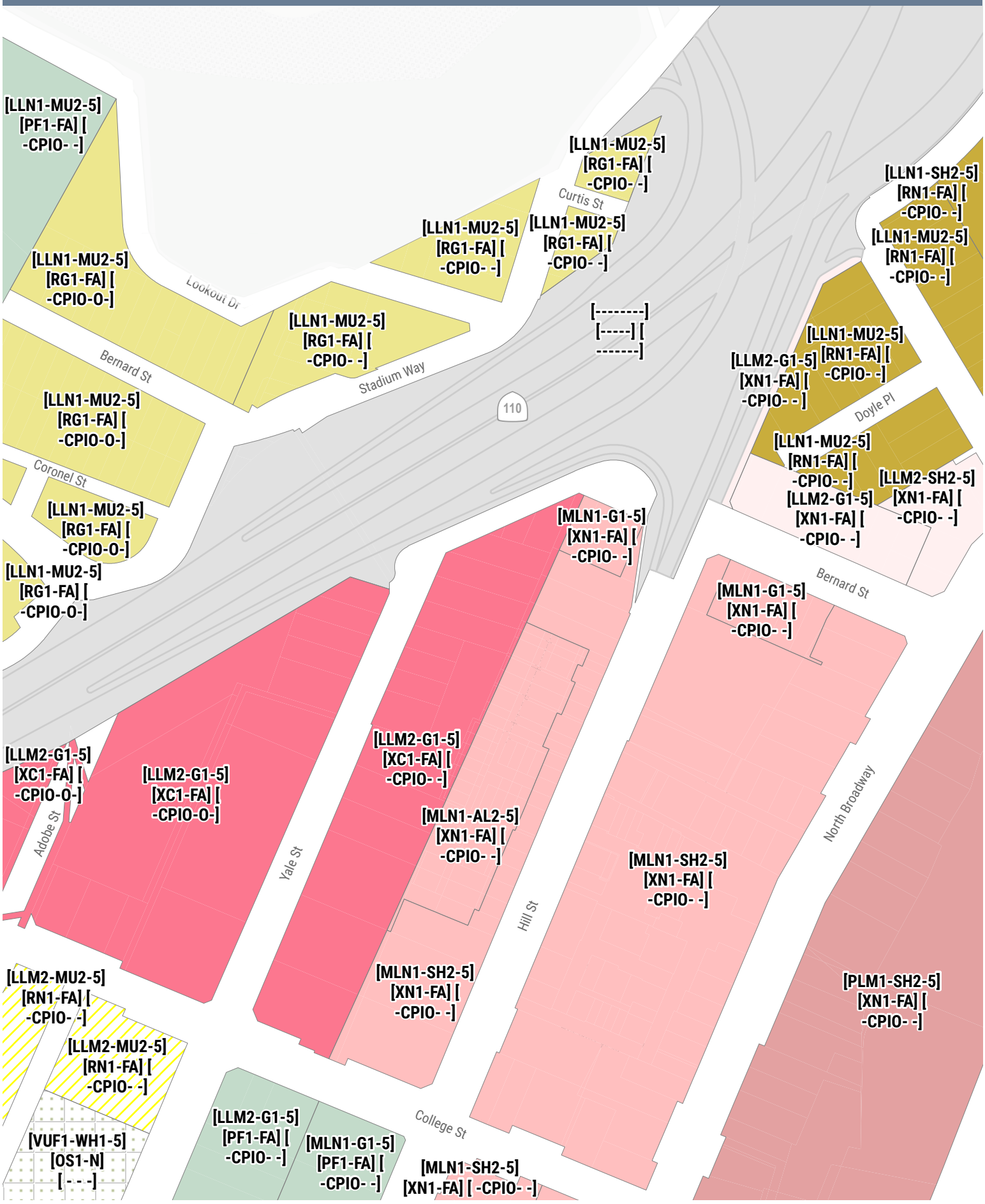

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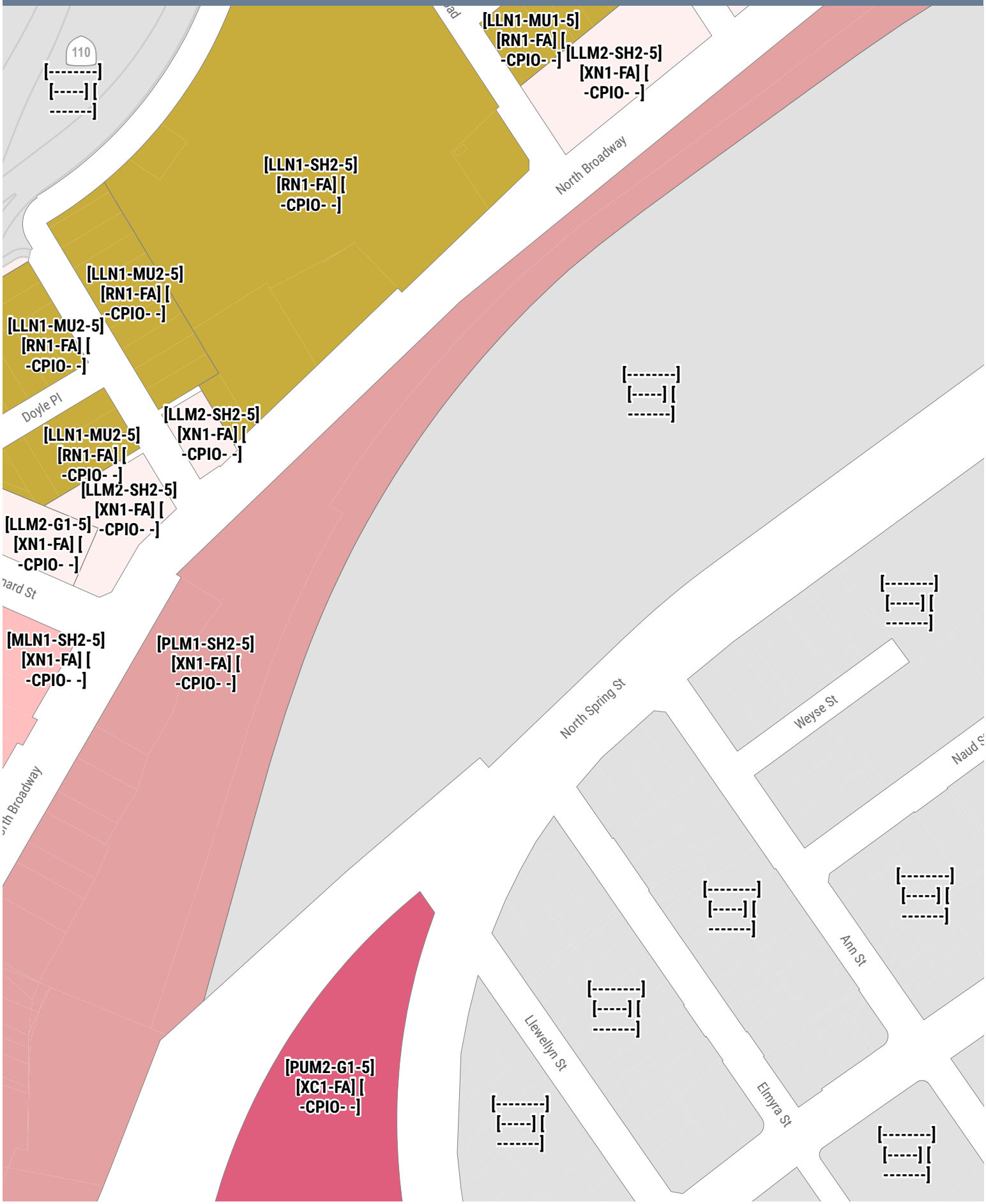

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Downtown Community Plan

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Downtown Community Plan

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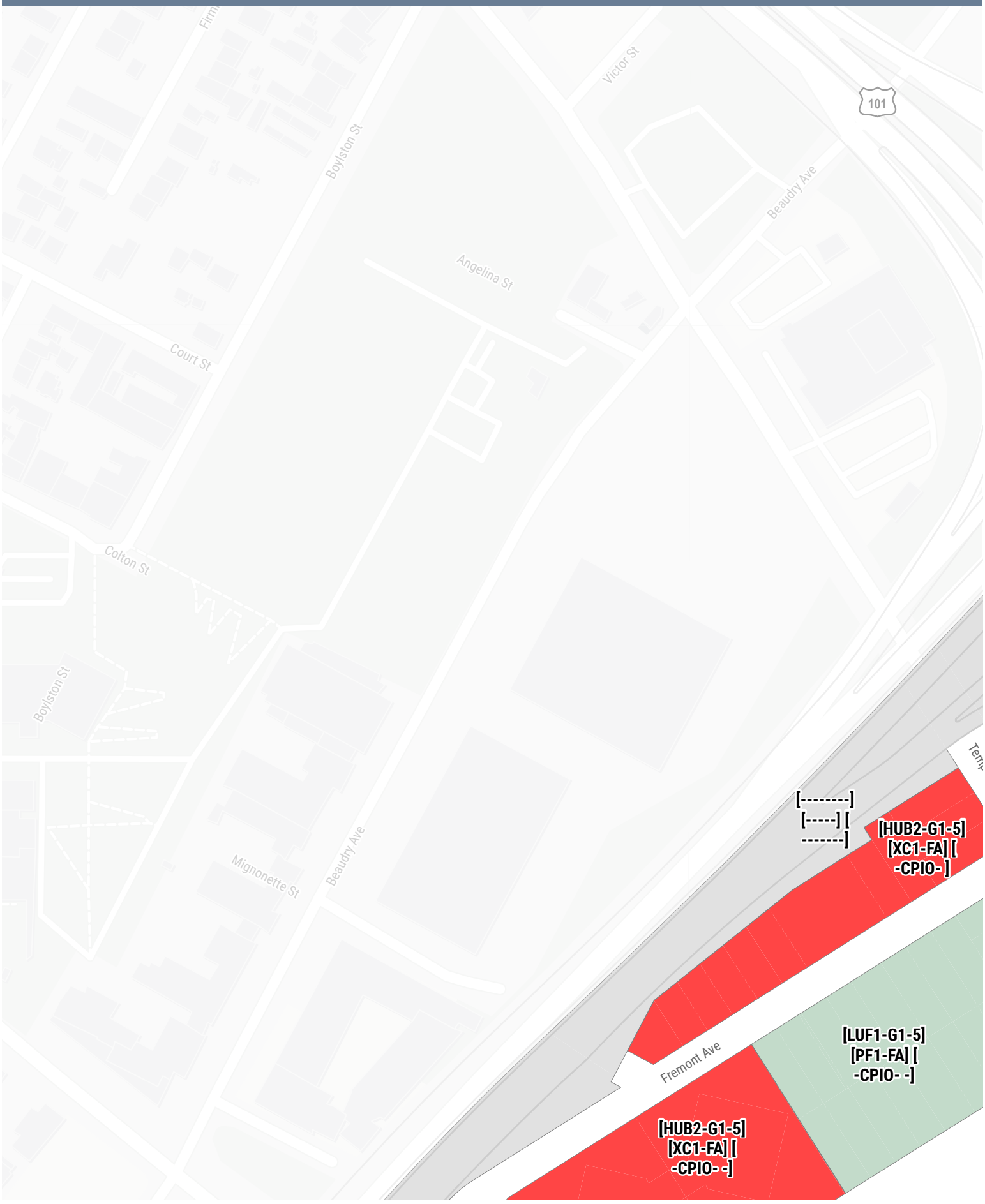

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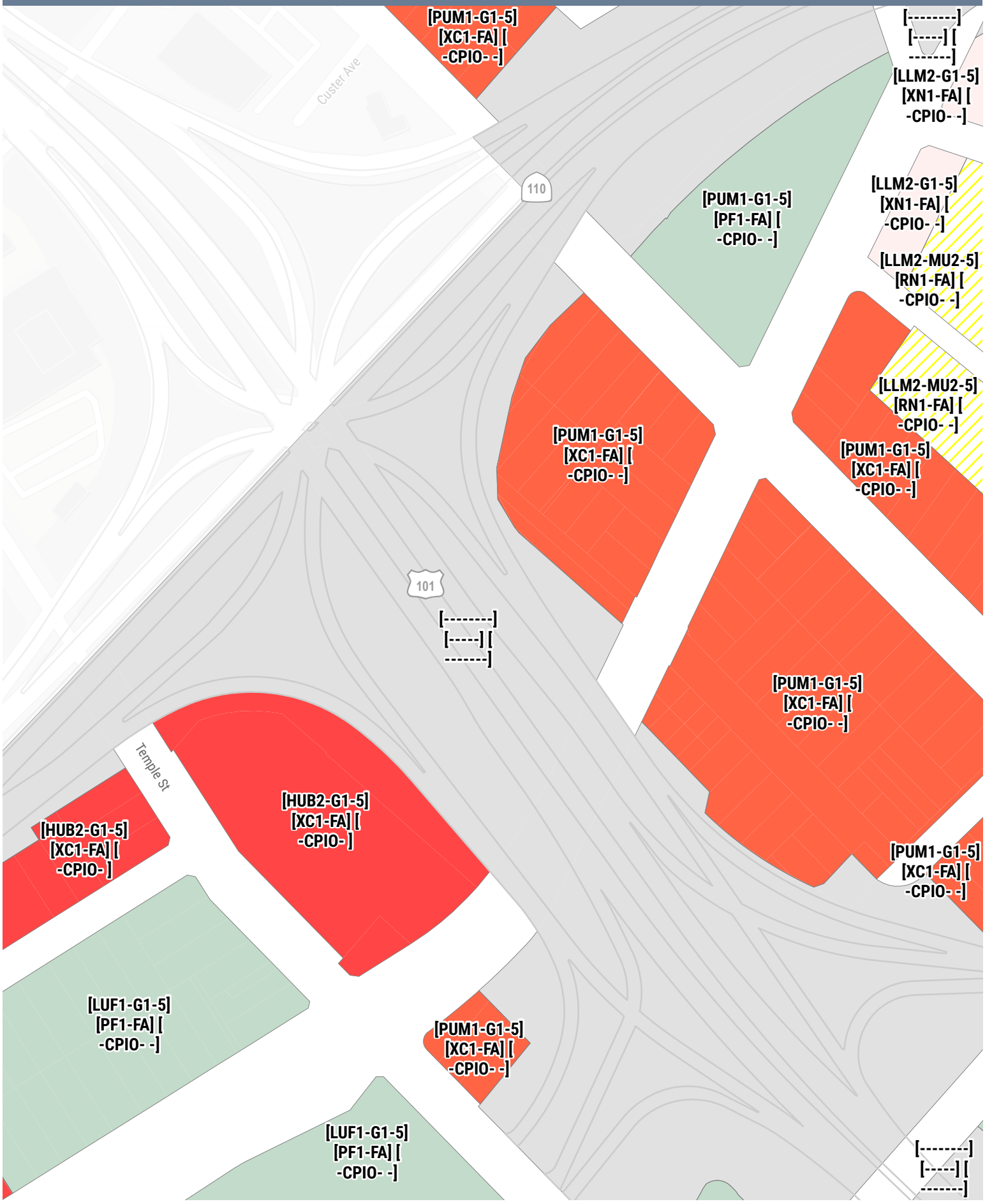

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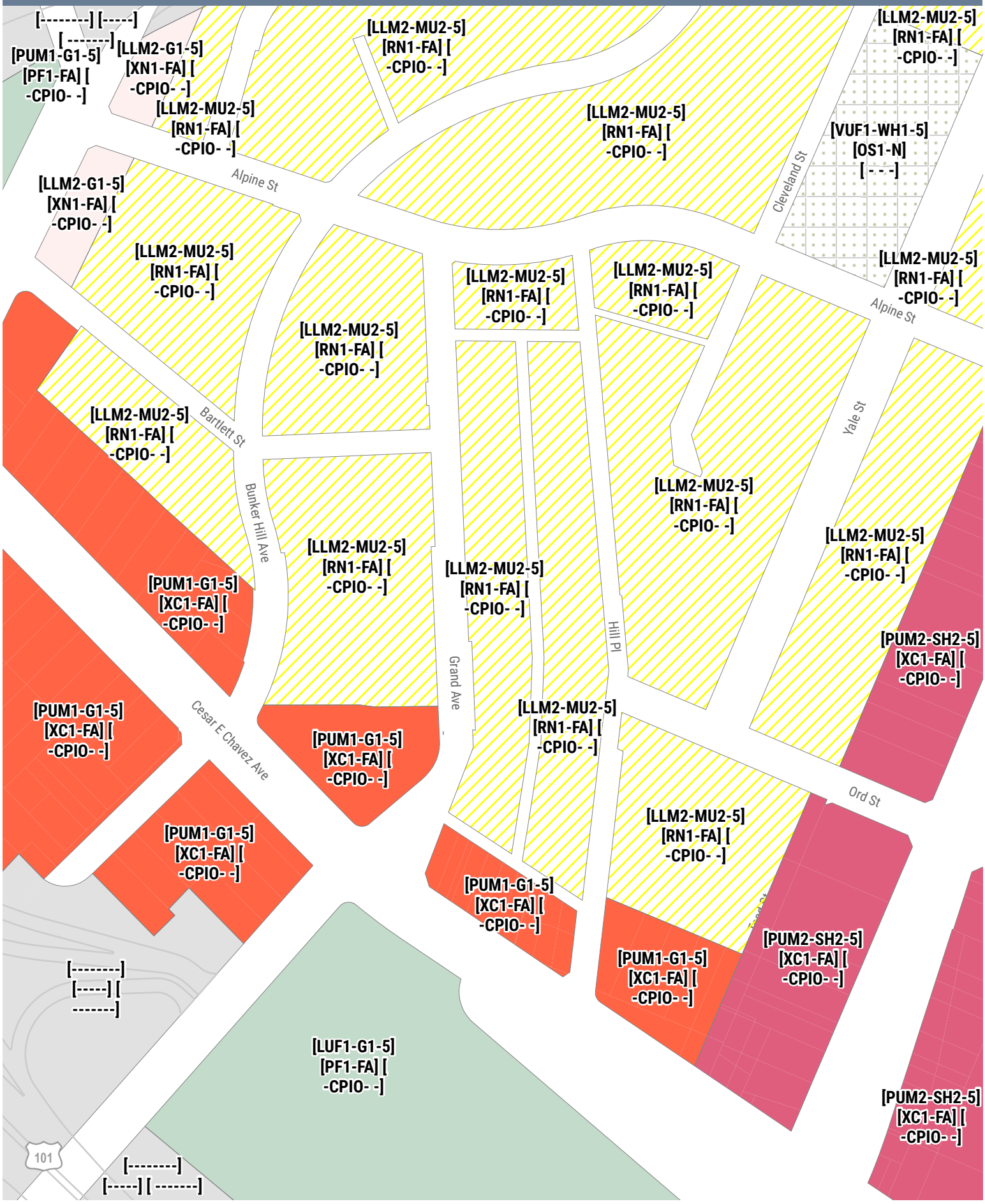

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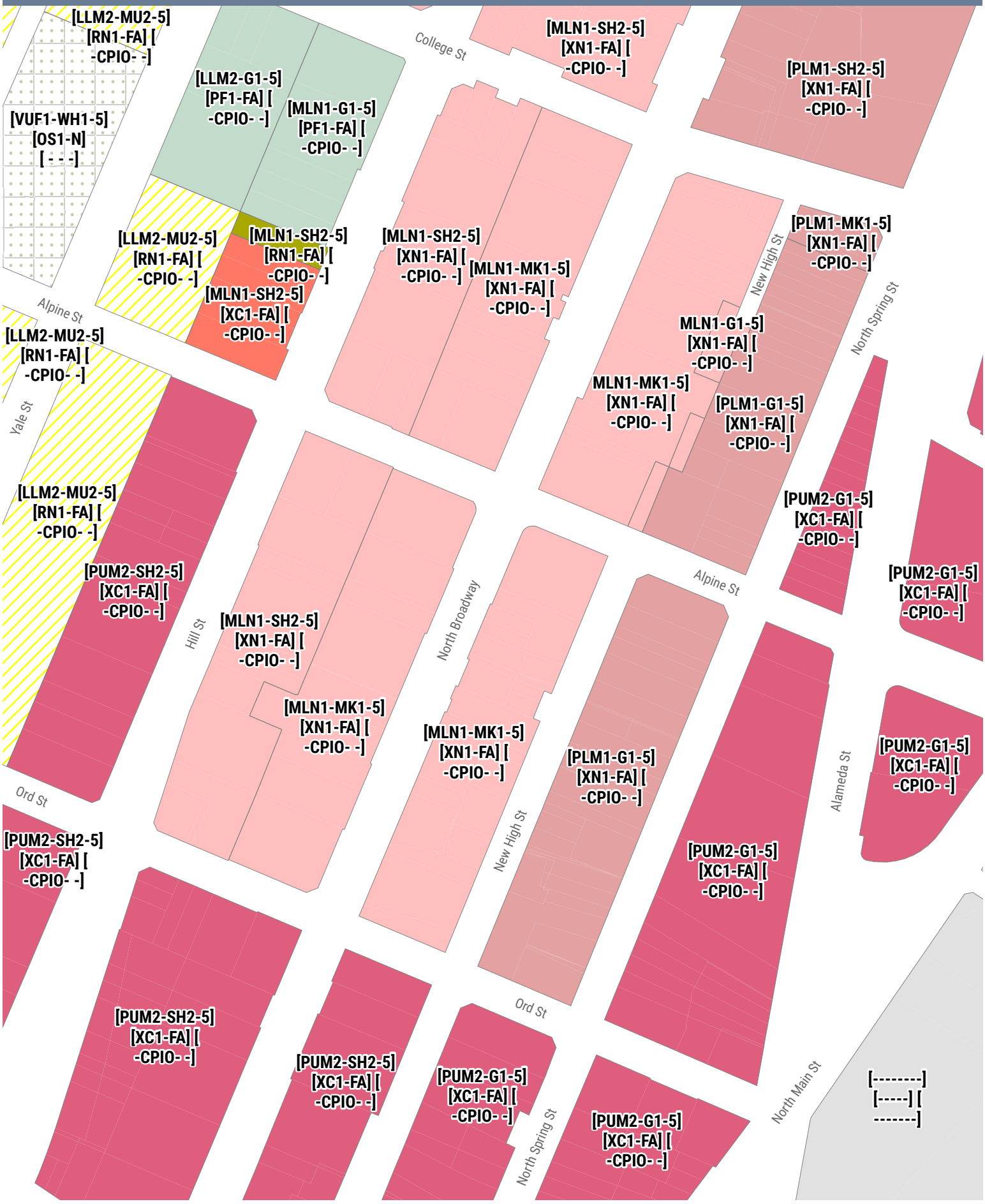

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Downtown Community Plan

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Downtown Community Plan

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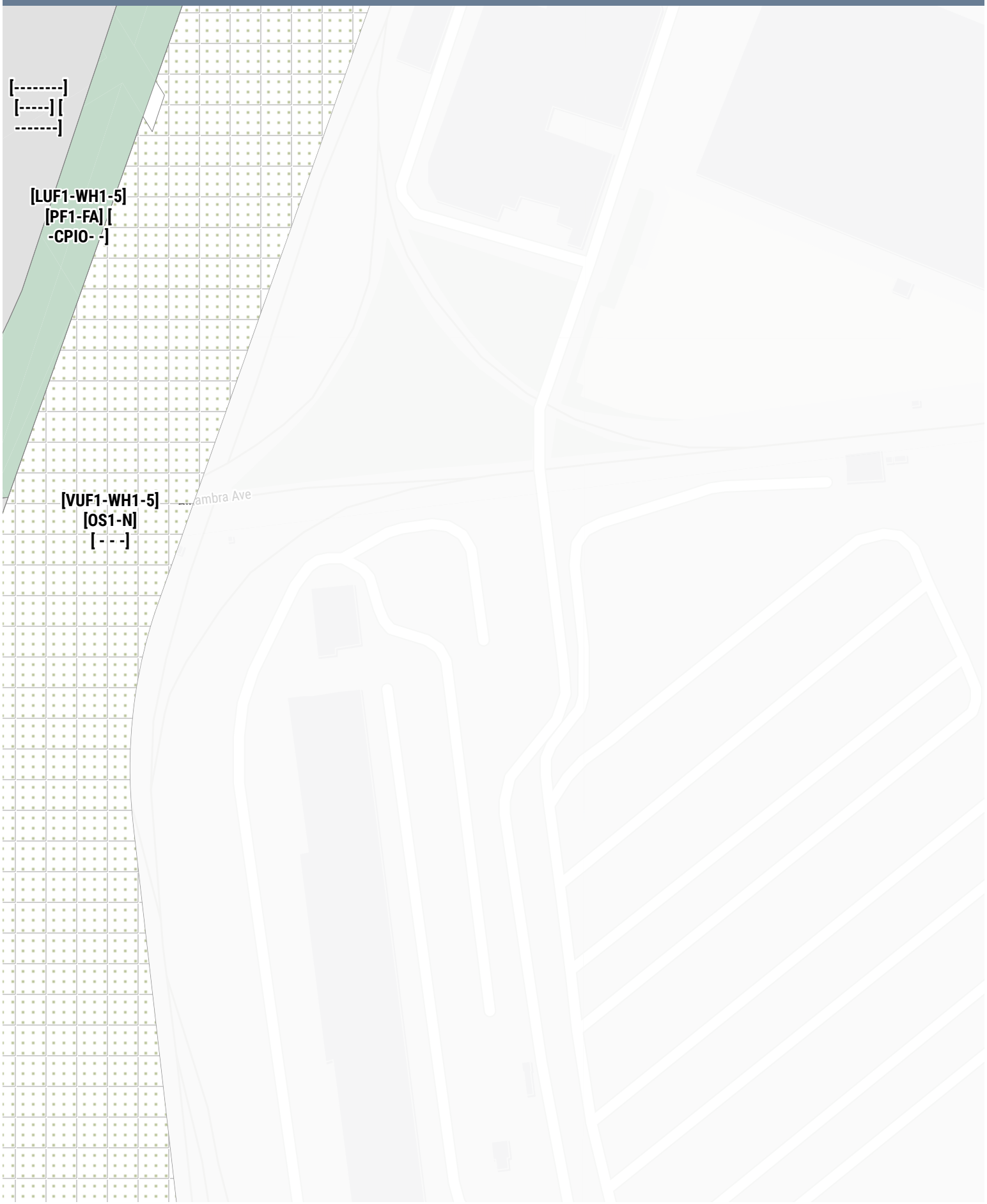

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Downtown Community Plan

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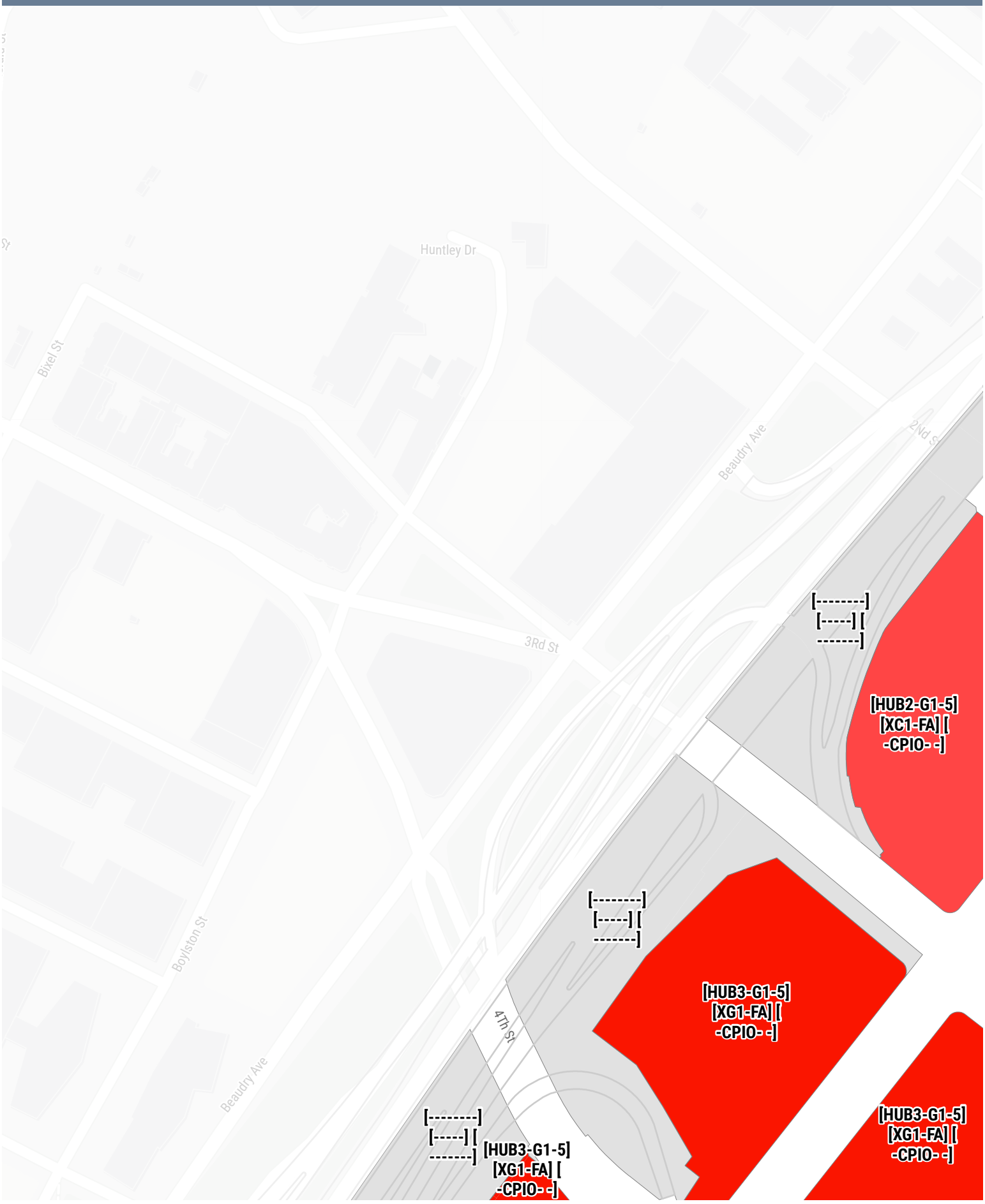

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Downtown Community Plan

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Downtown Community Plan

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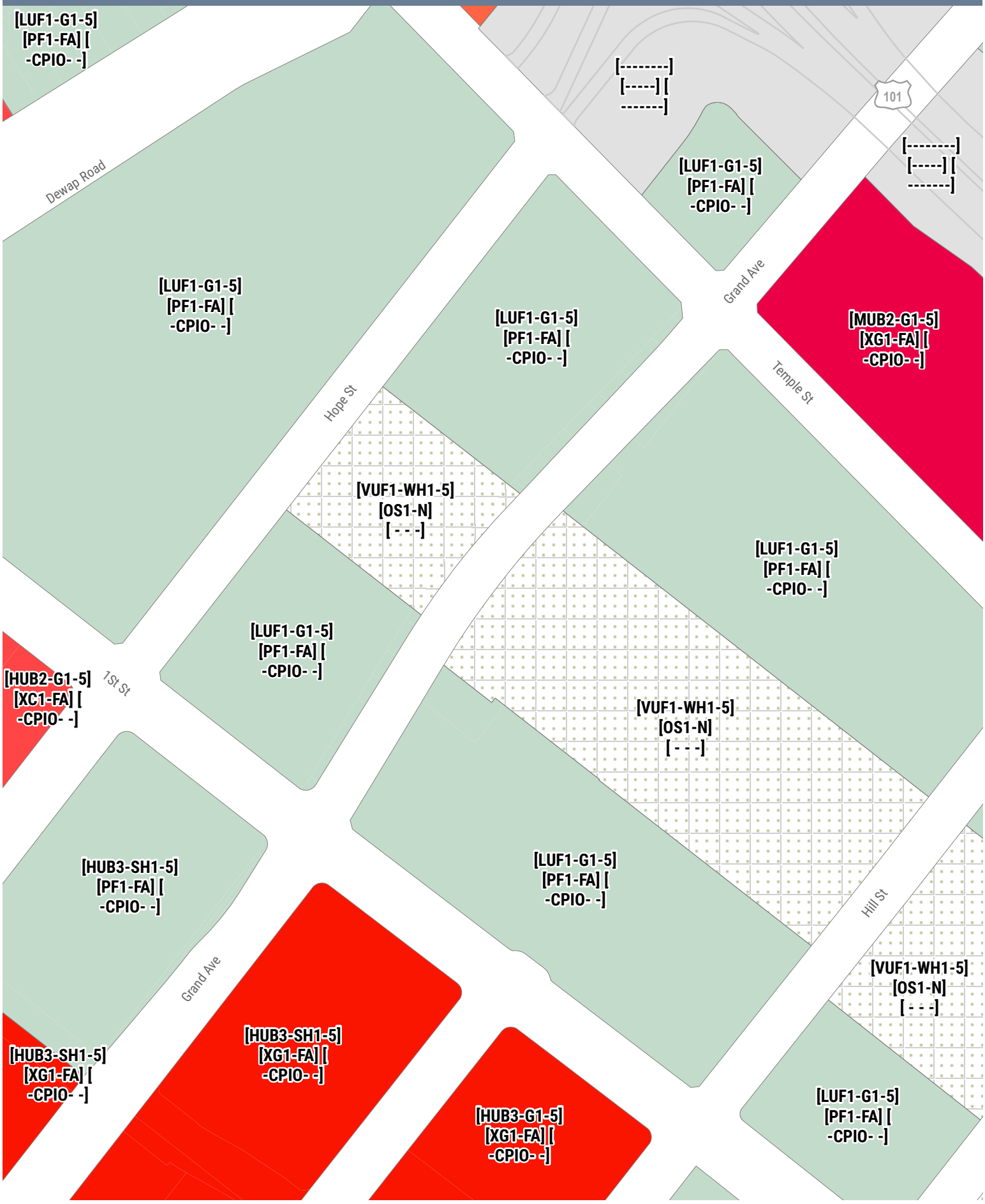

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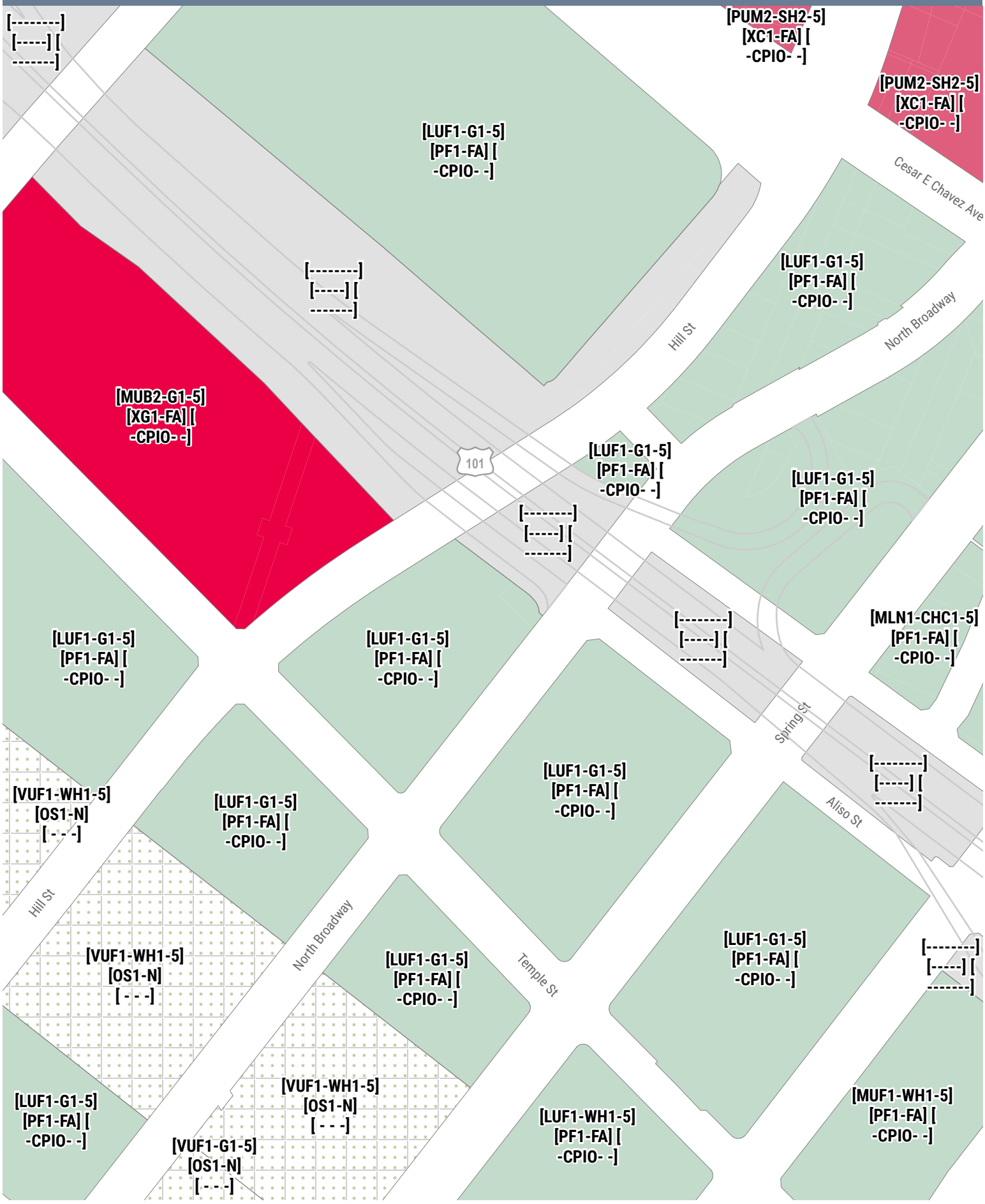
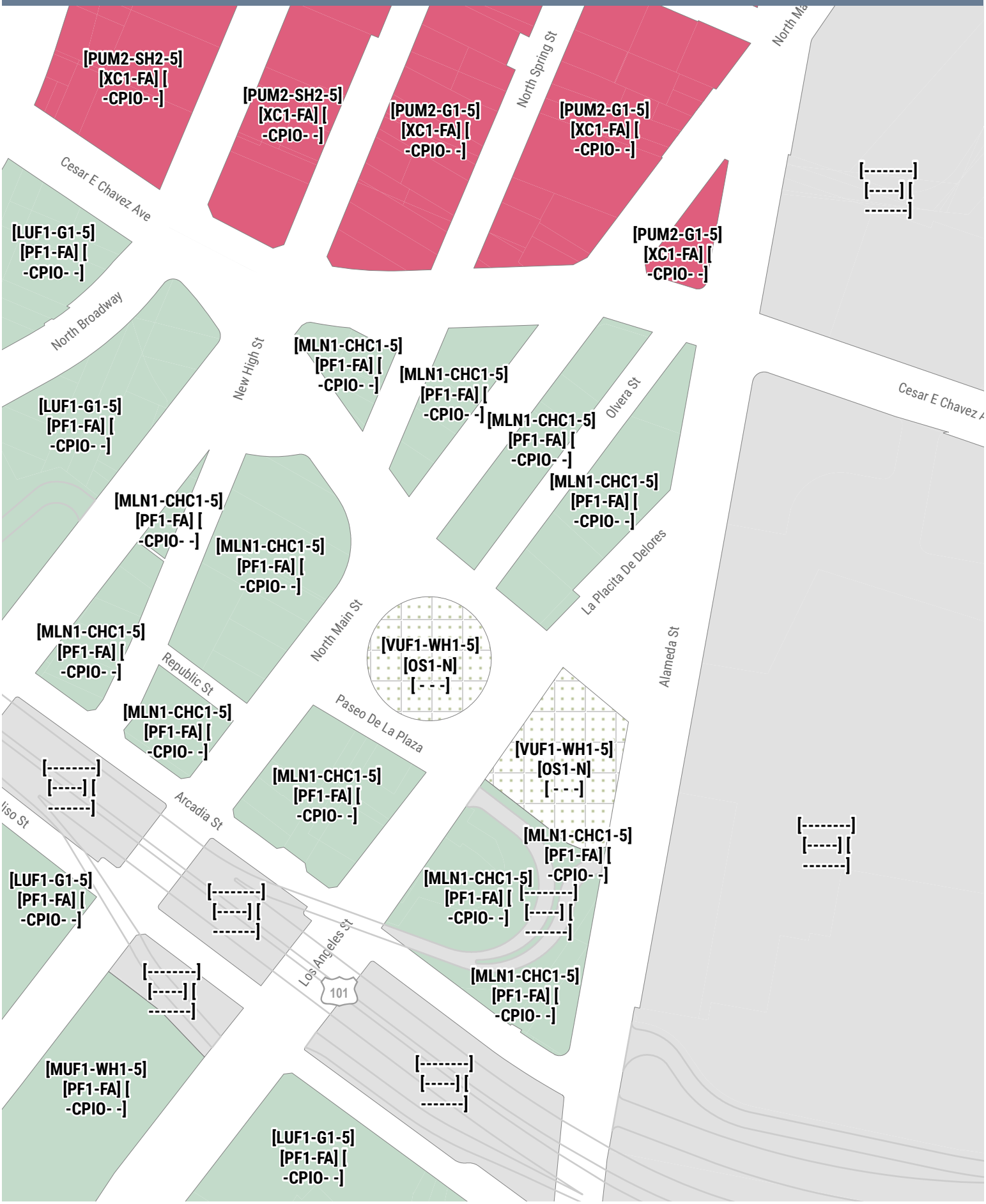
Downtown Community Plan

GRID: **D7**



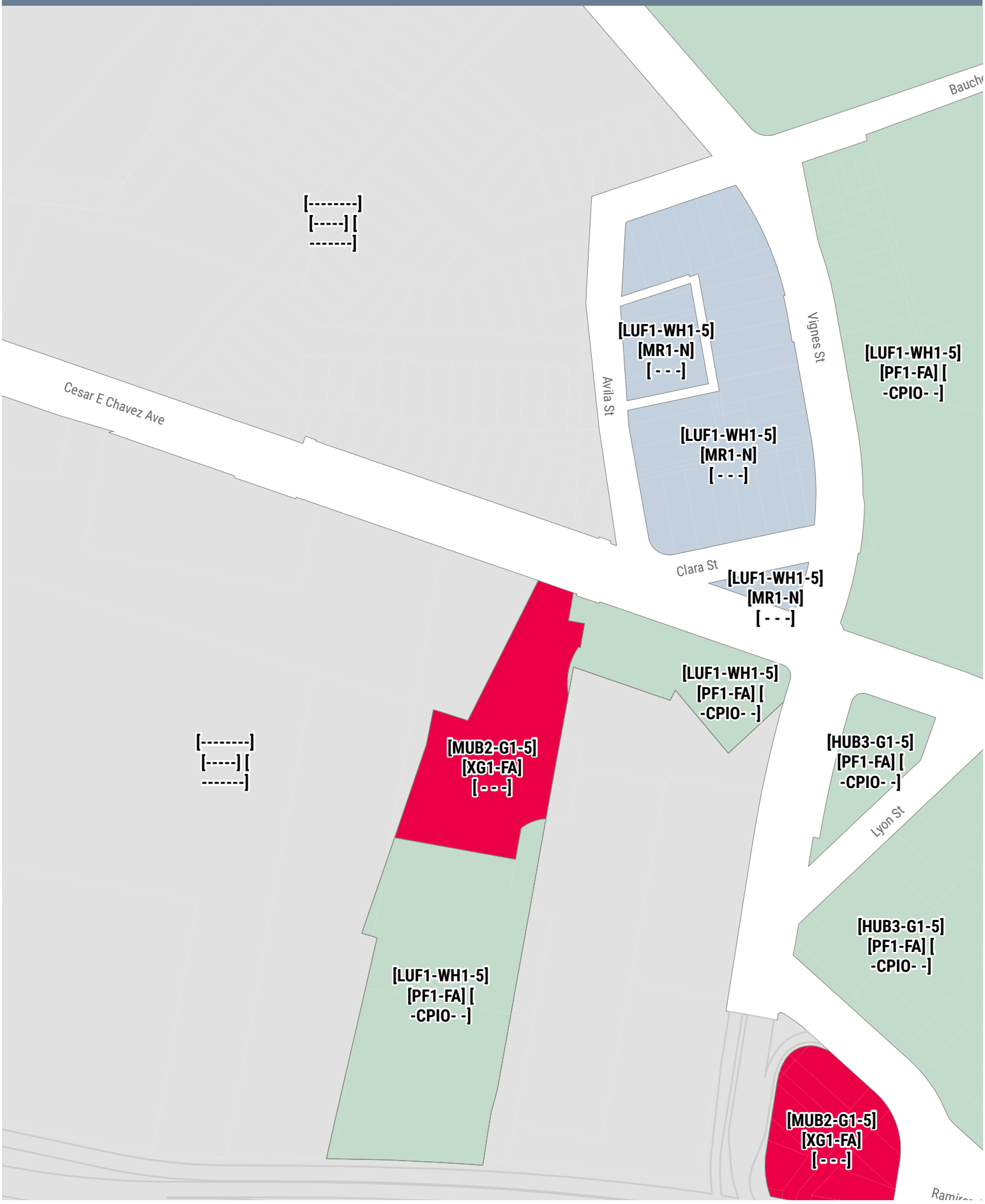
**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **D8**



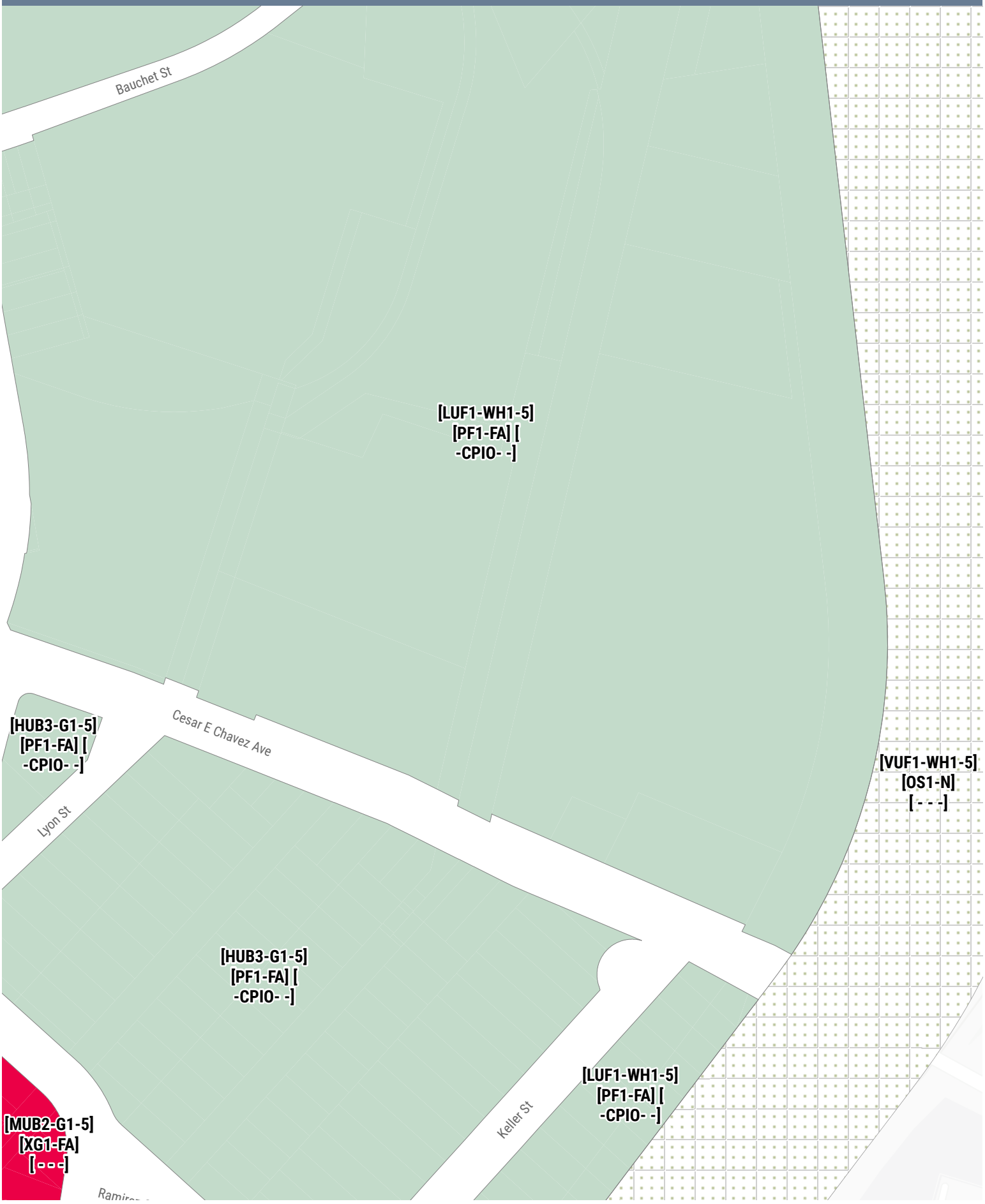
**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **D9**



**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **D10**



**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

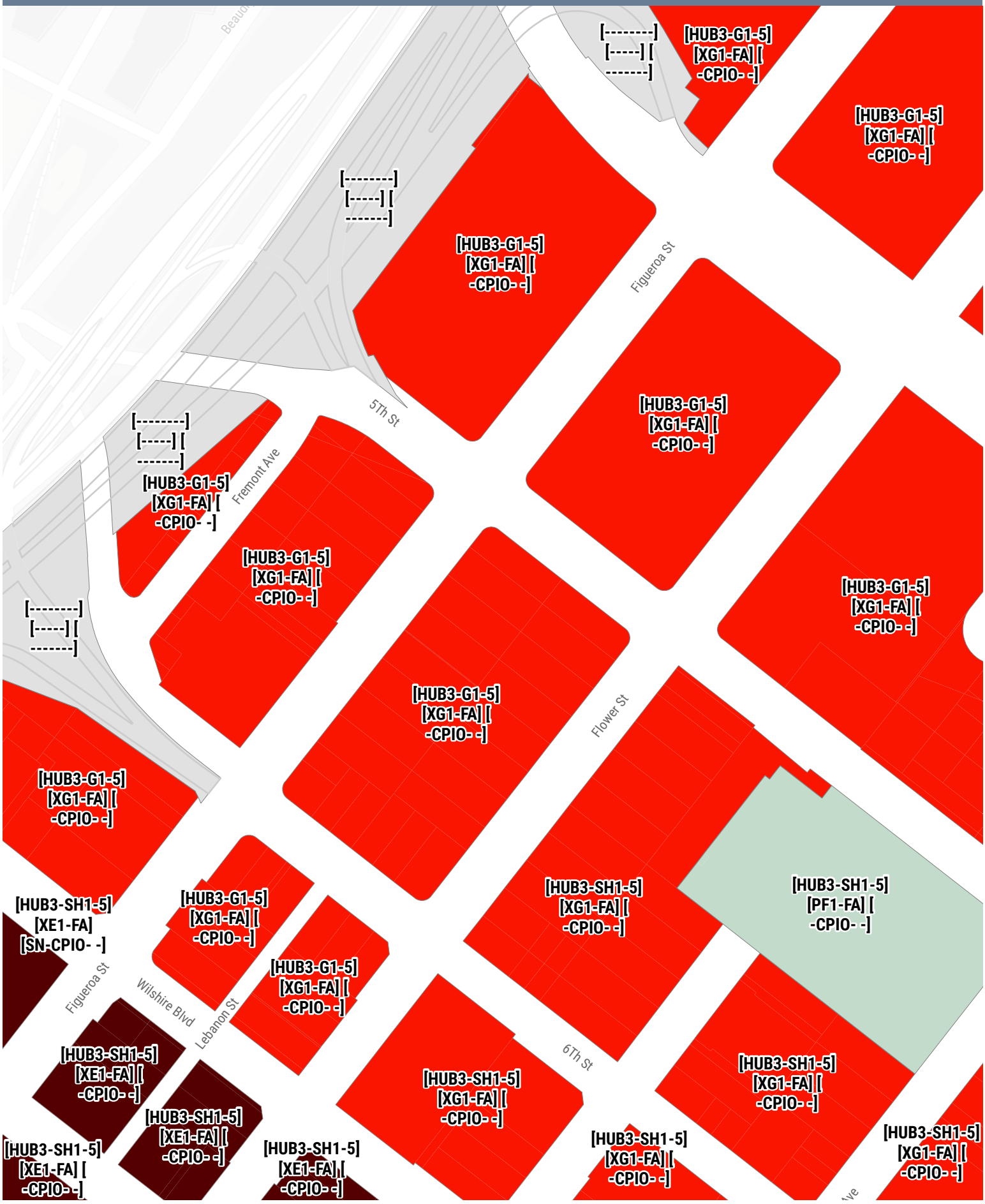
# GRID: **D11**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **E3**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **E4**



**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **E5**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

# GRID: **E6**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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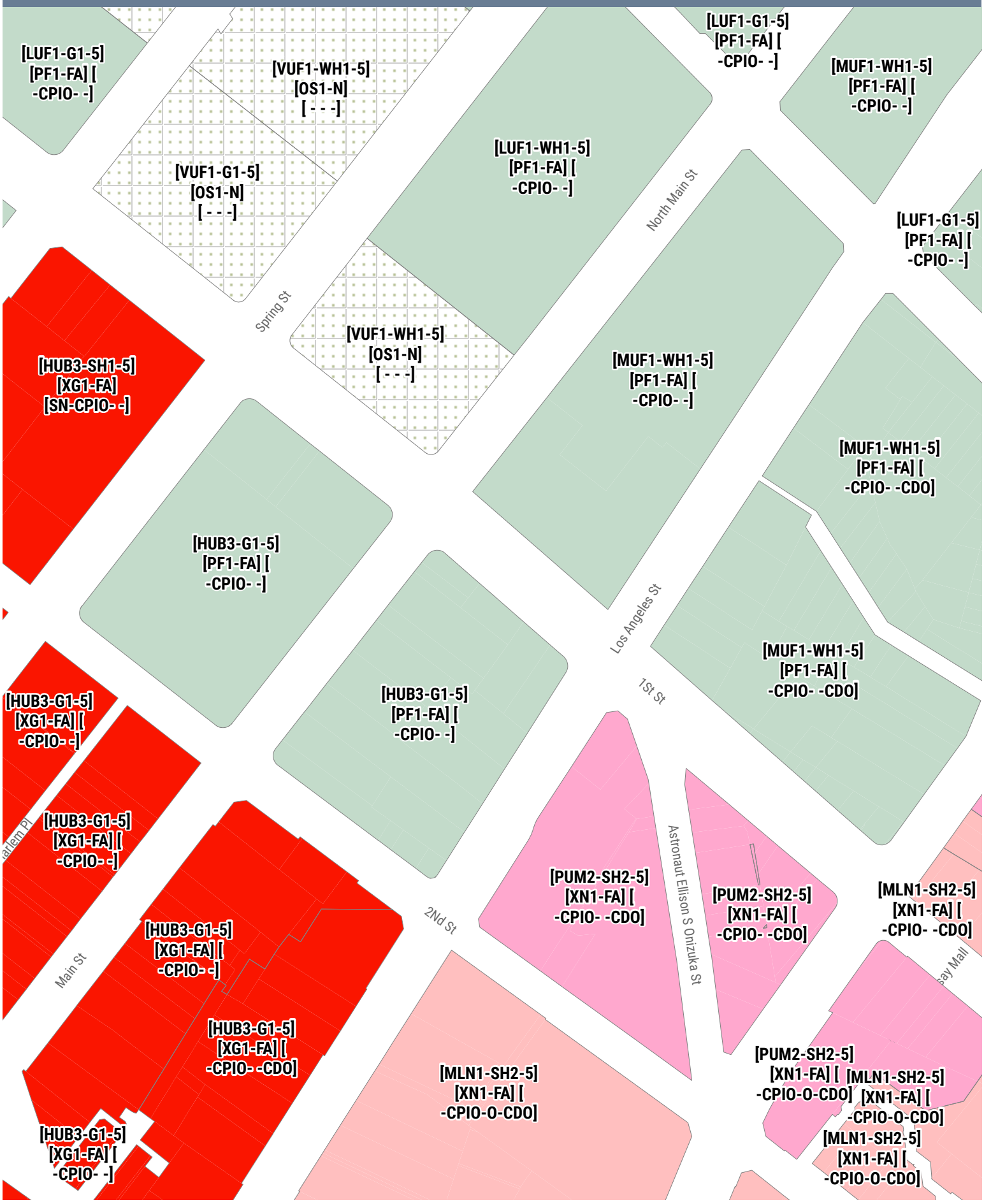

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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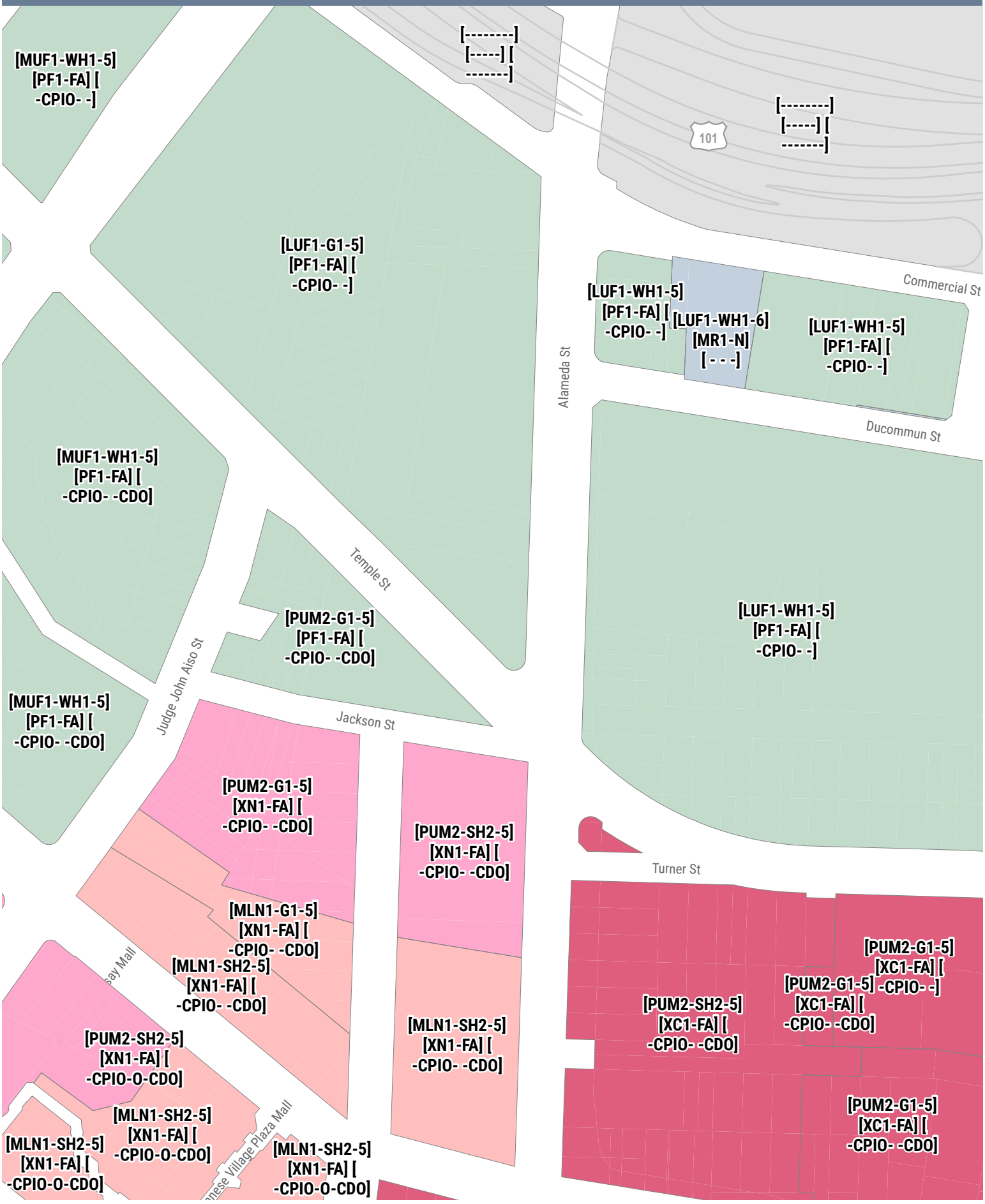

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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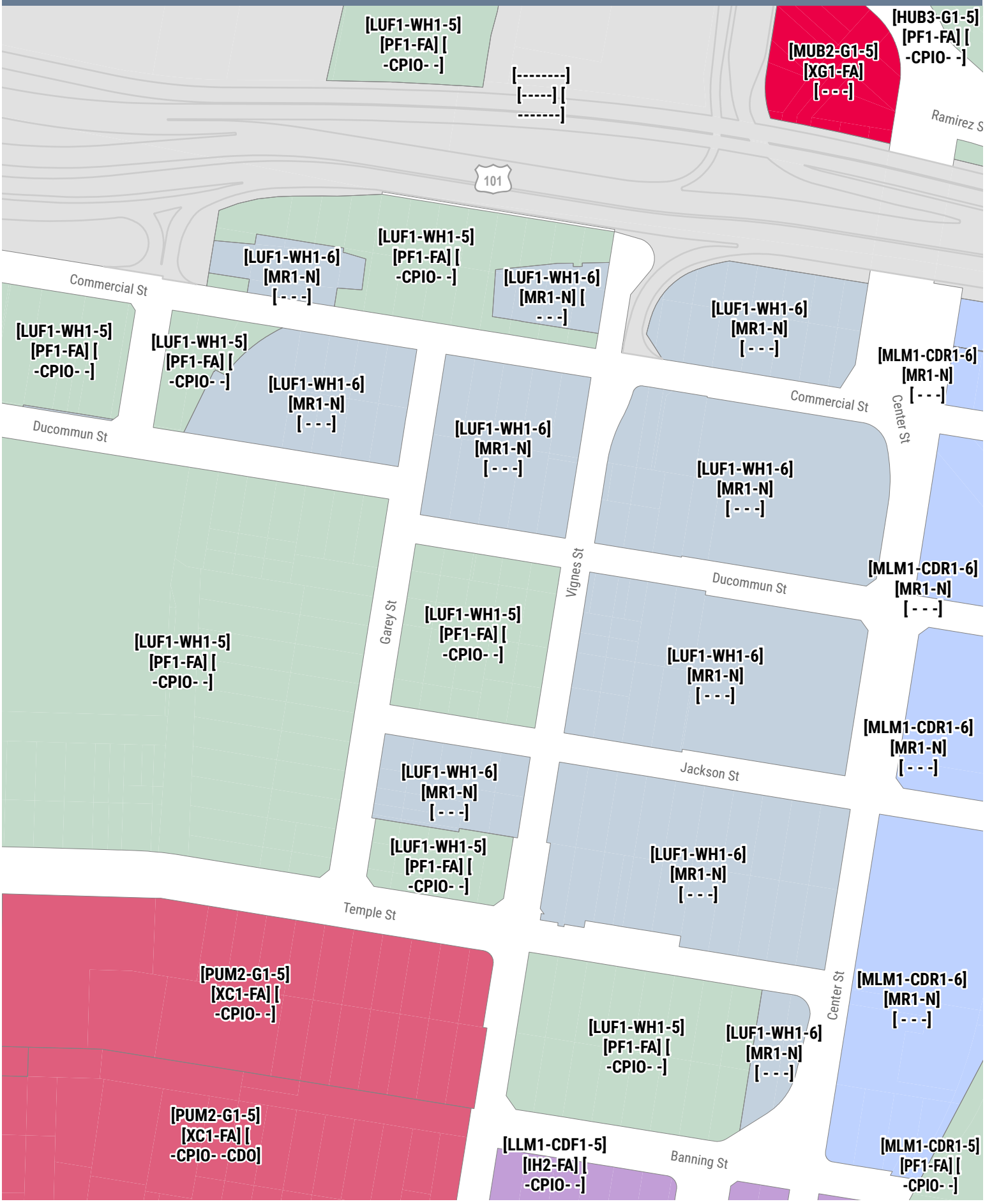

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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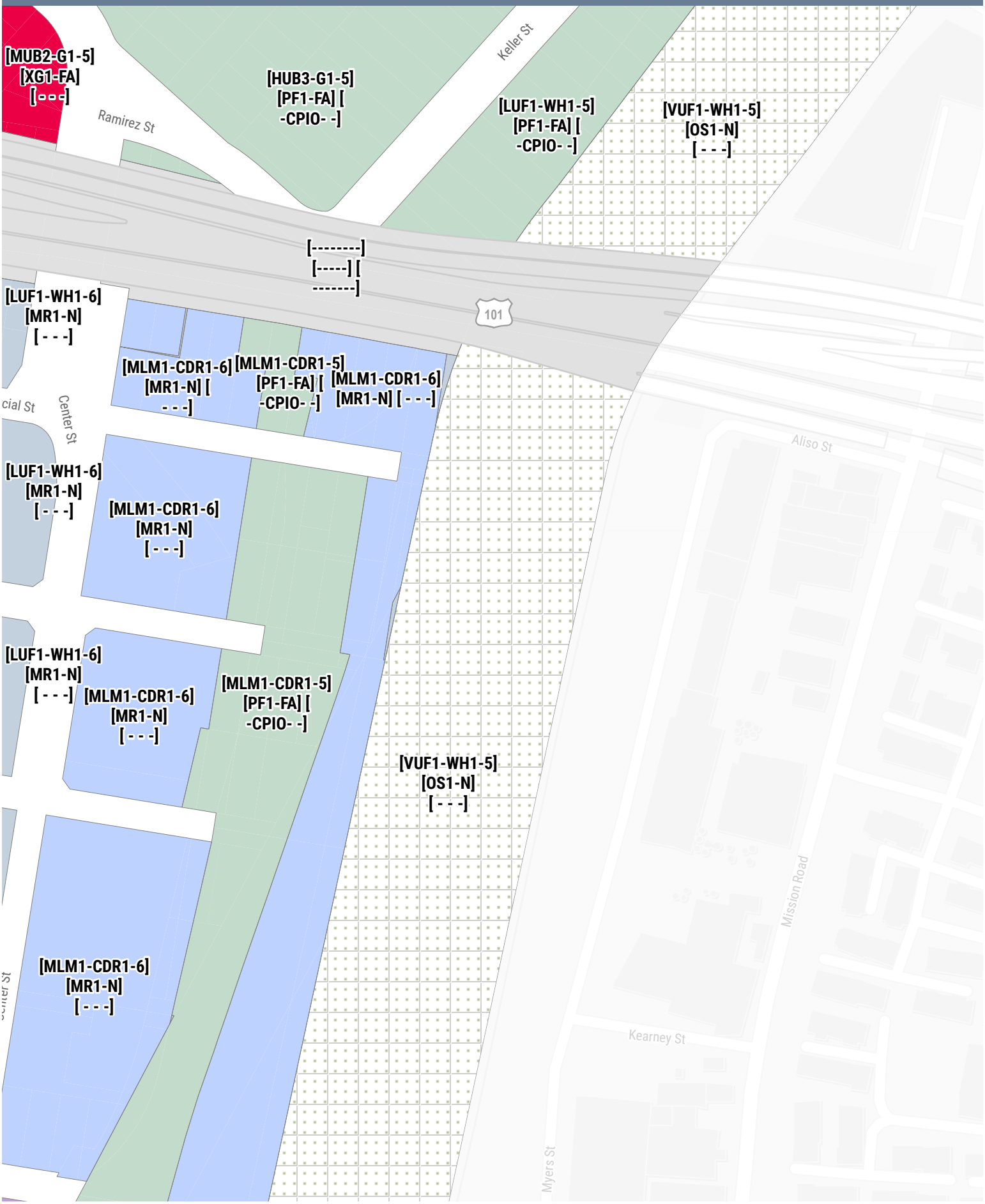

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **F1**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **F2**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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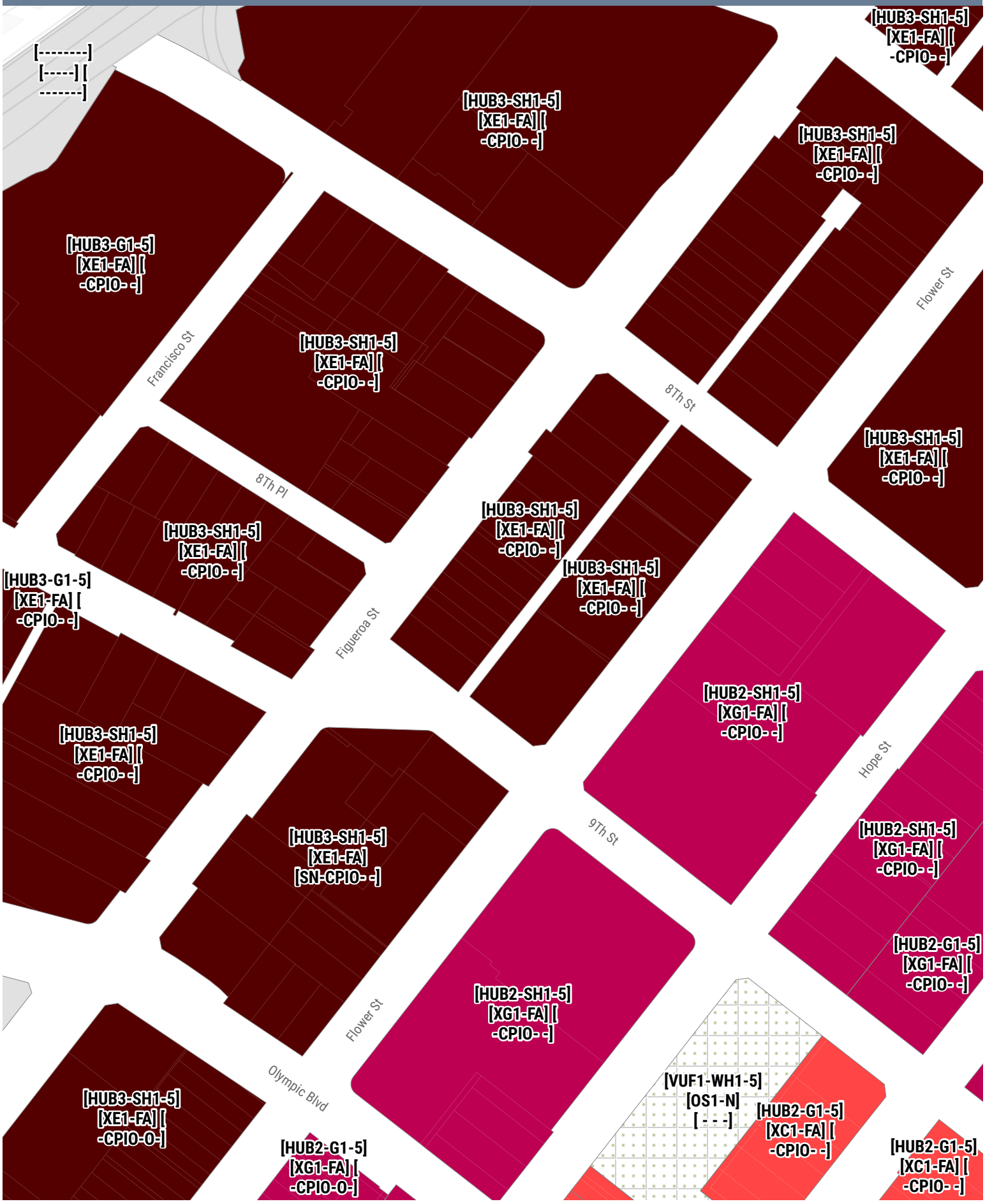

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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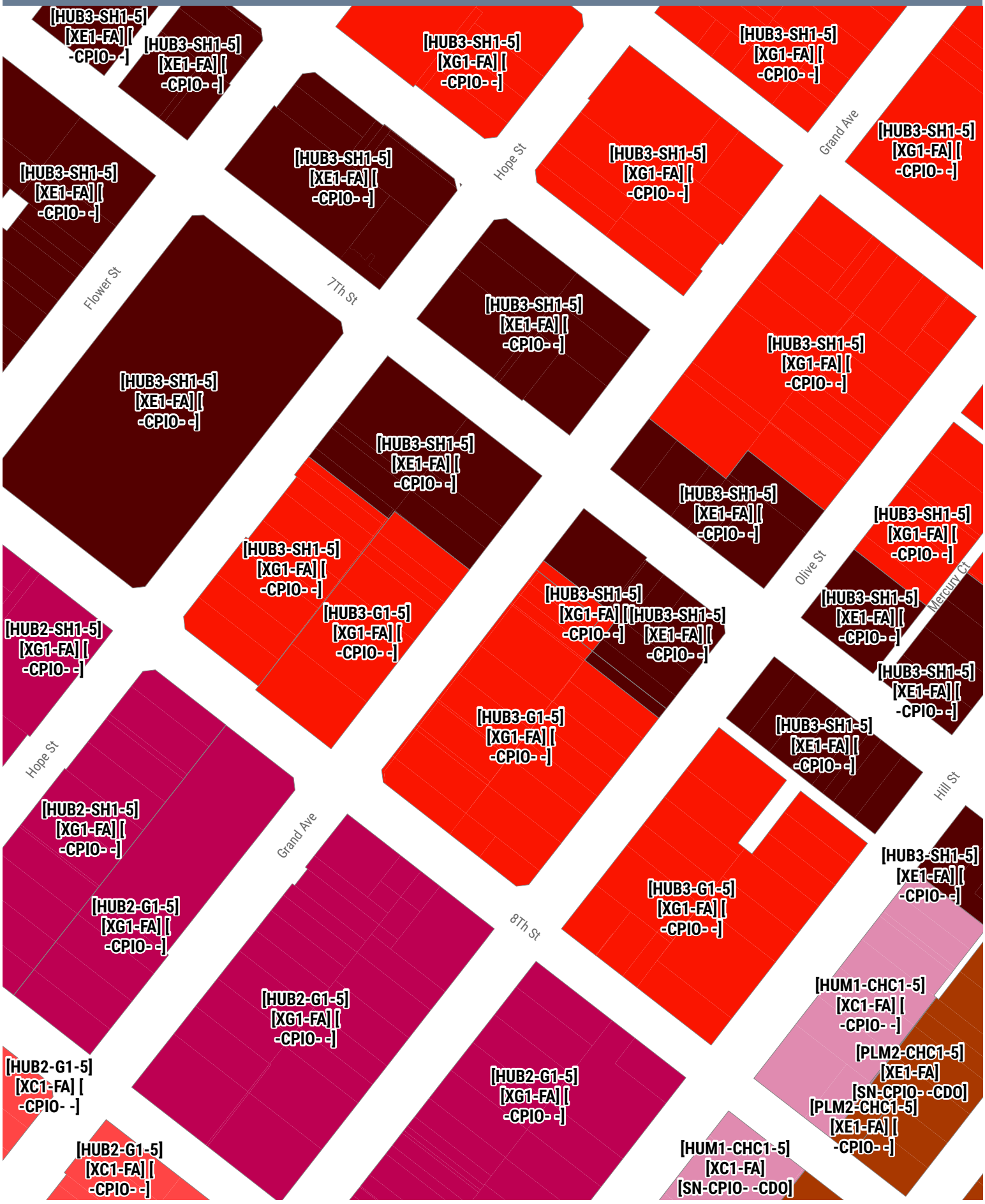

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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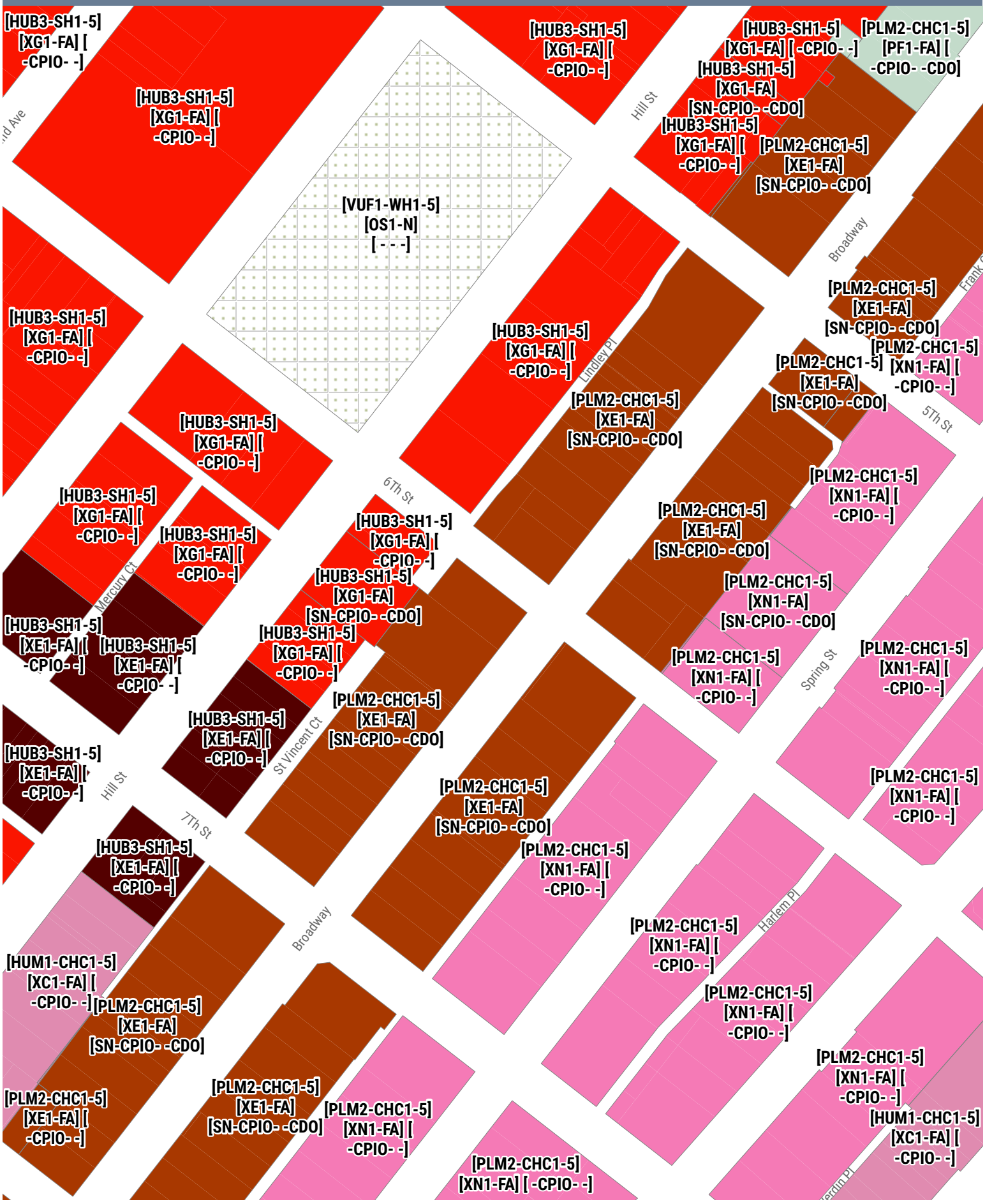

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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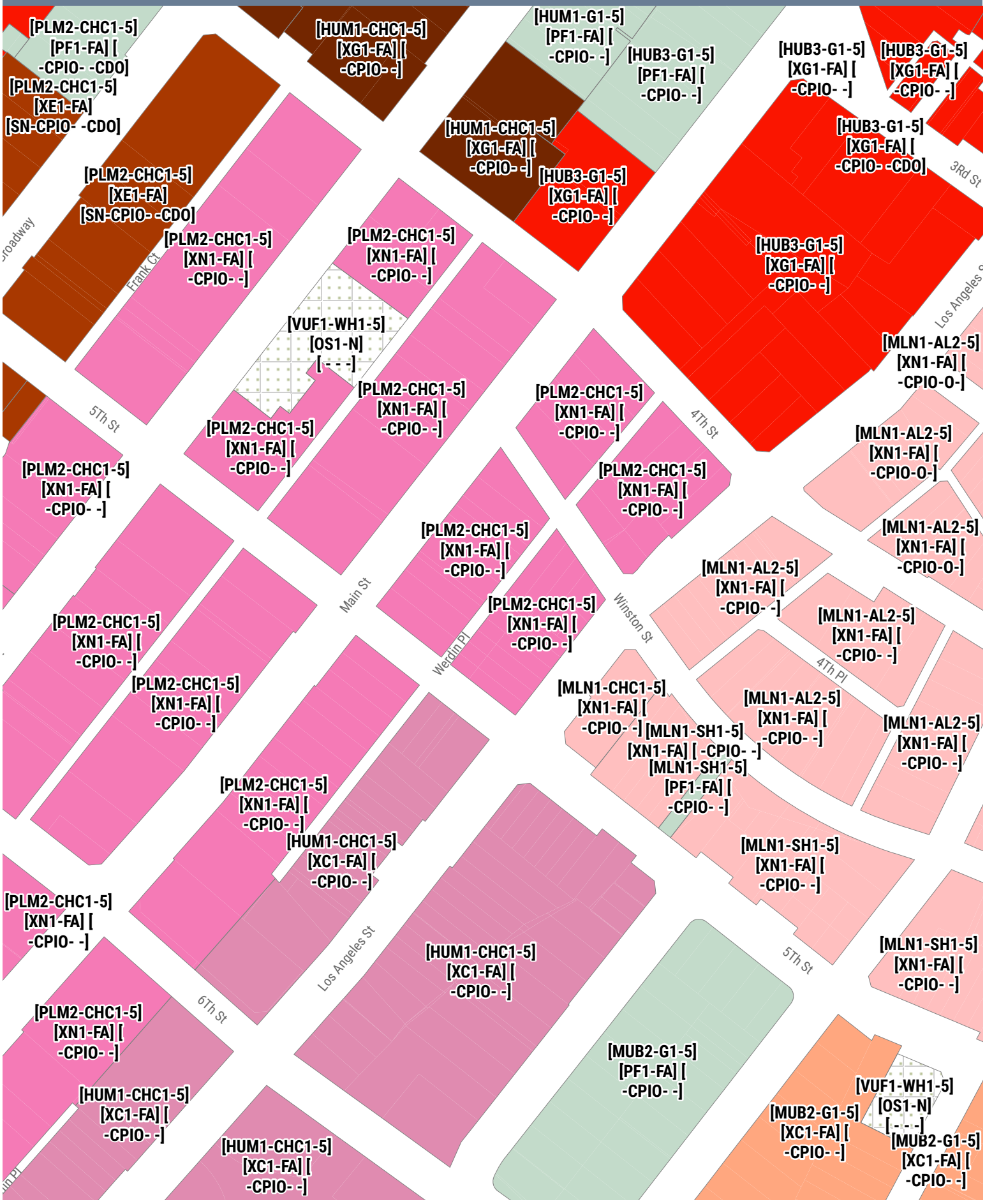

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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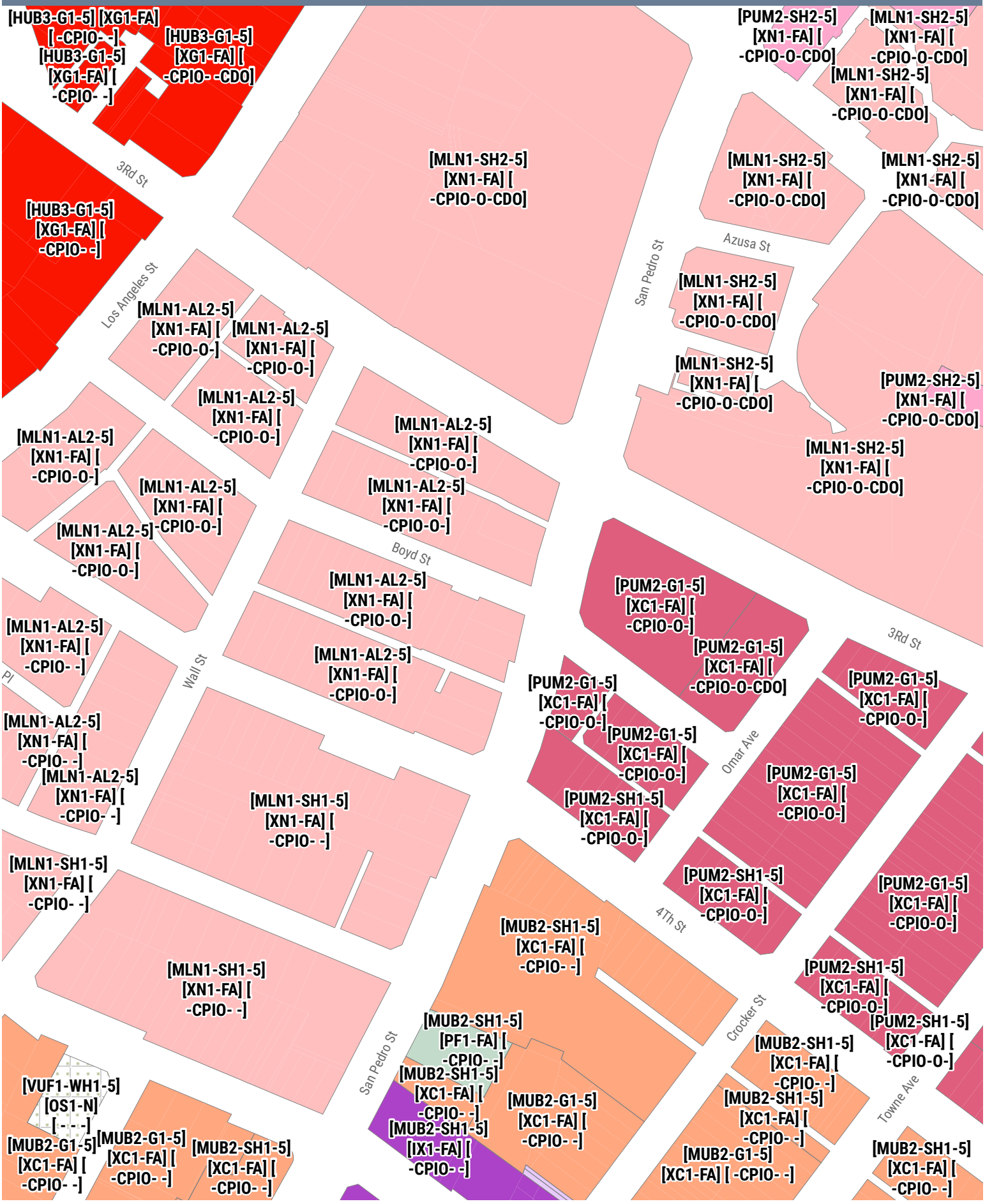

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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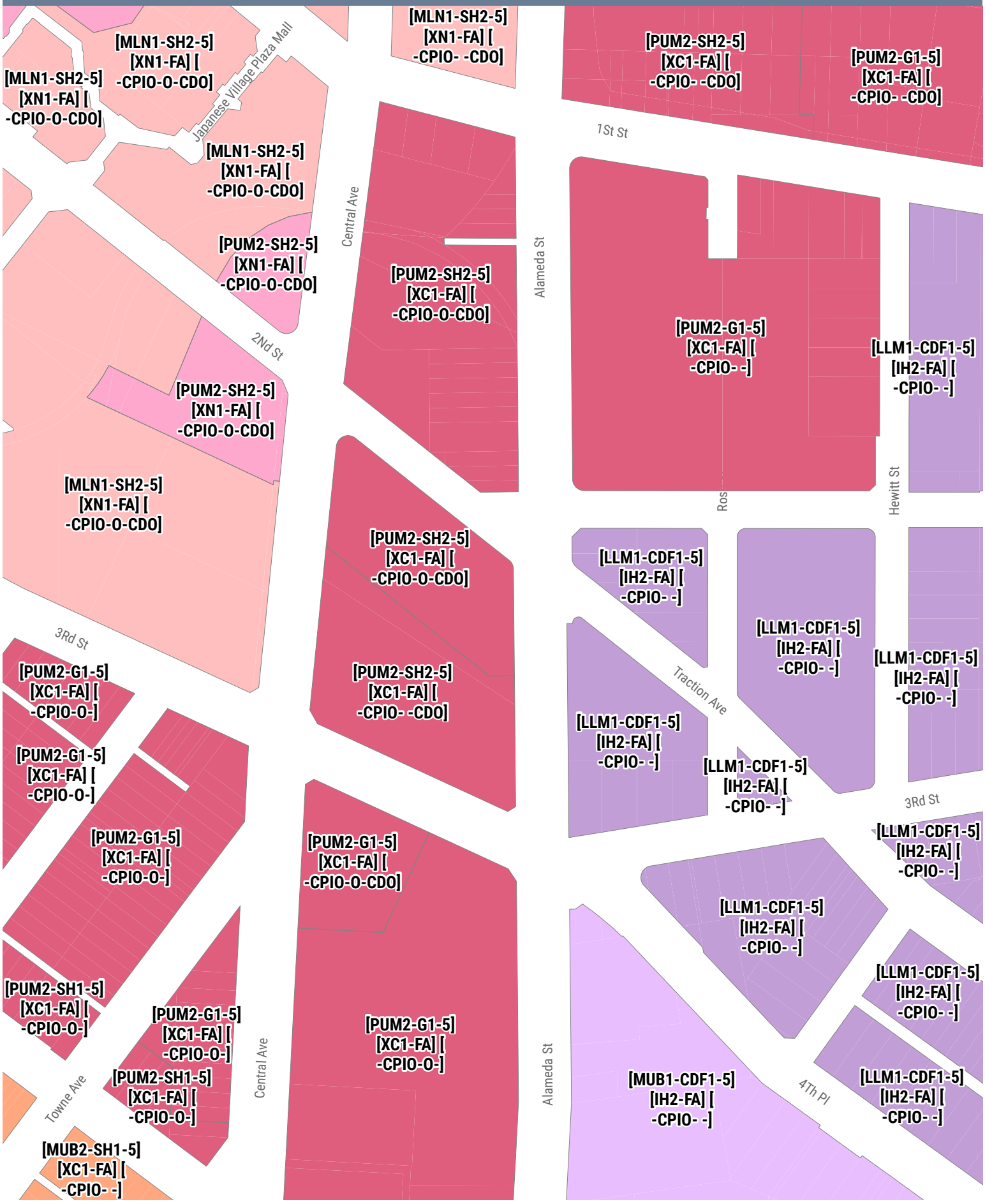

# DRAFT ZONING MAP - DETAIL
Downtown Community Plan

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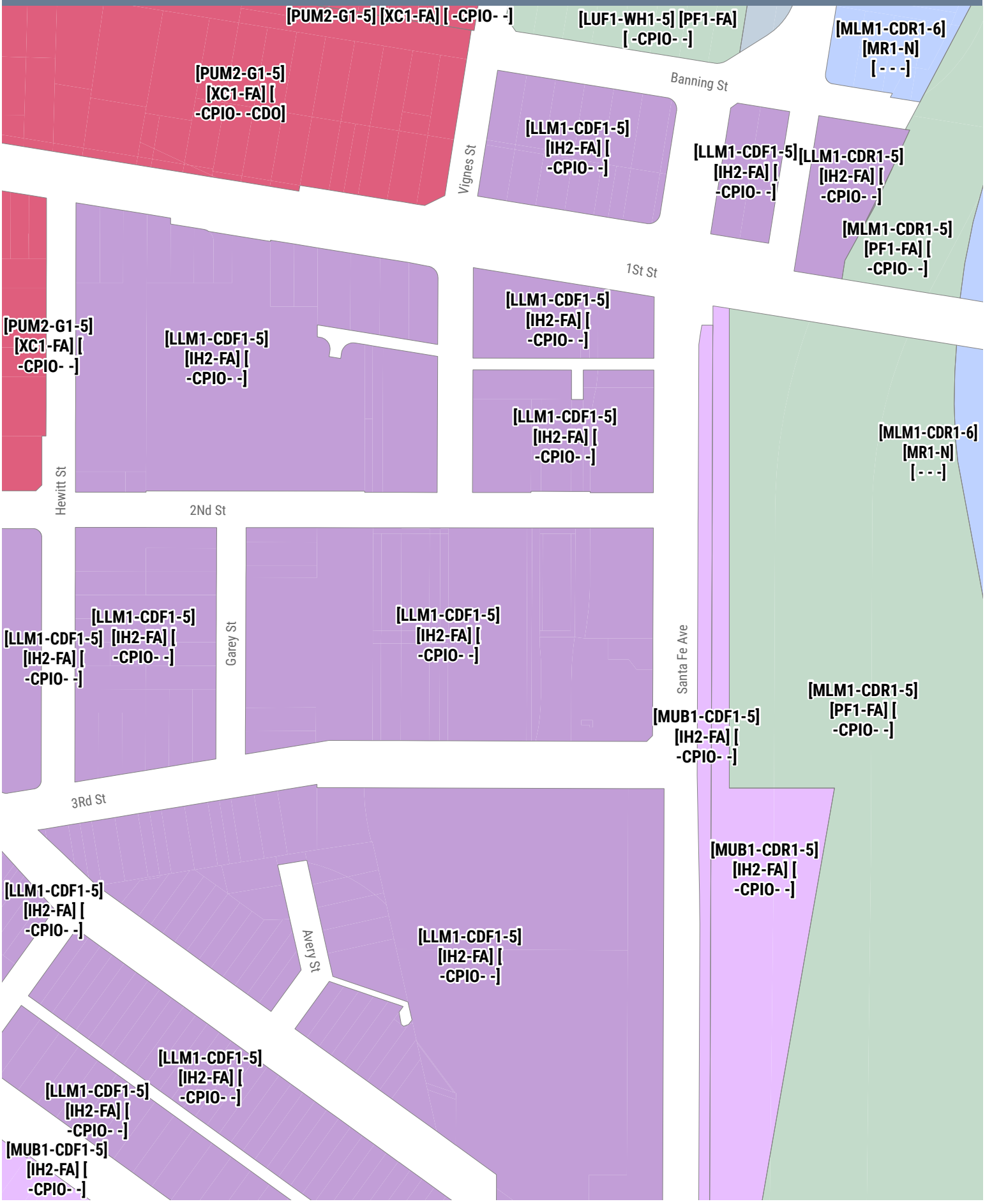

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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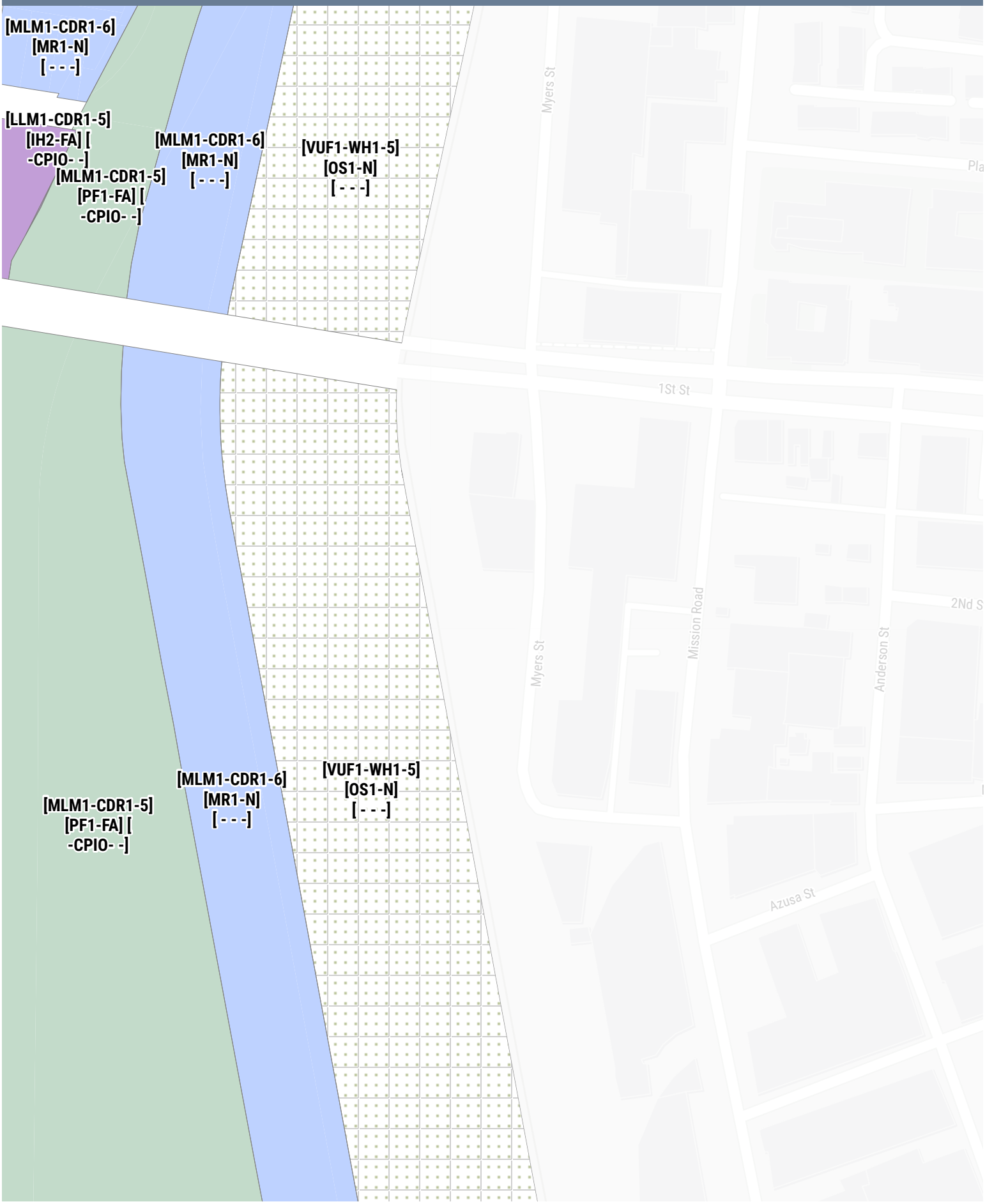

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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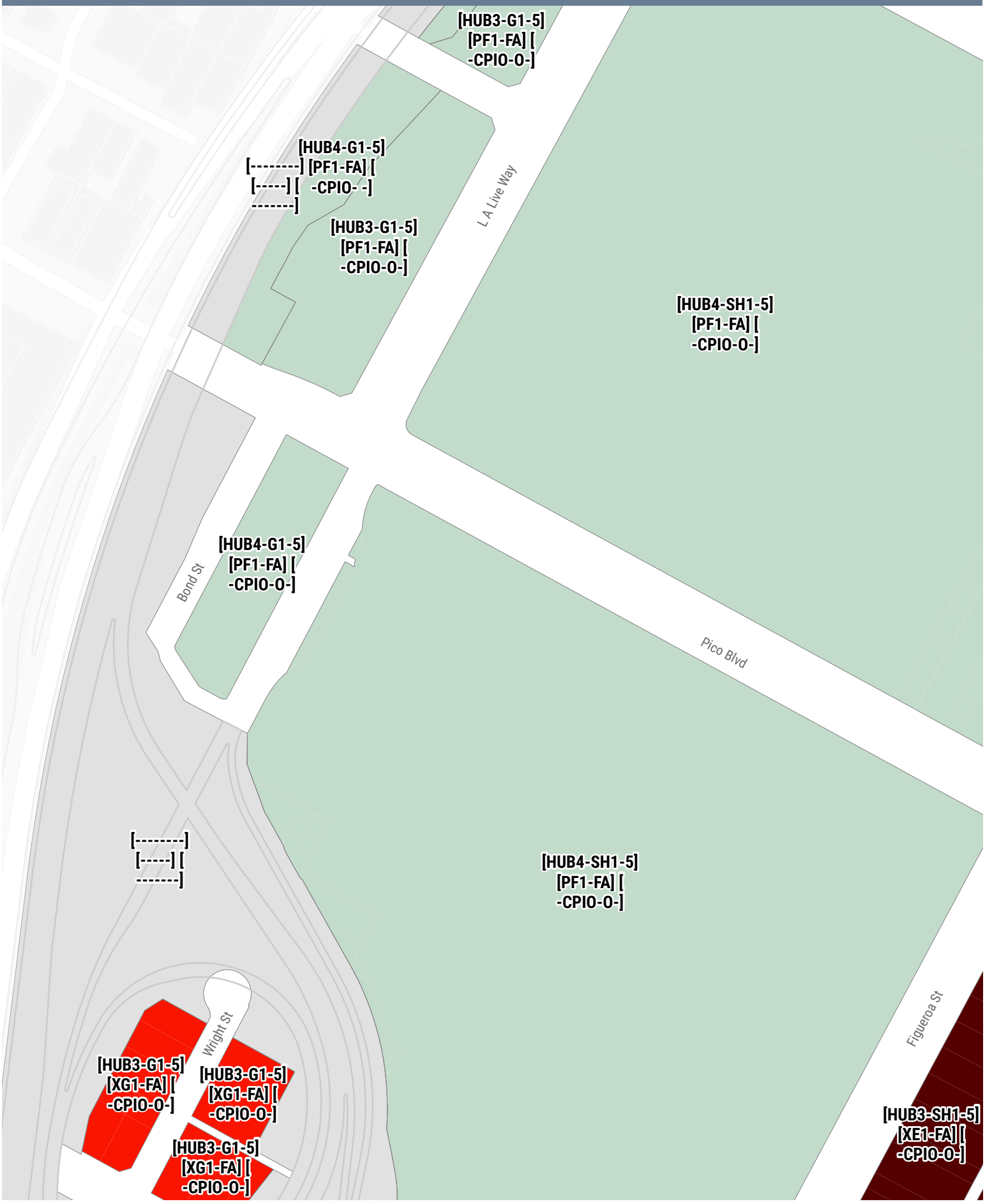

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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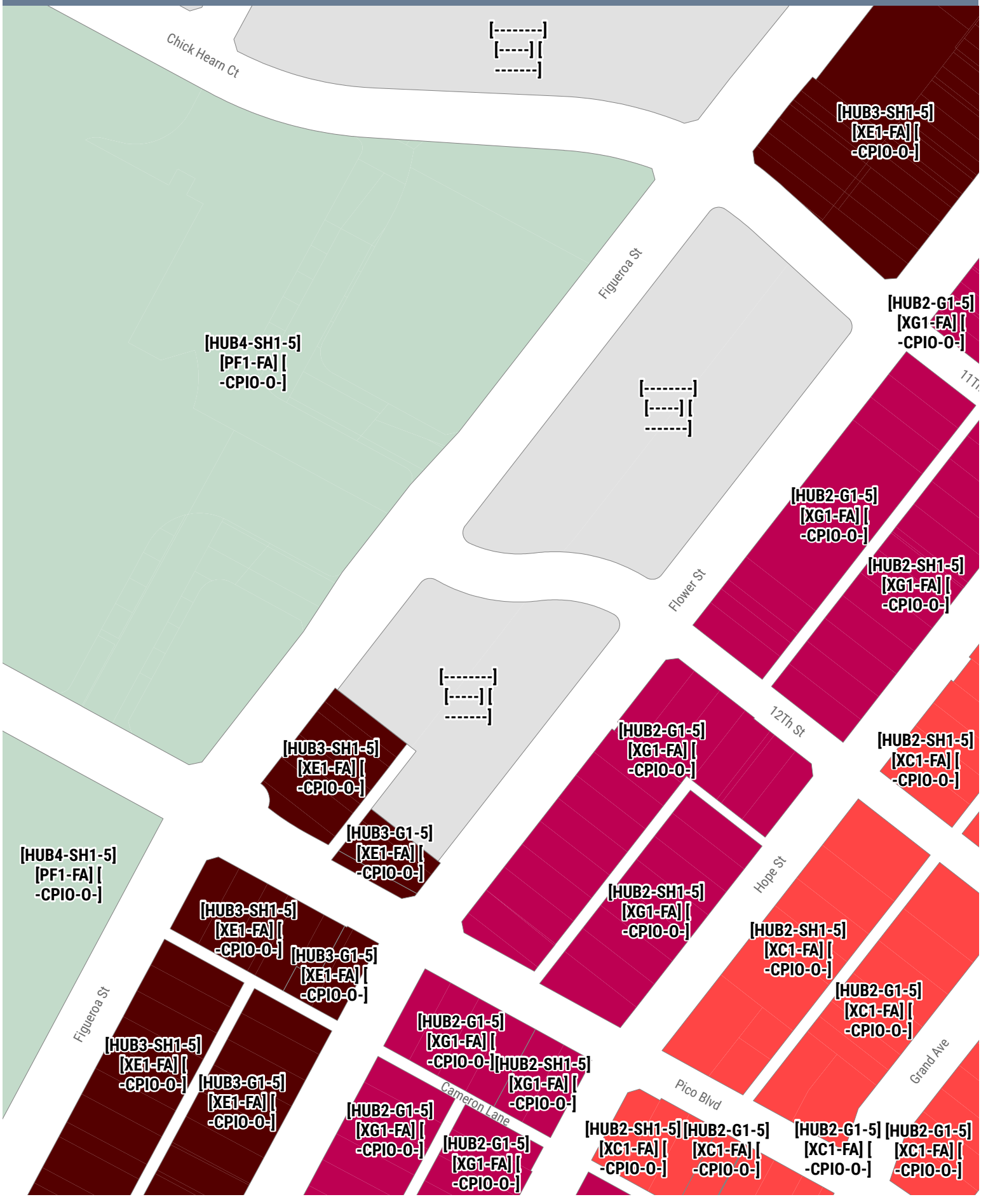

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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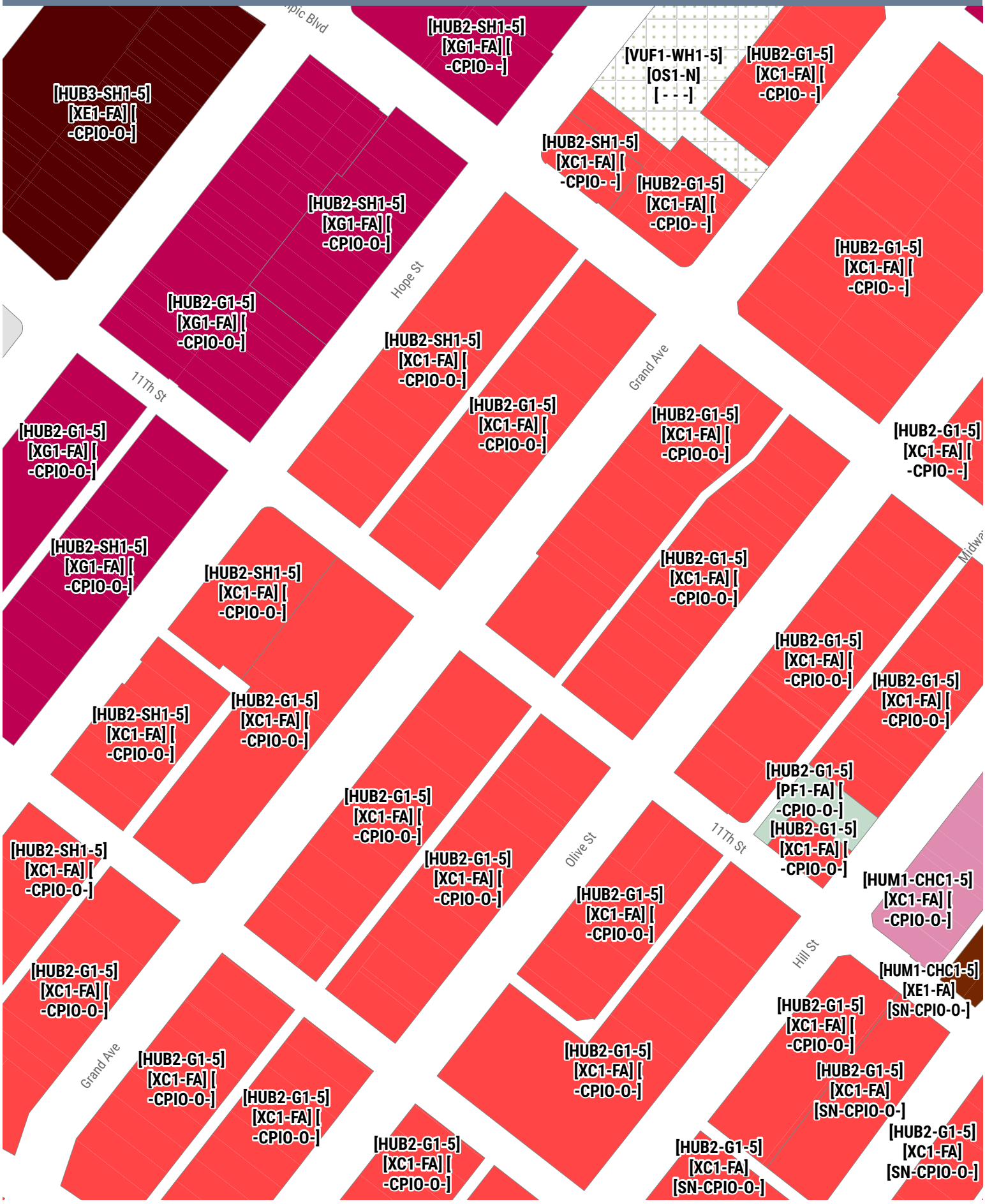

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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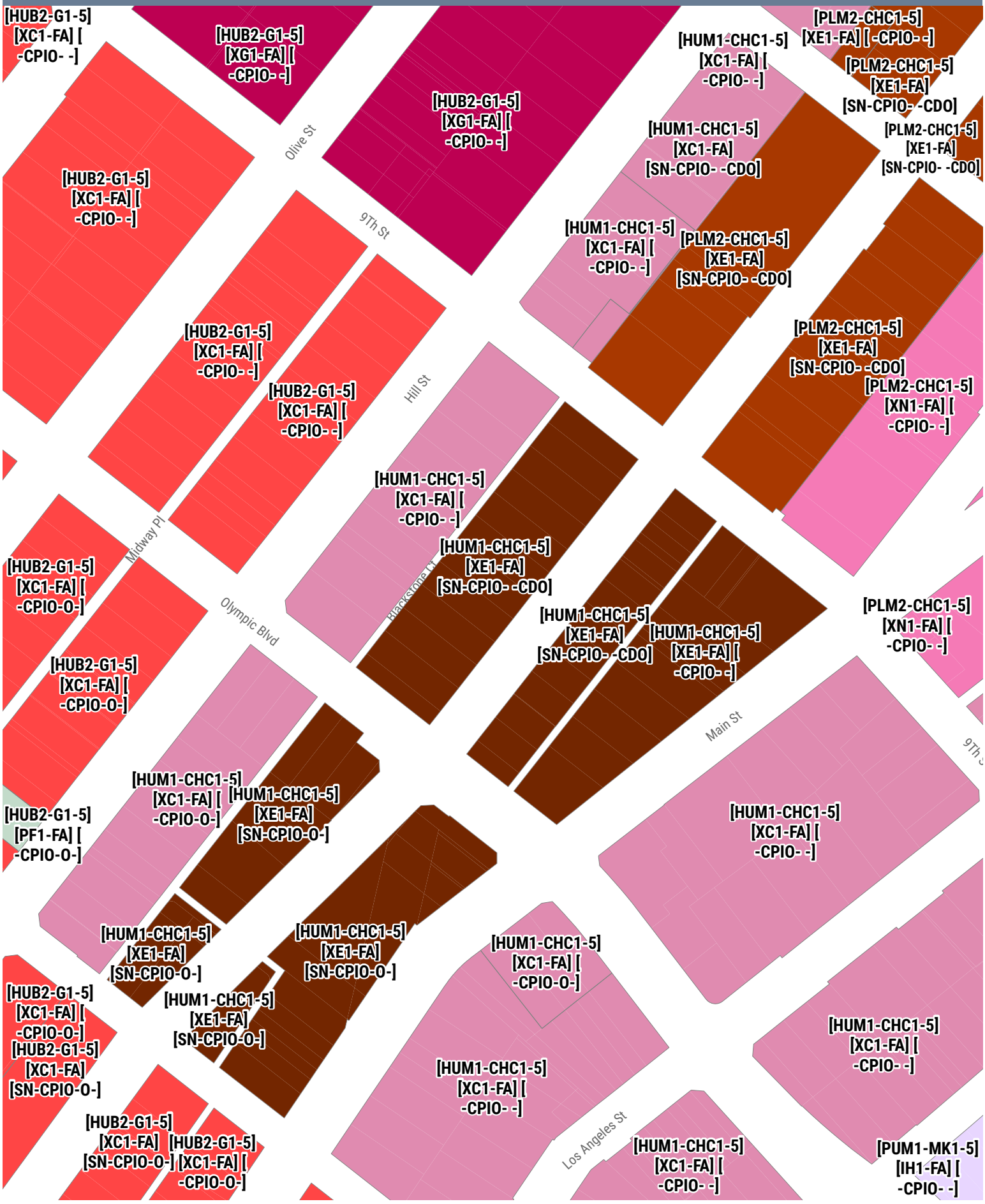

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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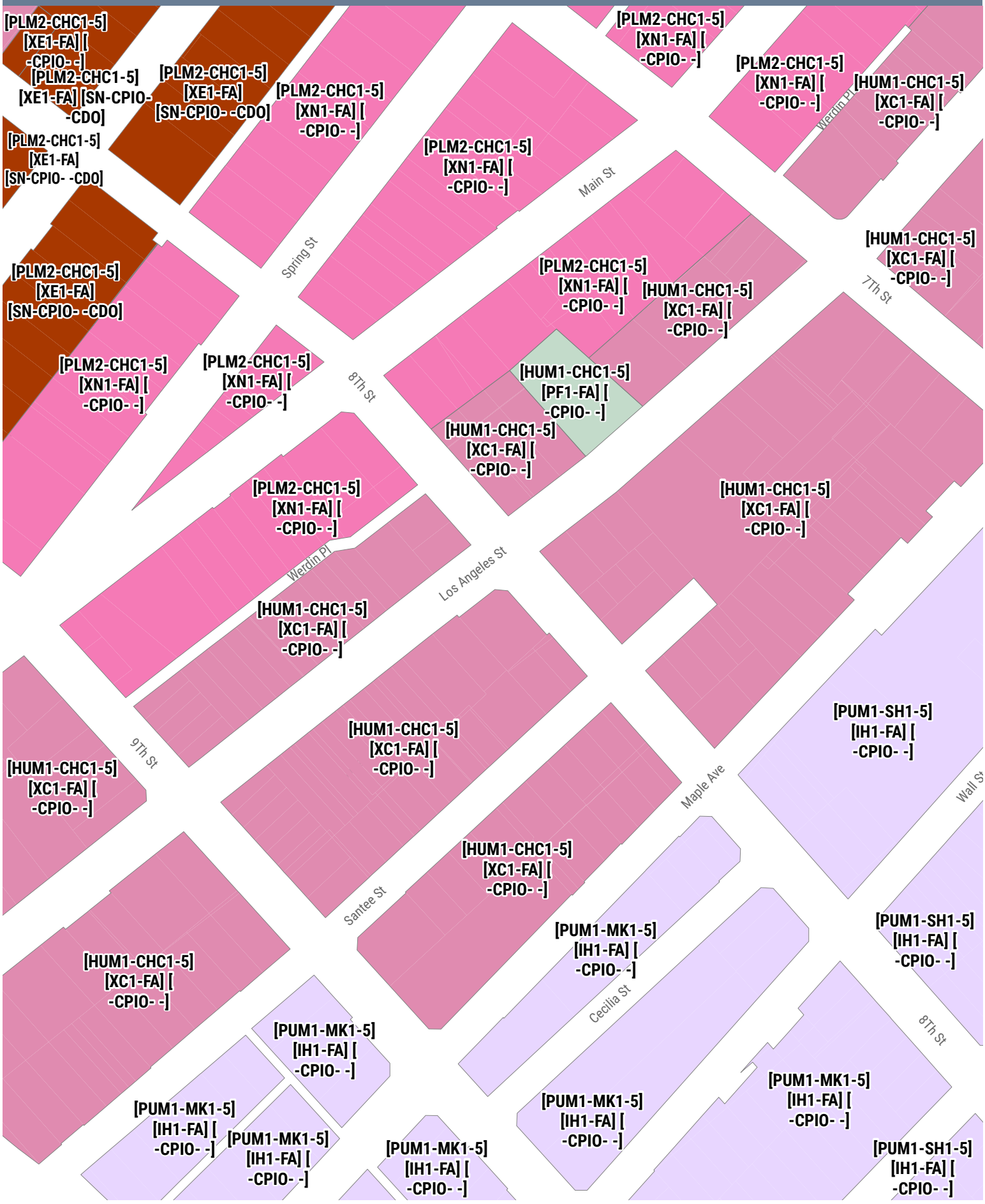

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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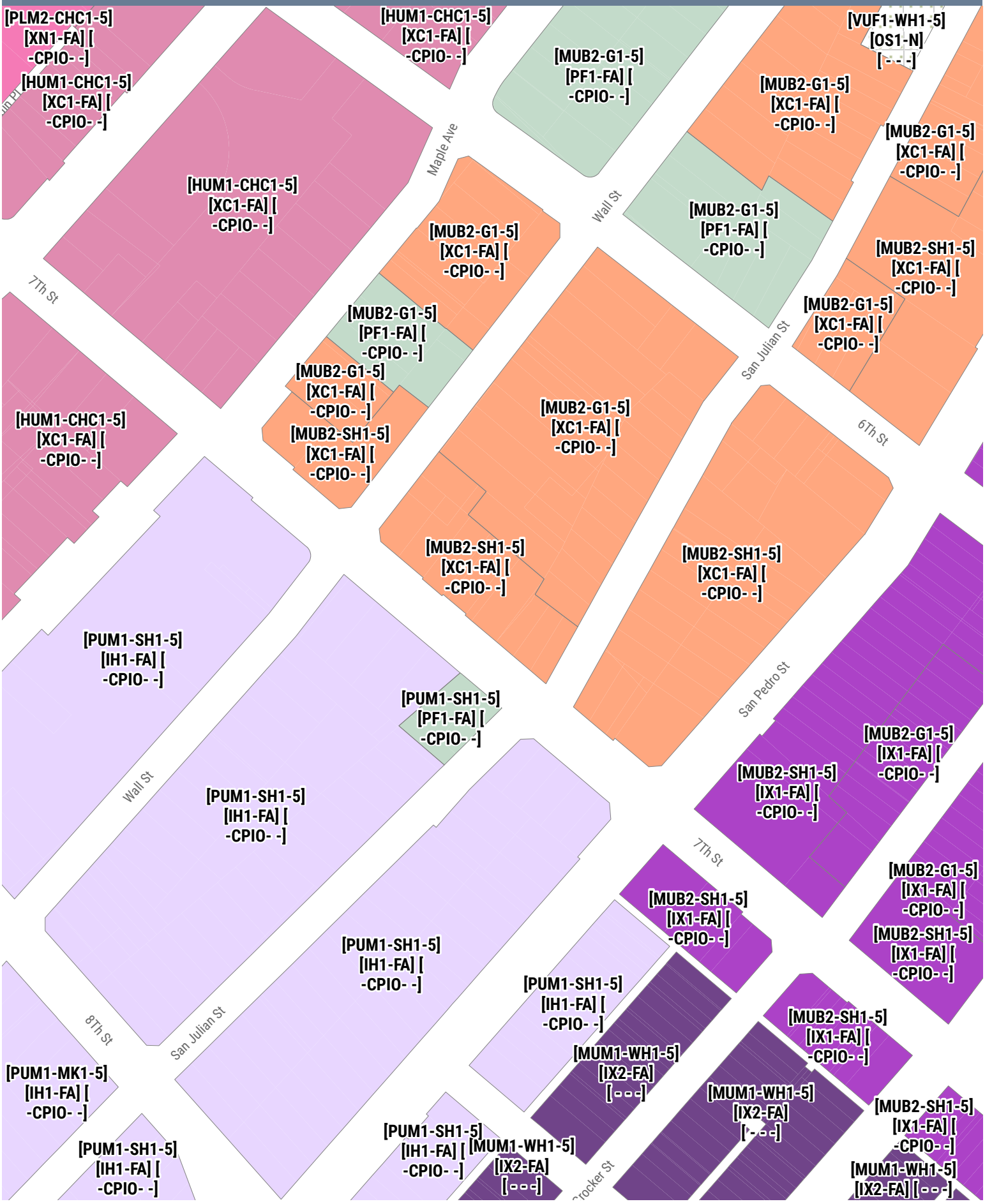

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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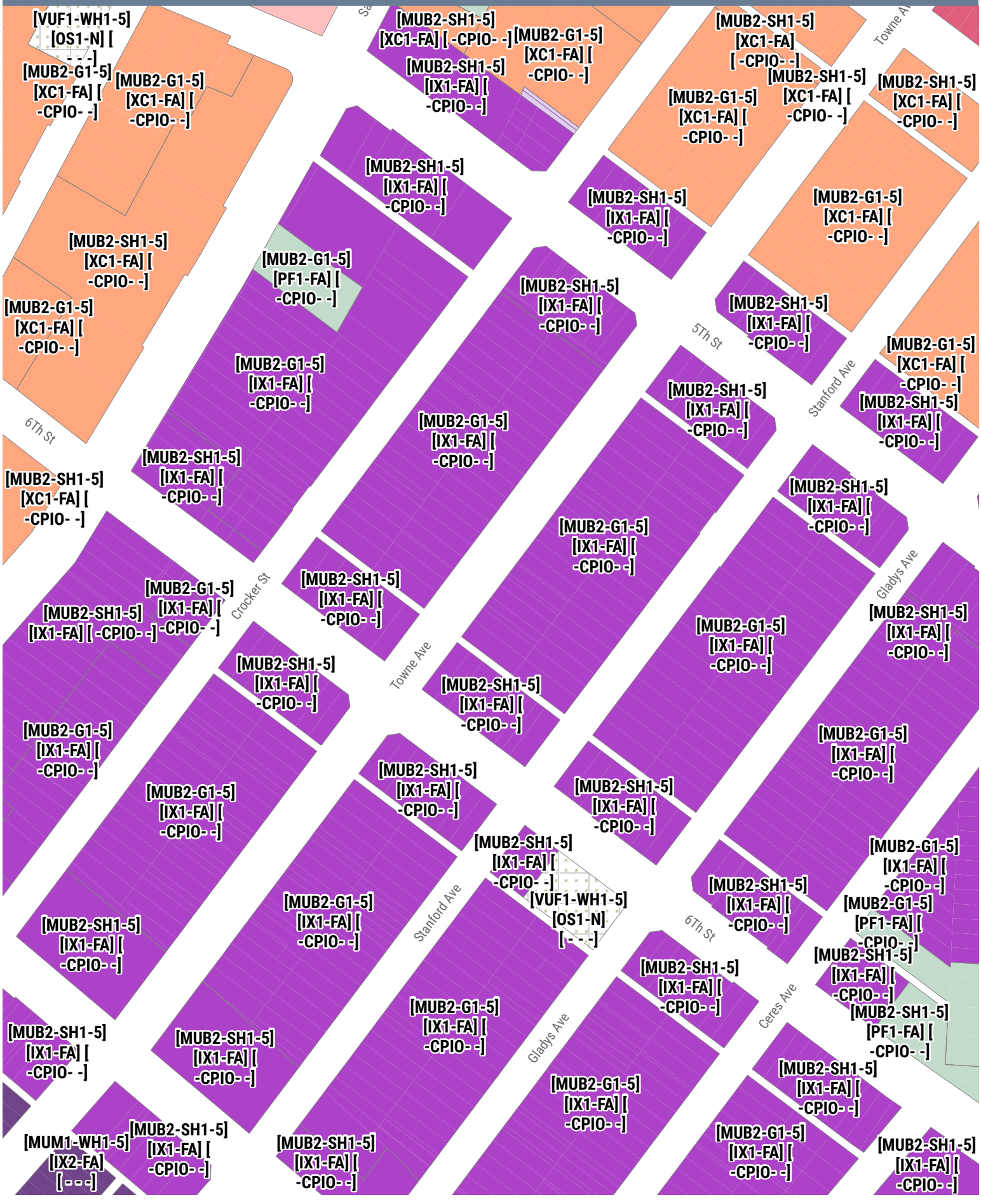
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**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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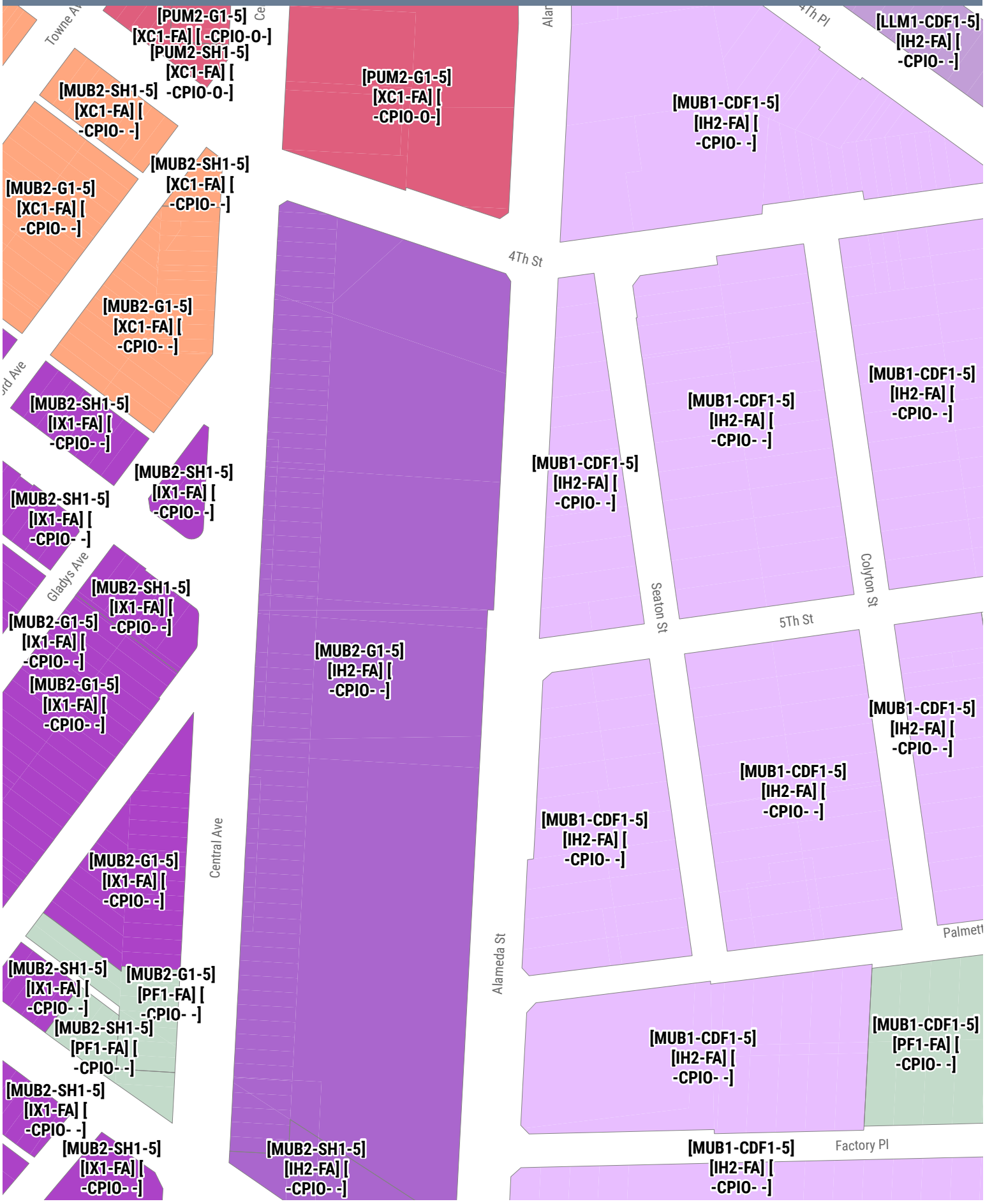

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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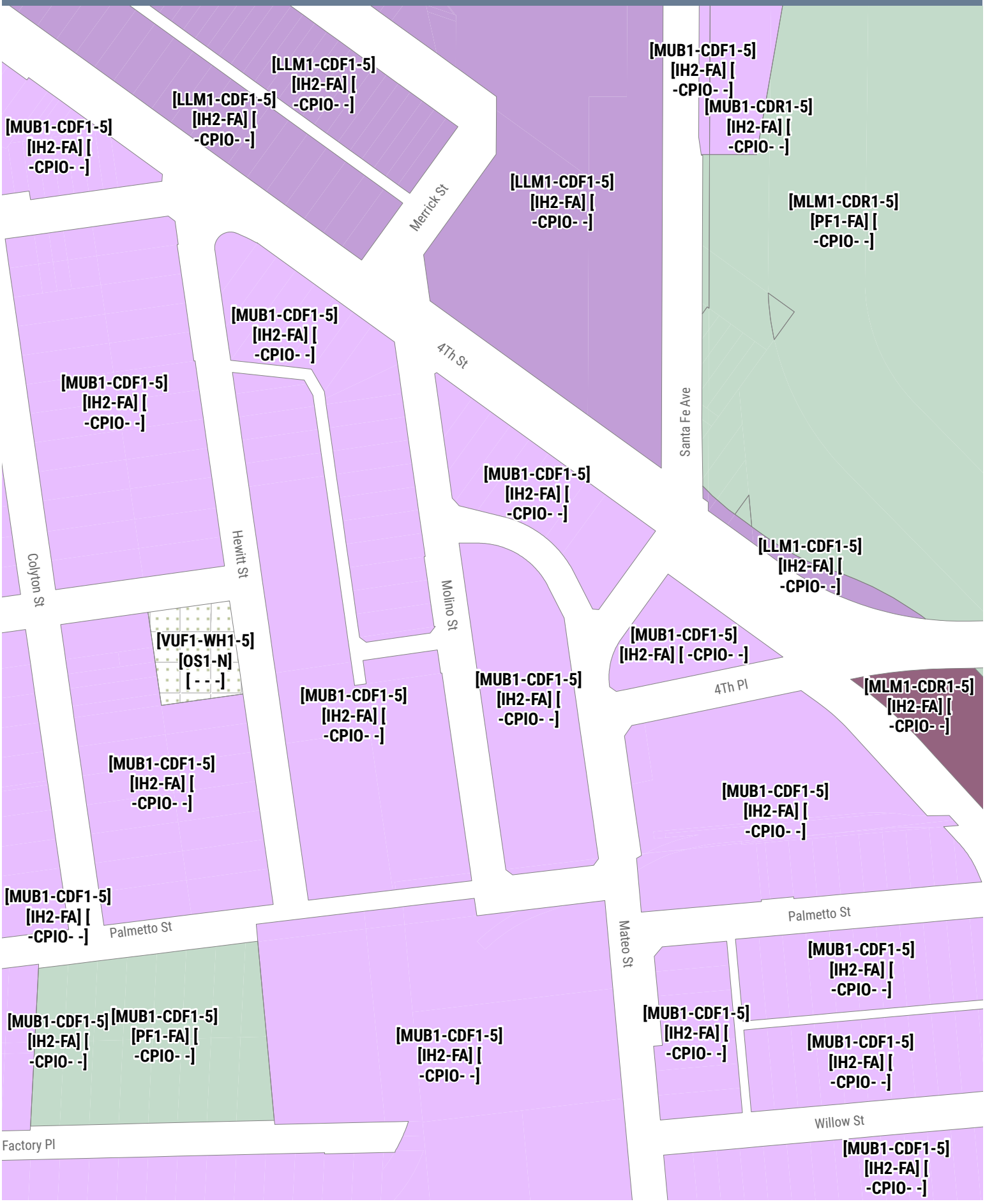

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **G10**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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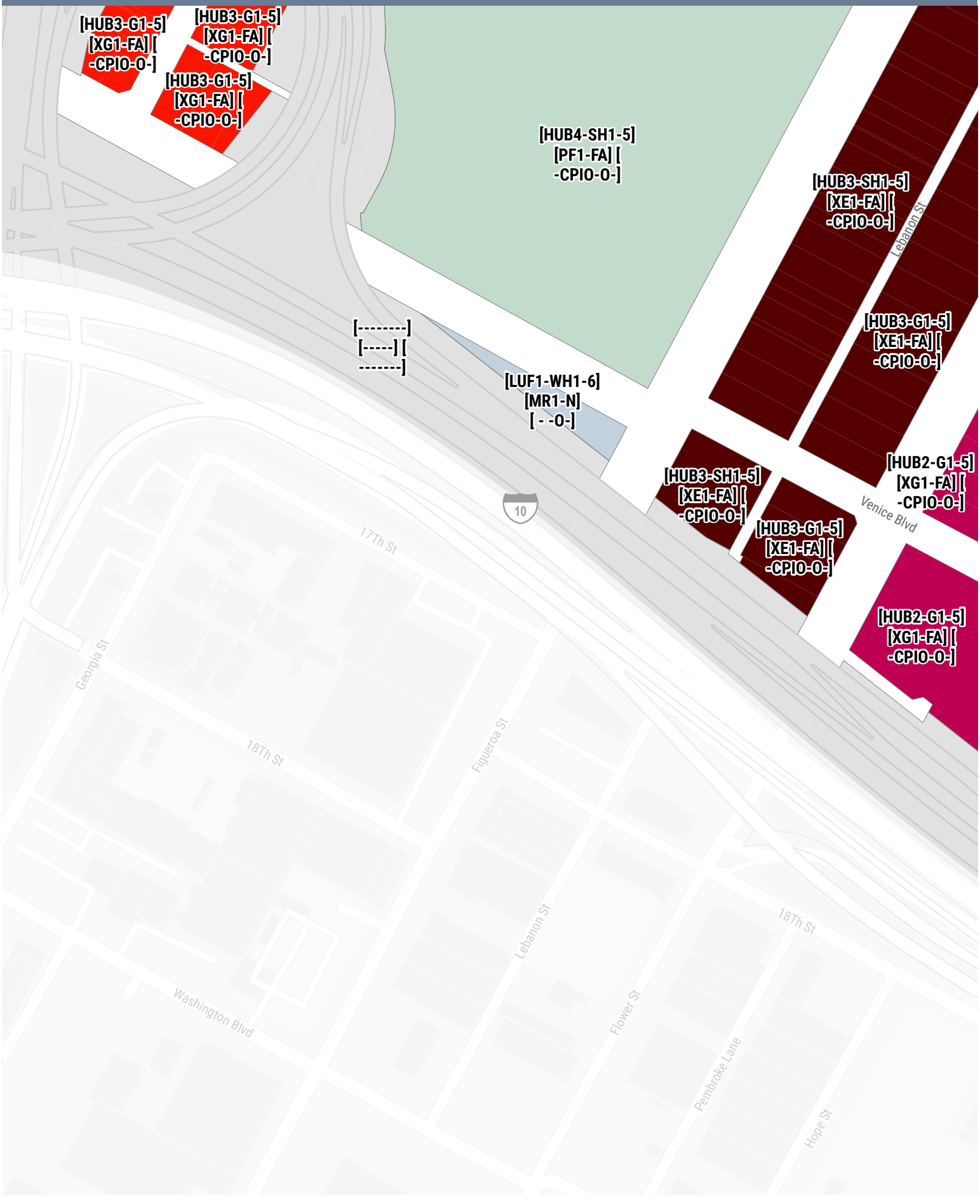

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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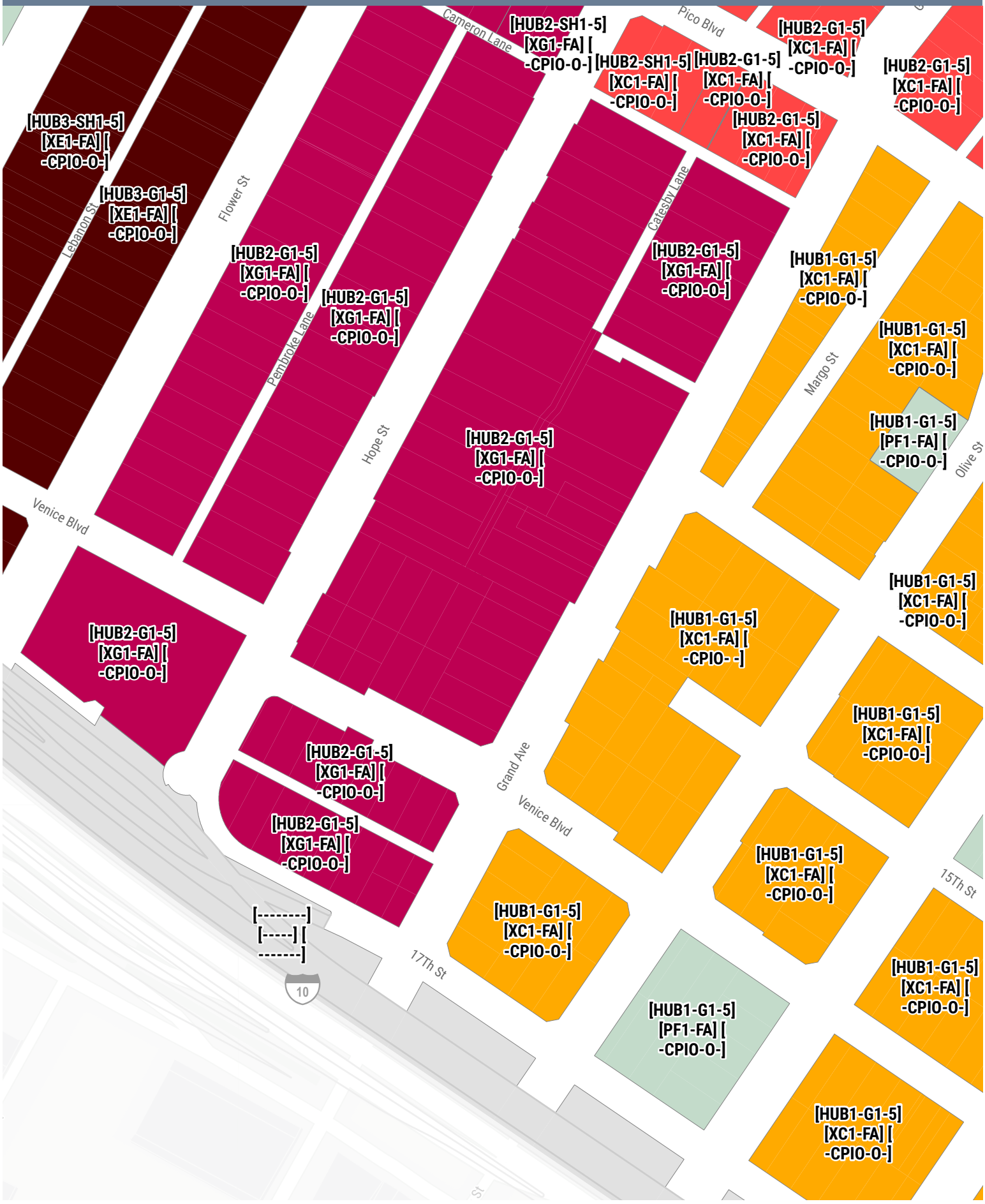

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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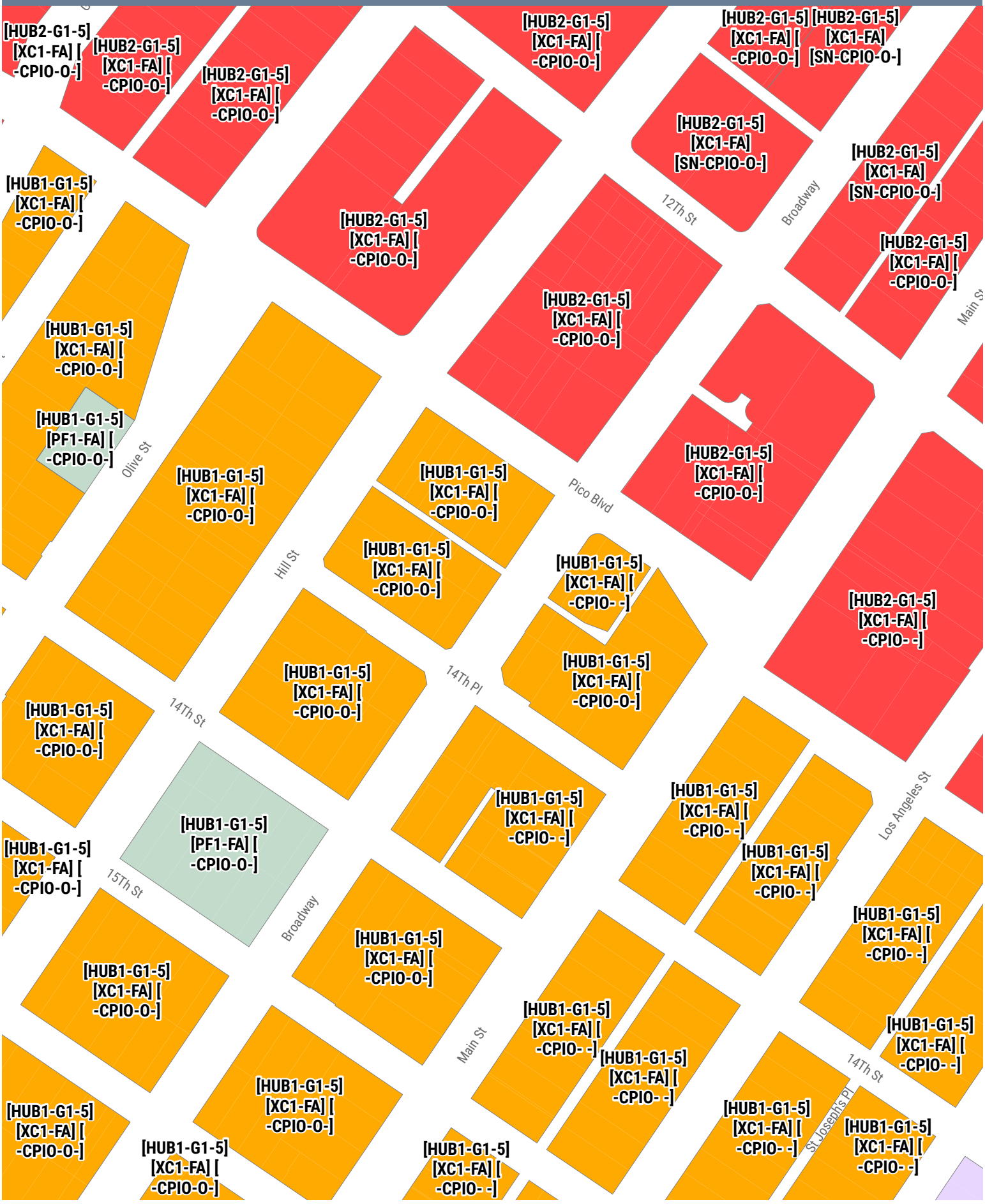
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**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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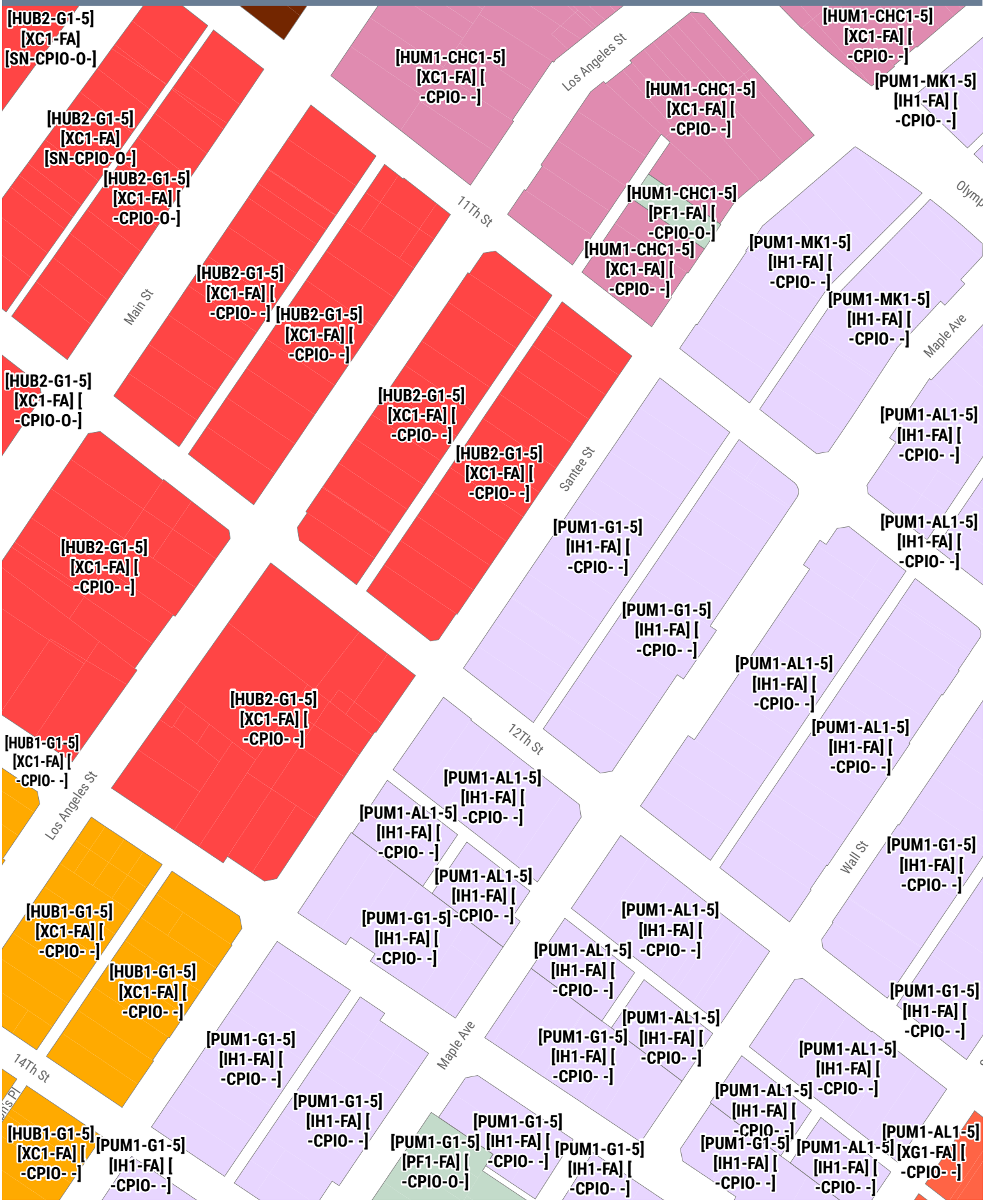

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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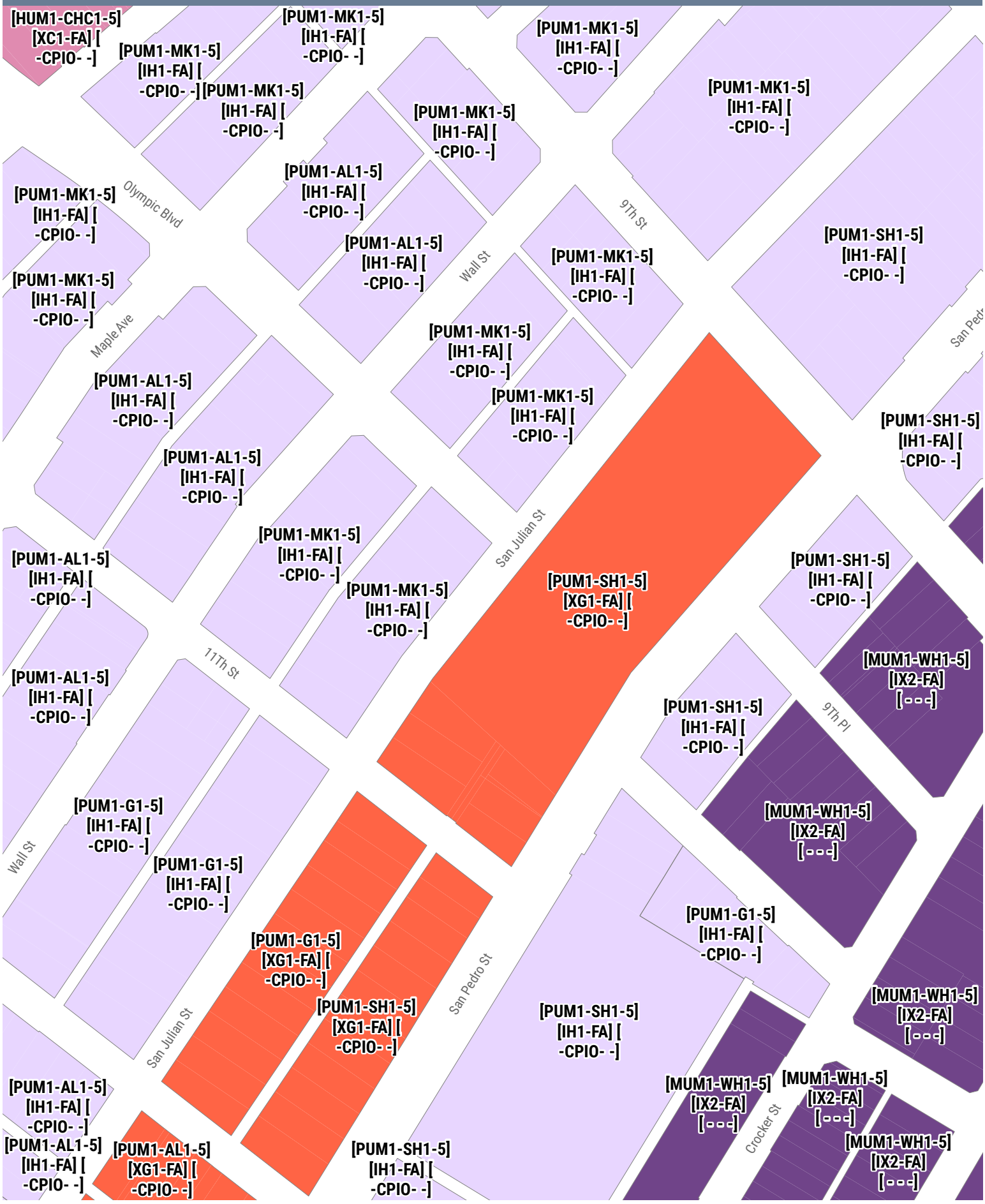

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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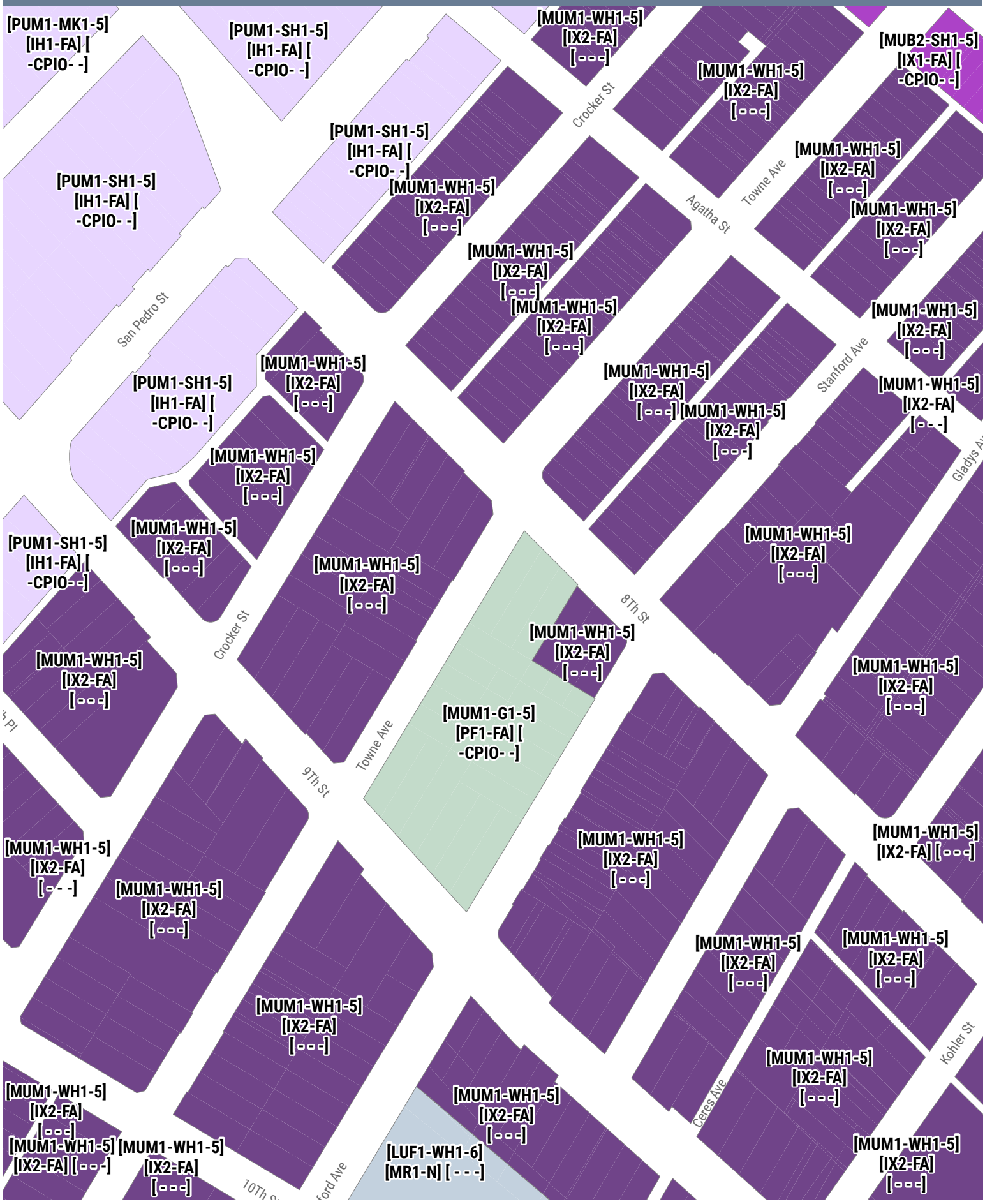

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

# GRID: **H7**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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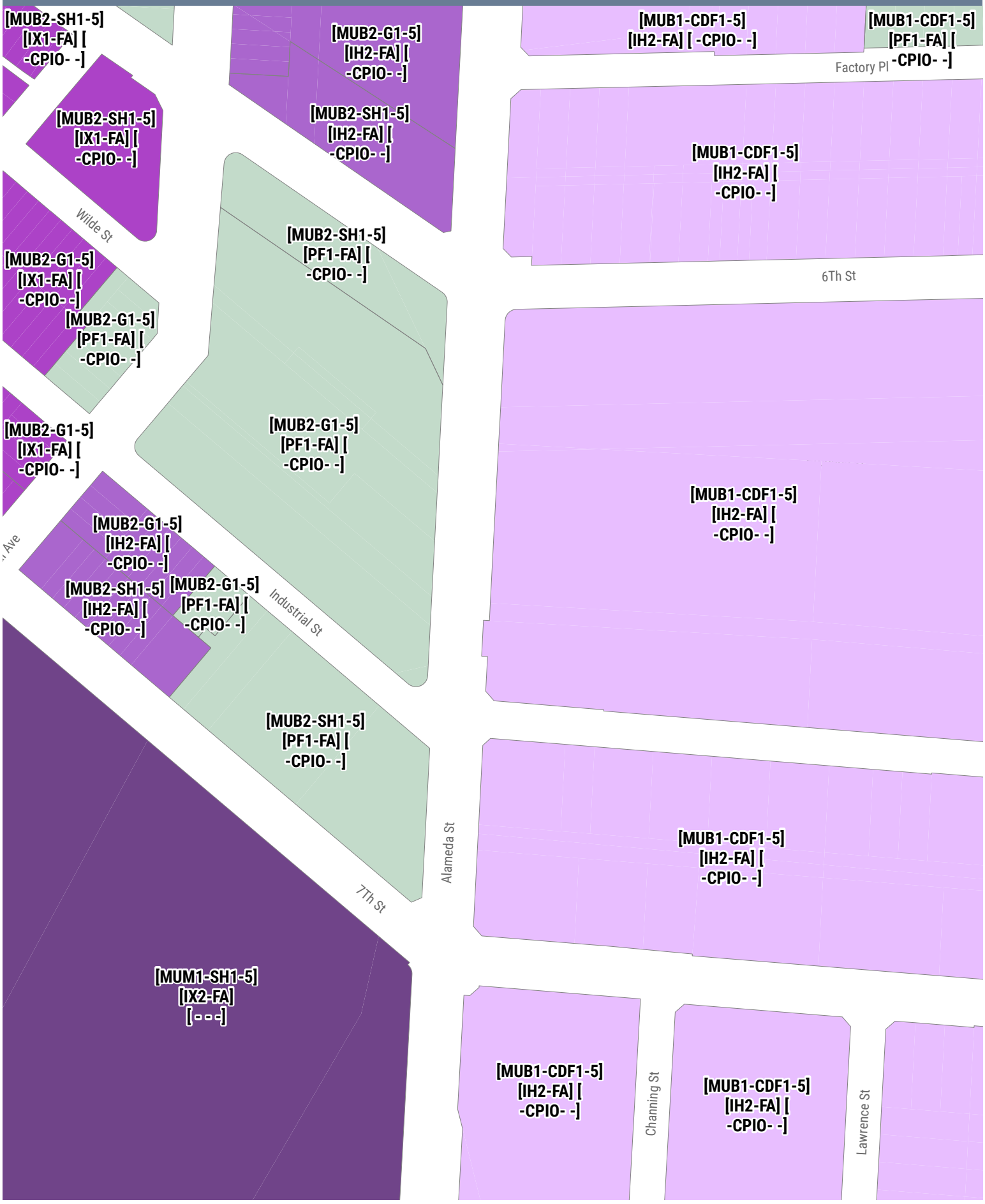

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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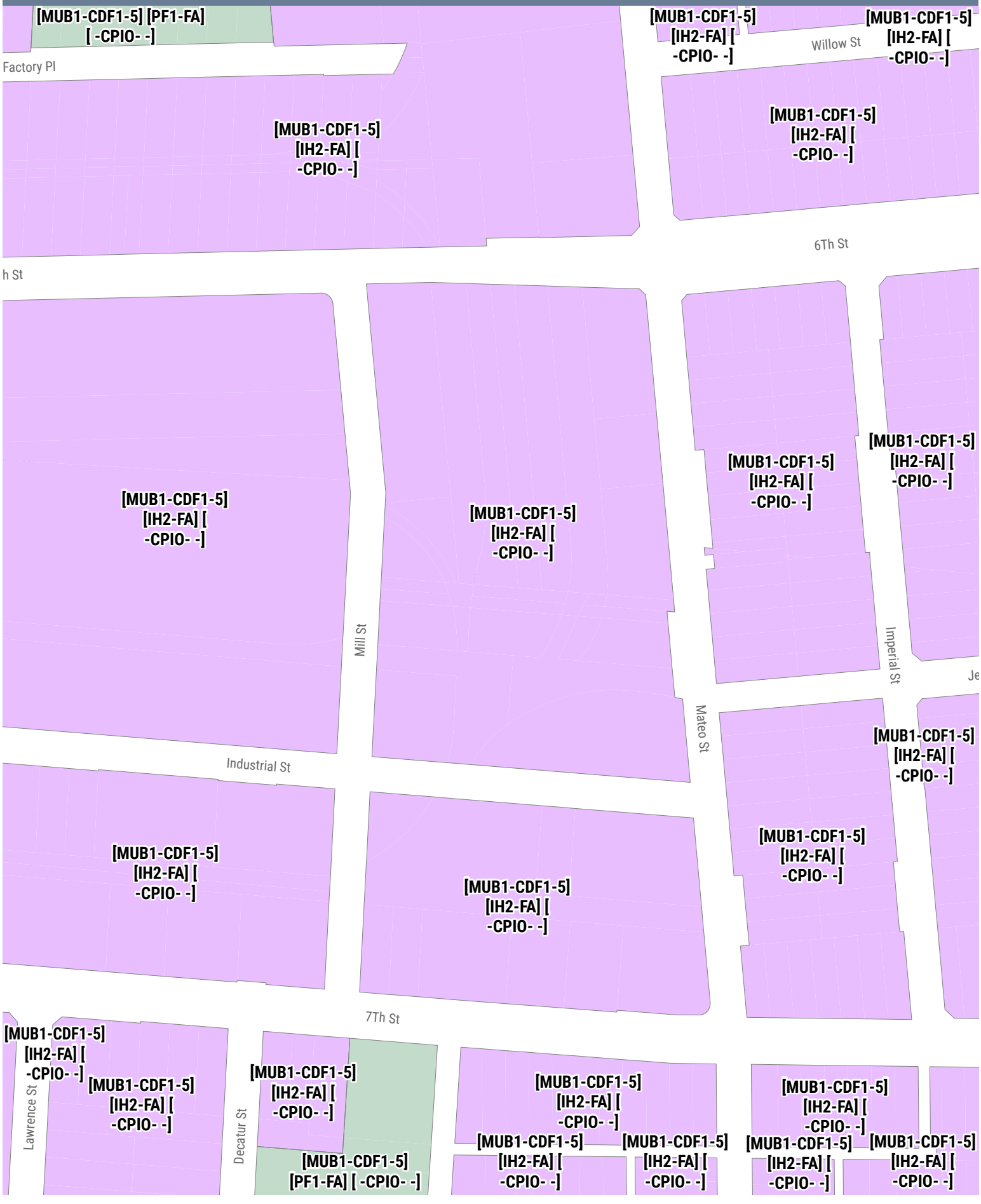

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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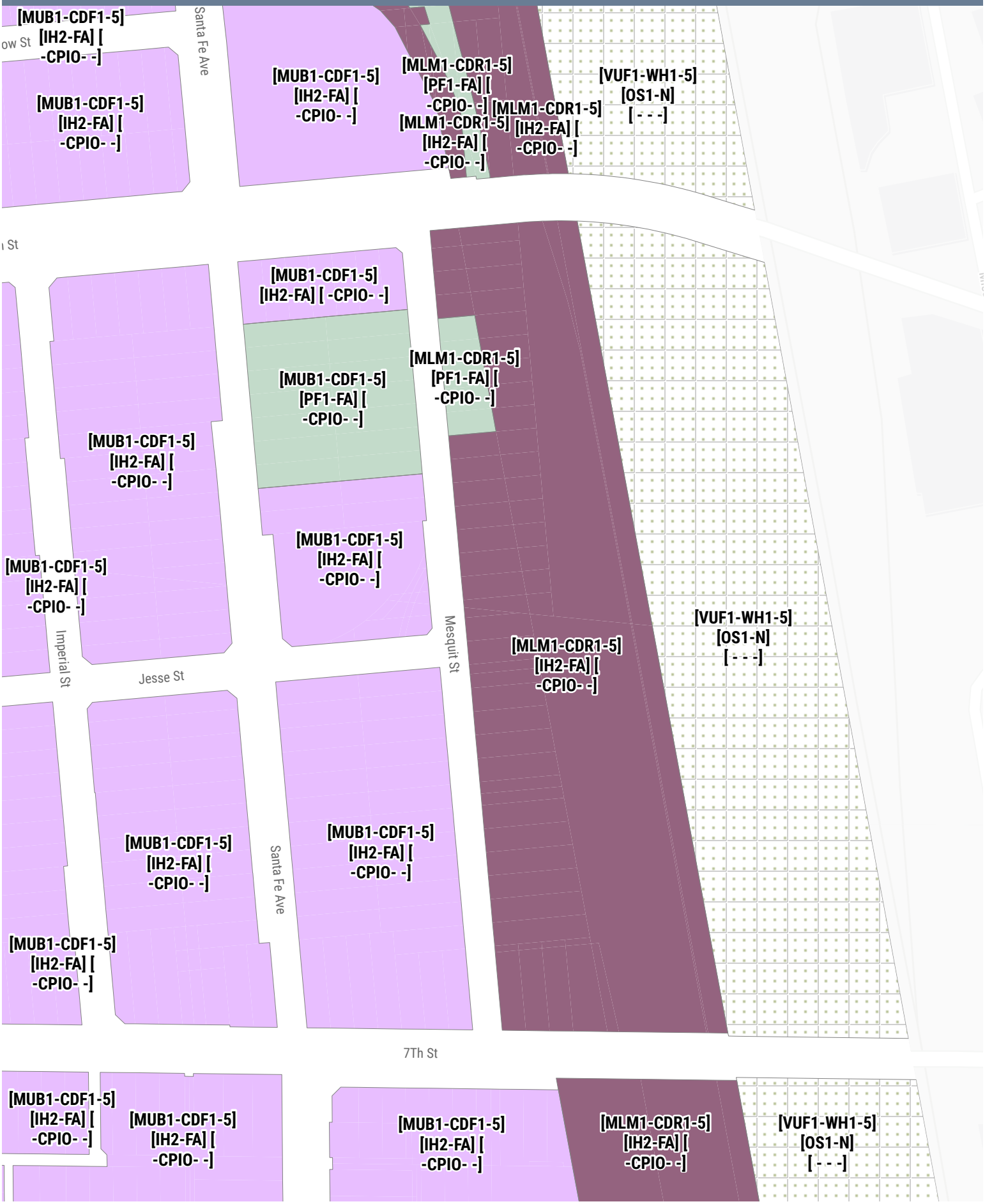

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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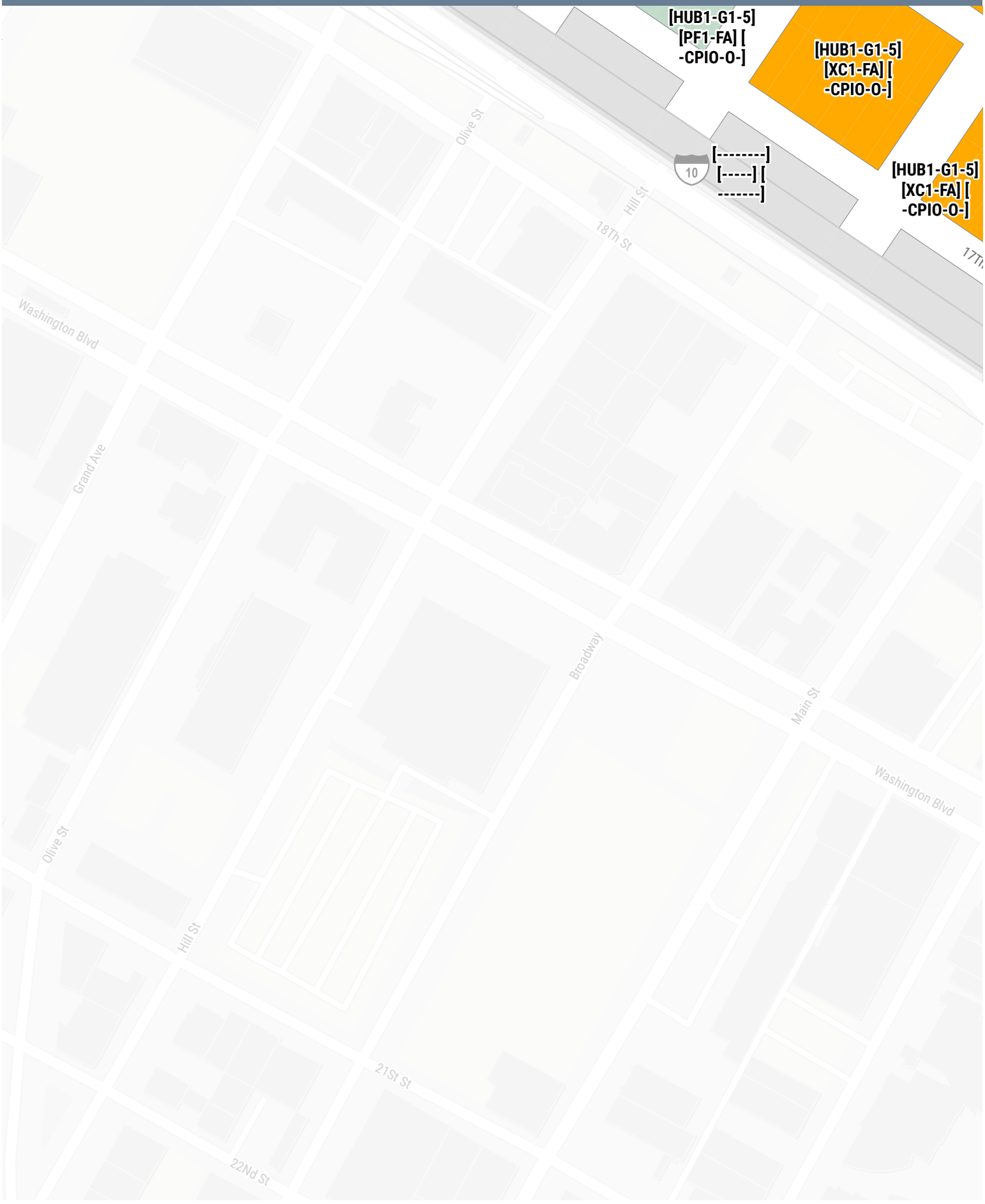

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **I3**

**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **I4**

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**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

GRID: **I6**

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**DRAFT ZONING MAP - DETAIL**
Downtown Community Plan

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Downtown Community Plan

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# DRAFT ZONING MAP - DETAIL
Downtown Community Plan

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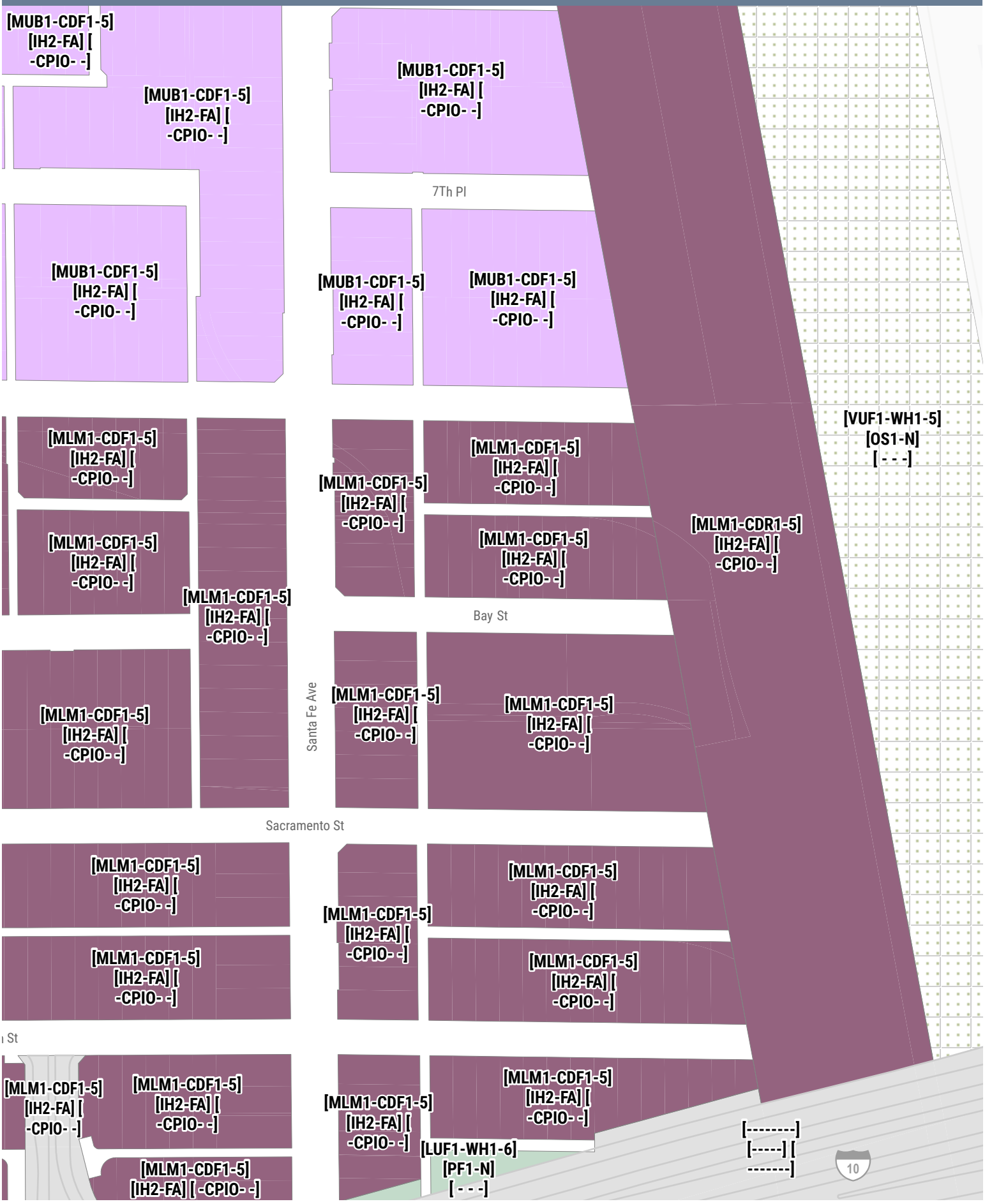

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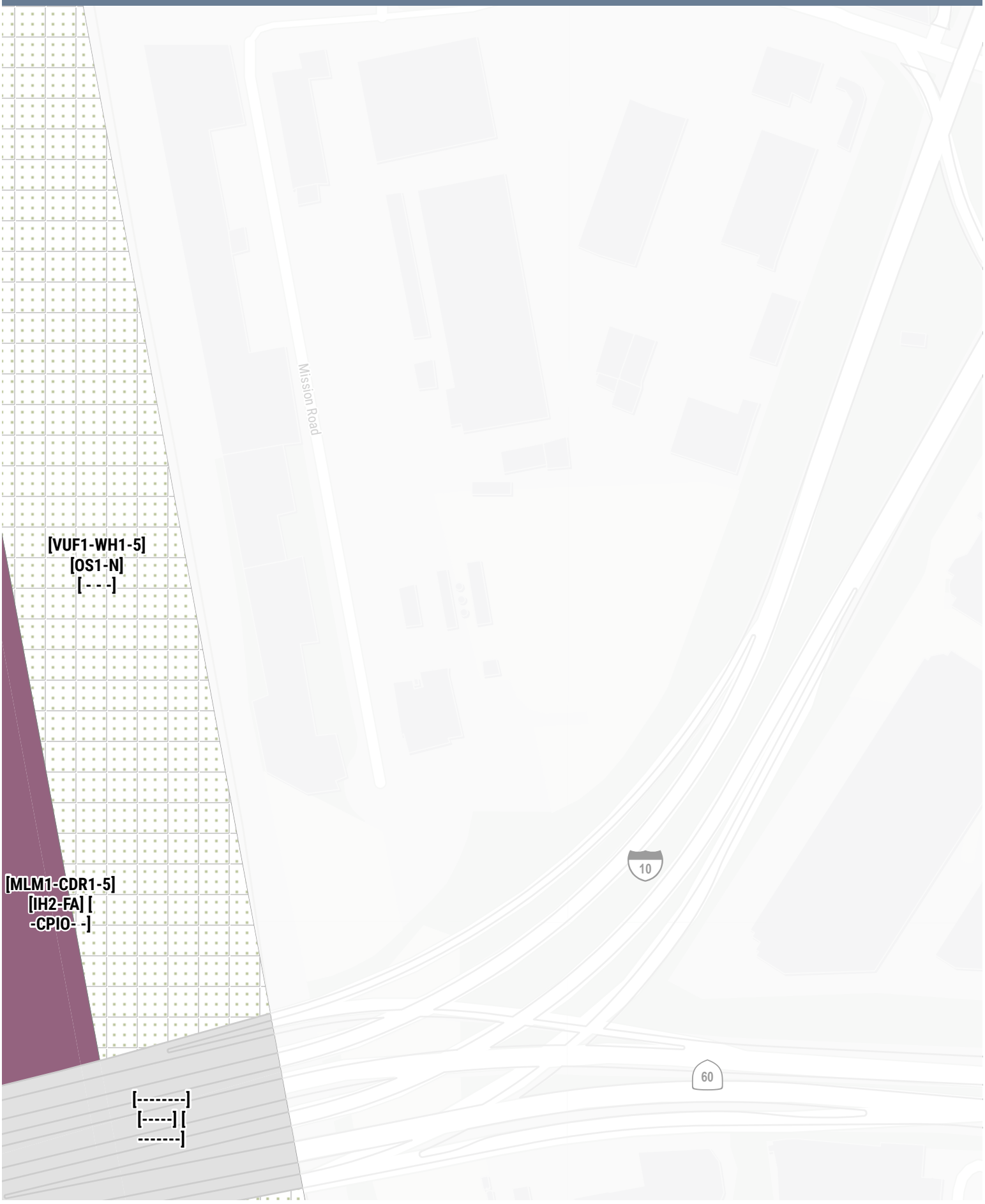

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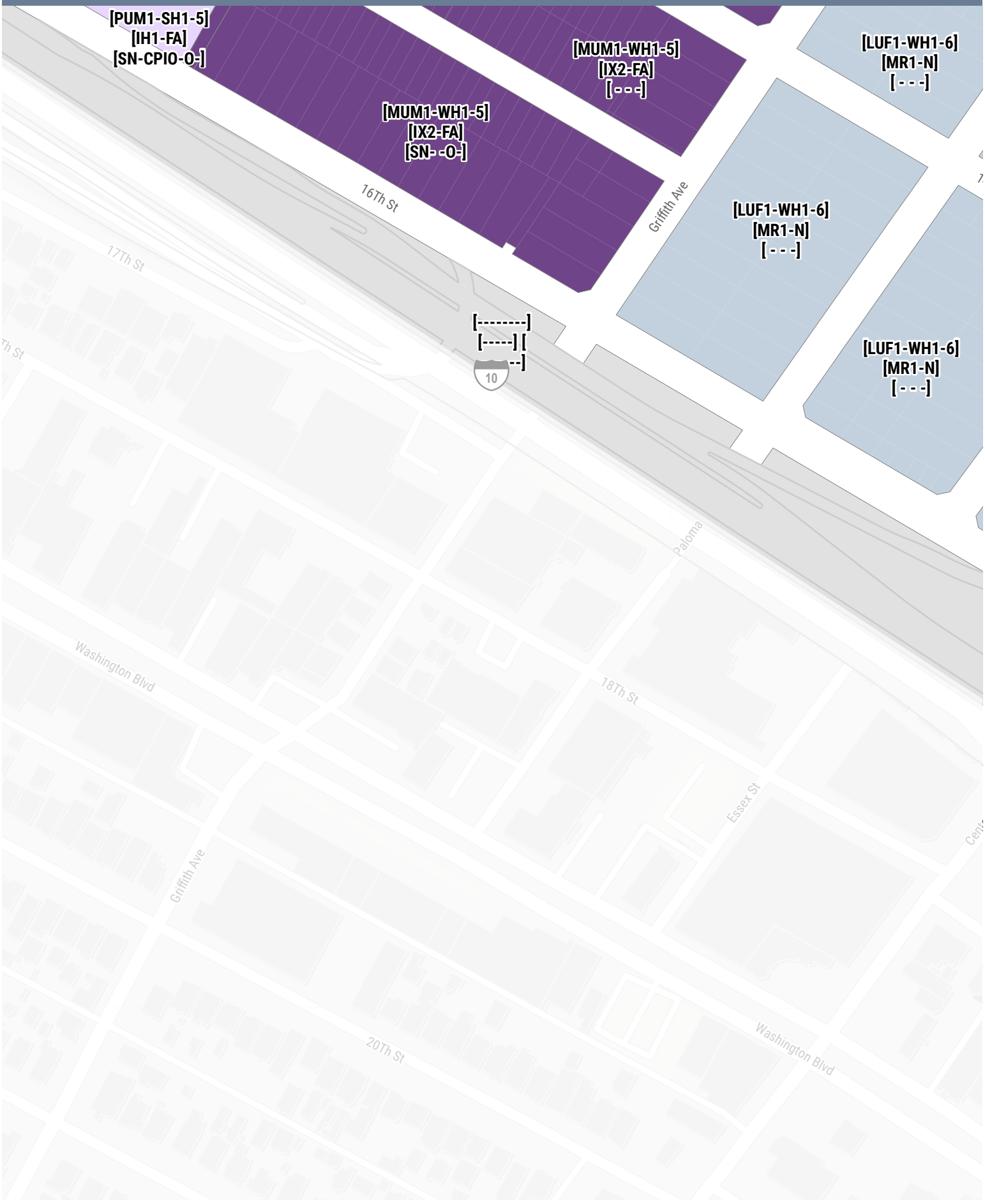

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Downtown Community Plan

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Downtown Community Plan

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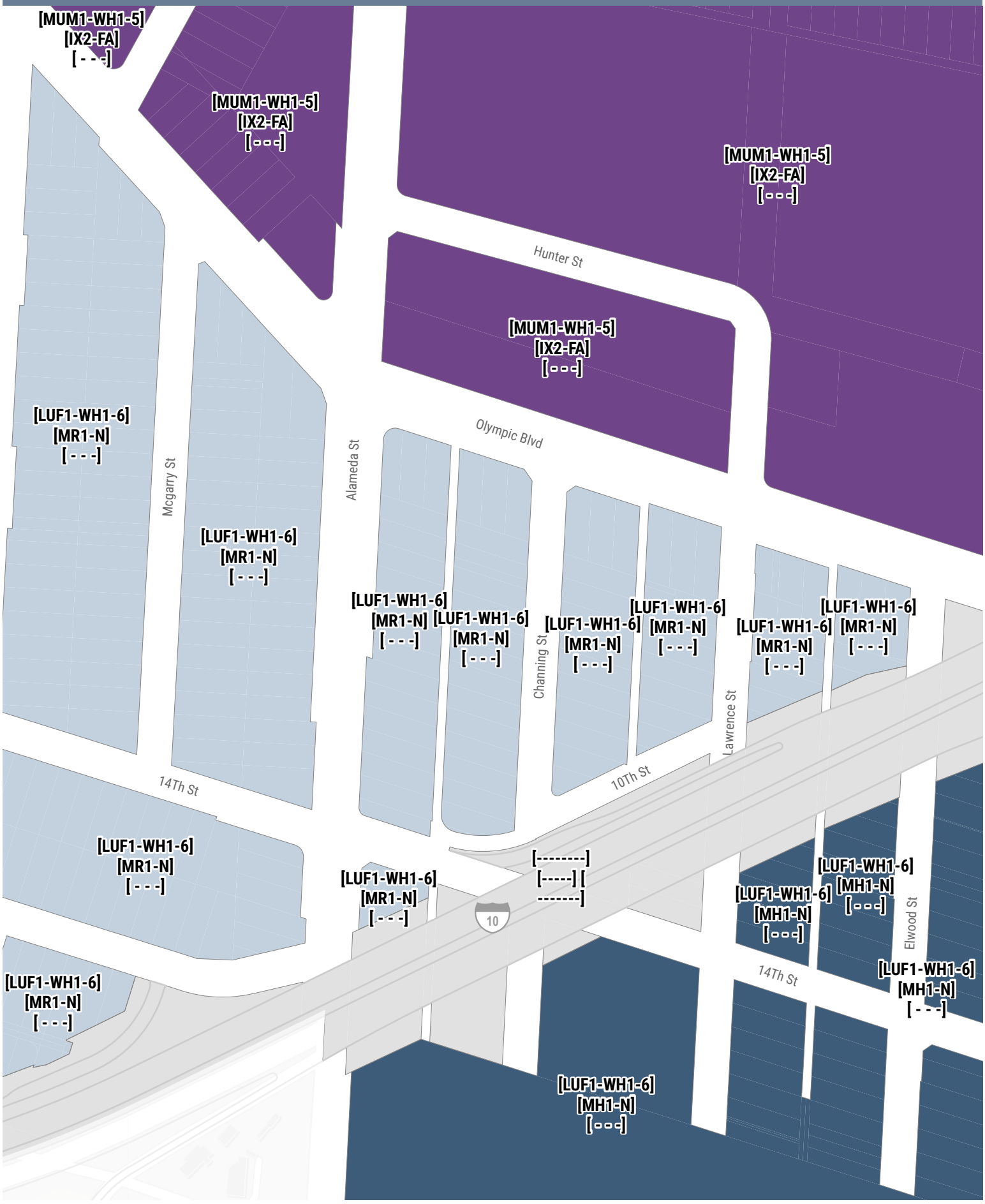

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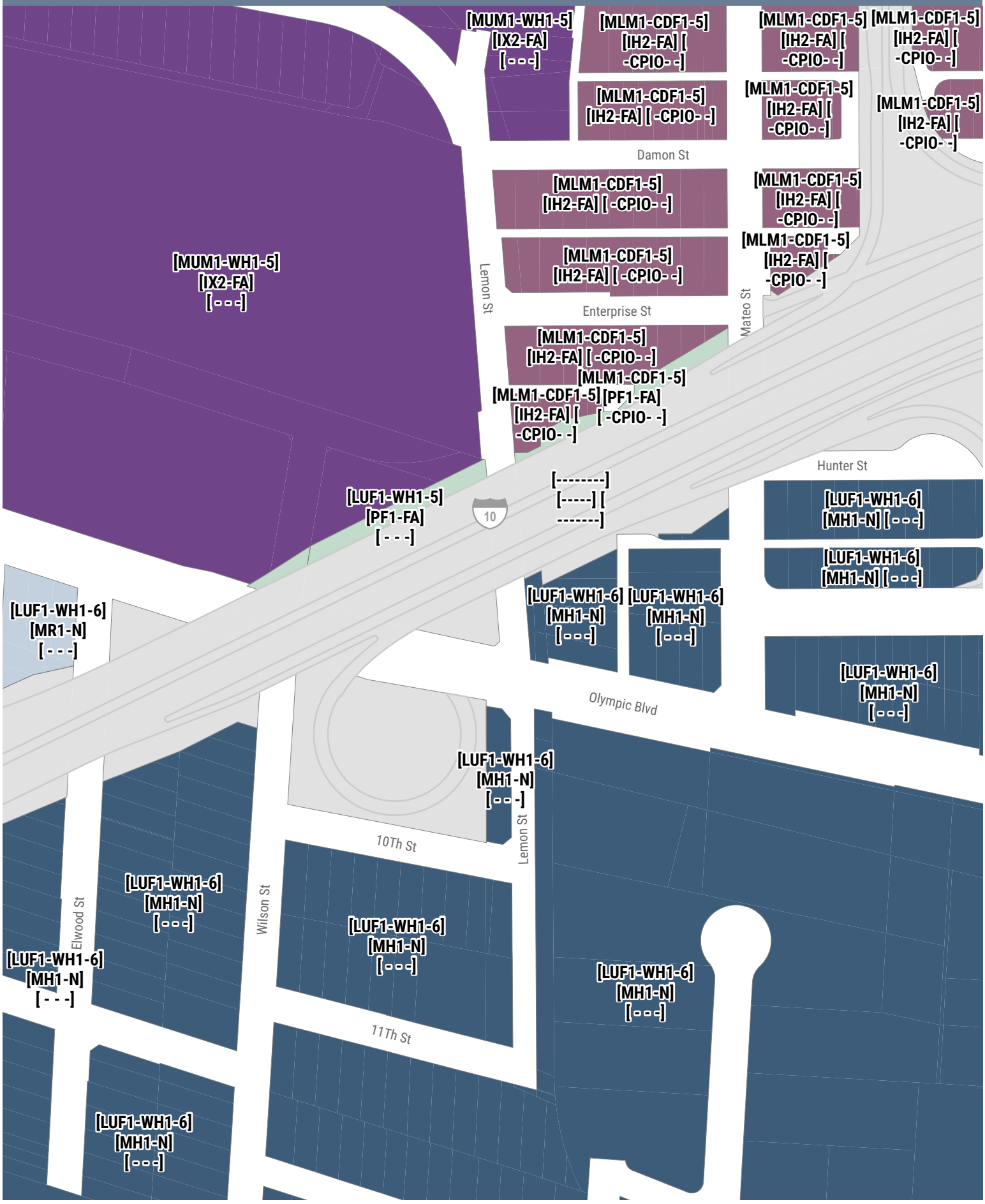

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Downtown Community Plan

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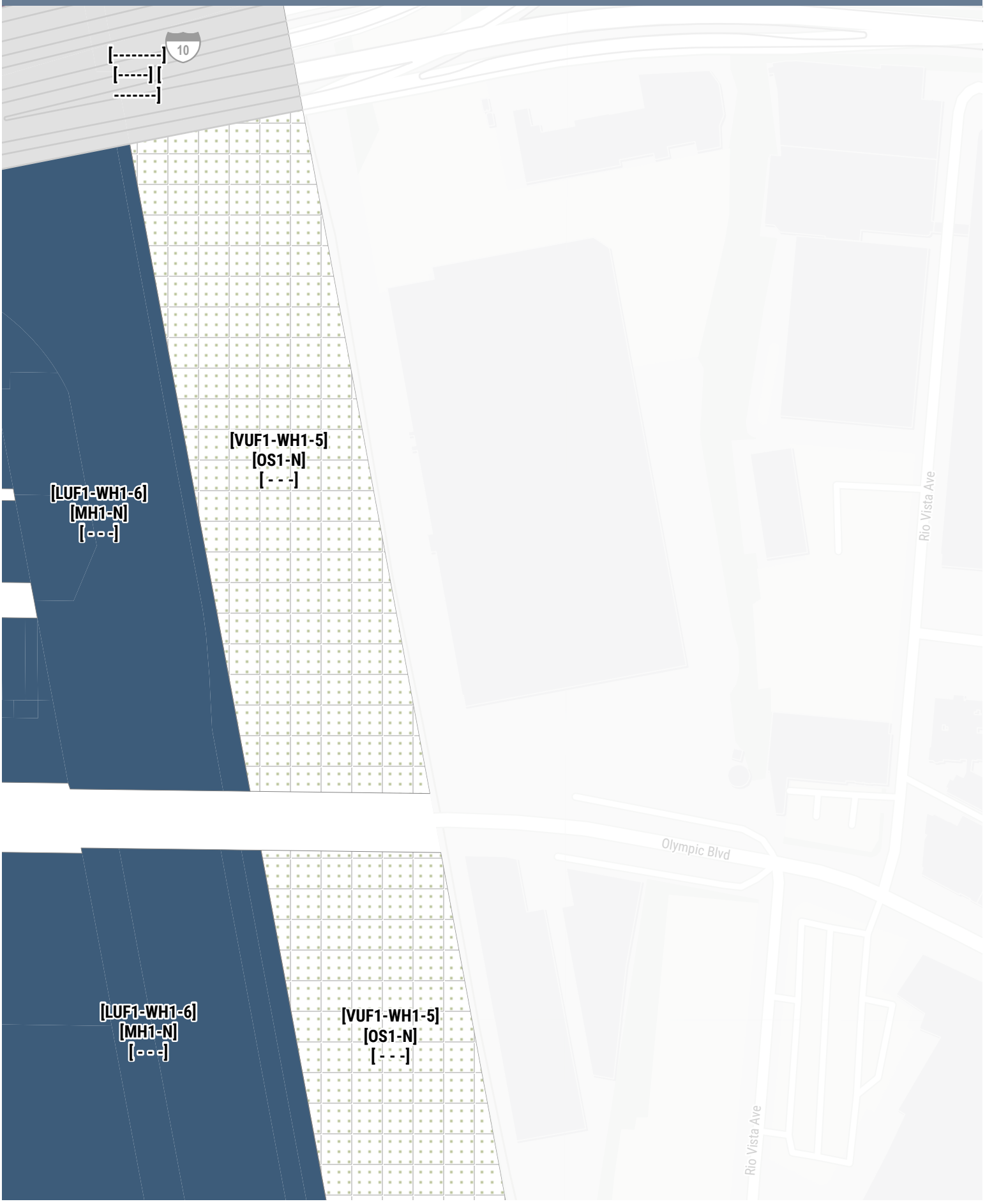

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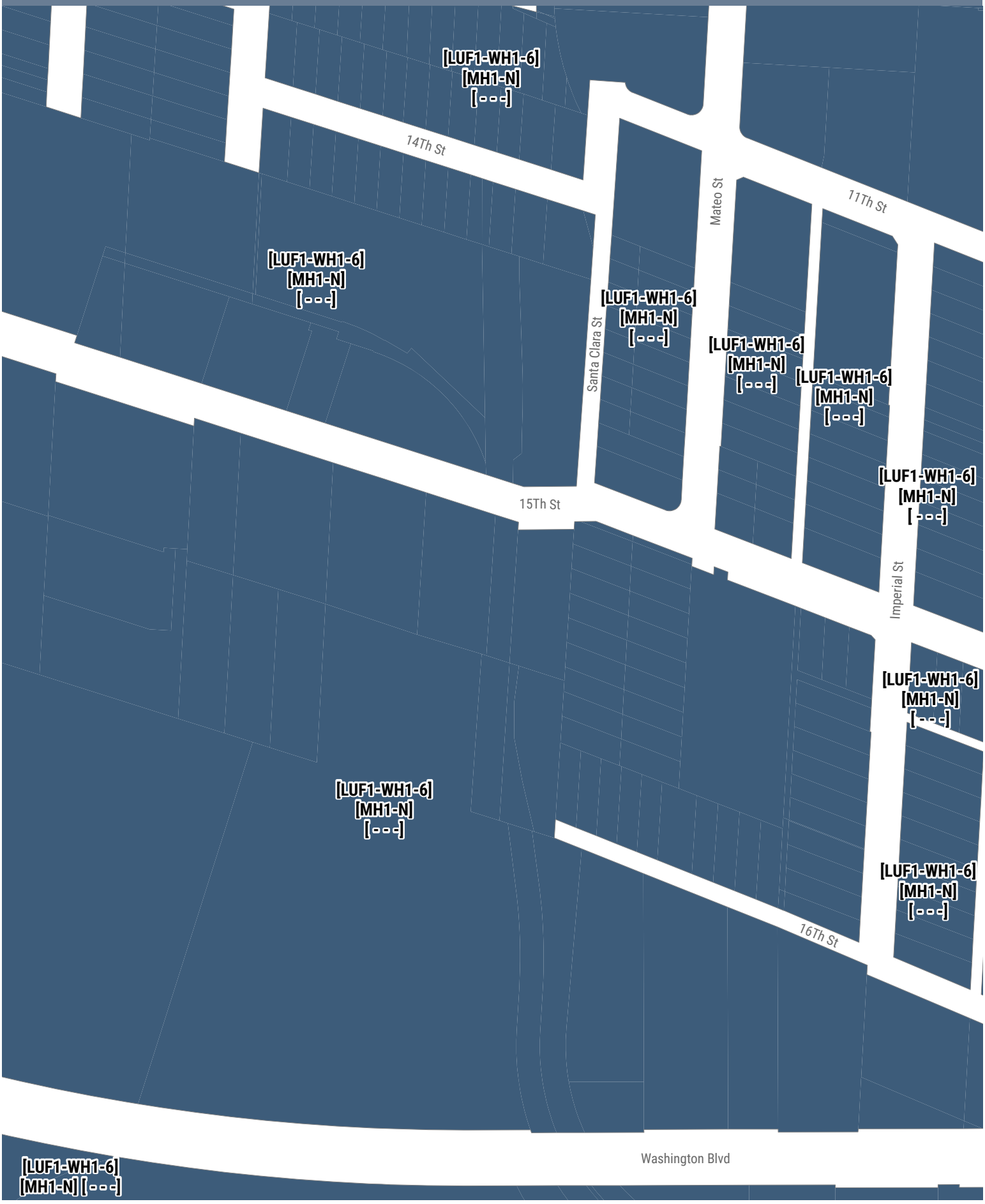

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Downtown Community Plan

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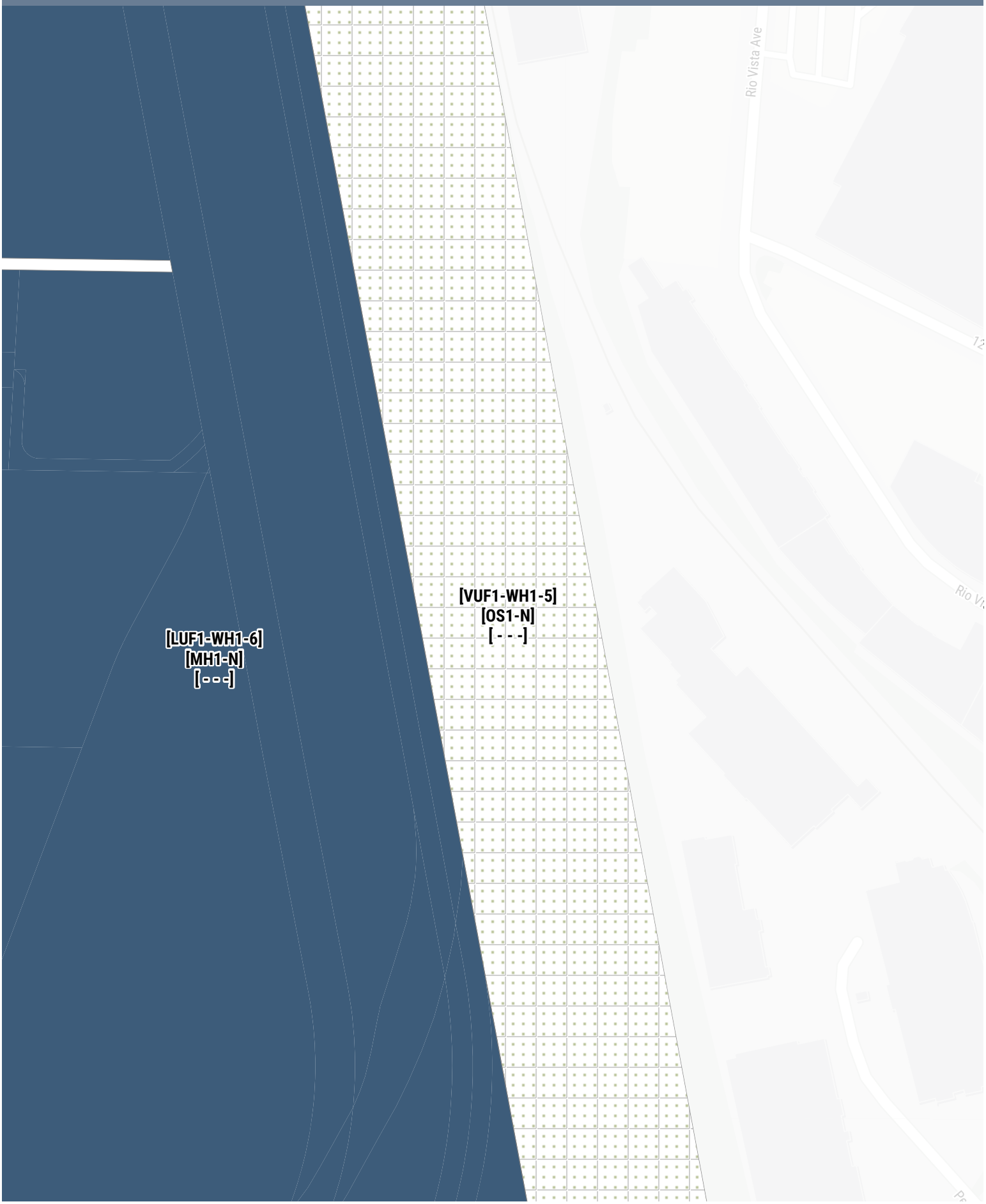

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Downtown Community Plan

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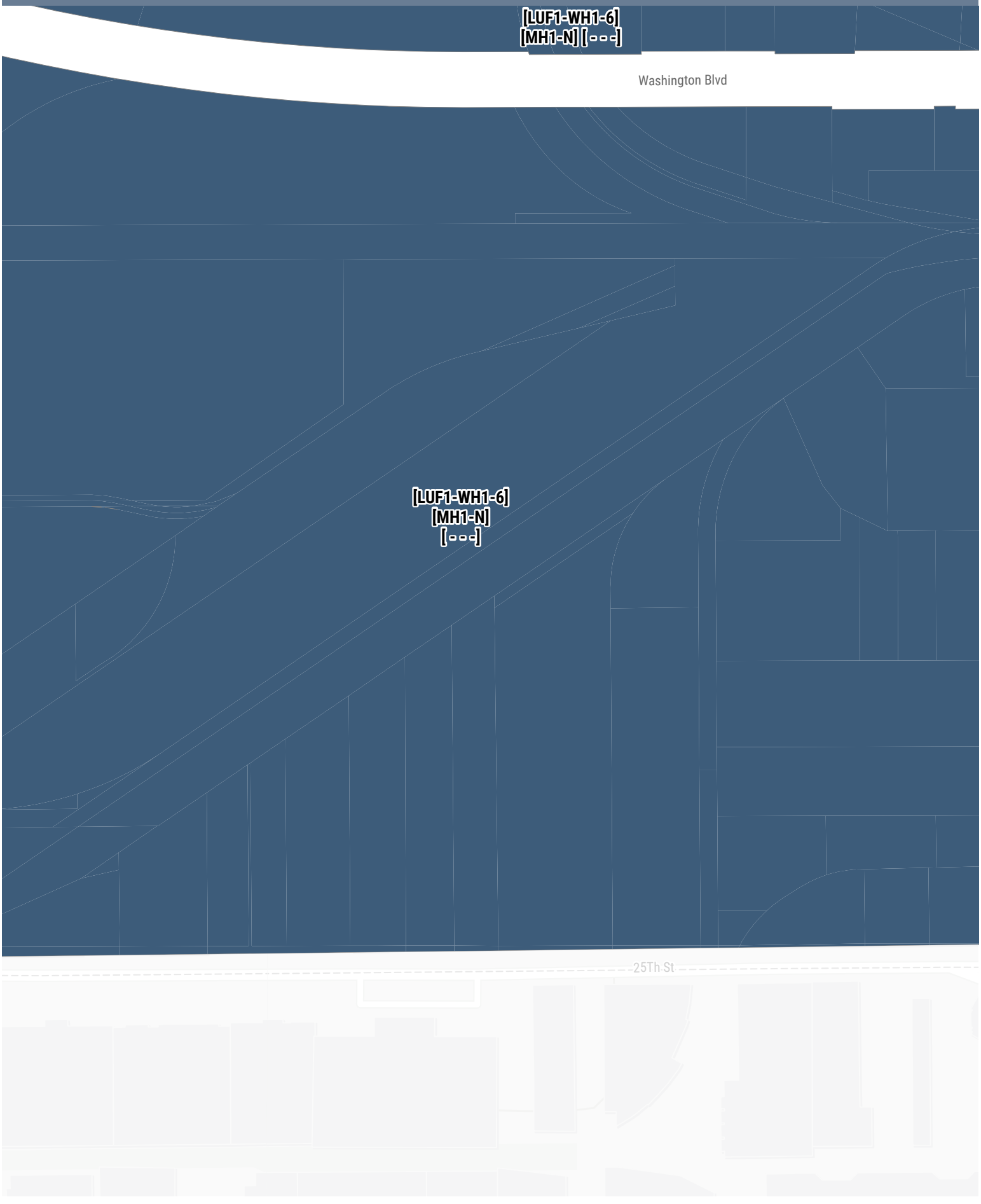

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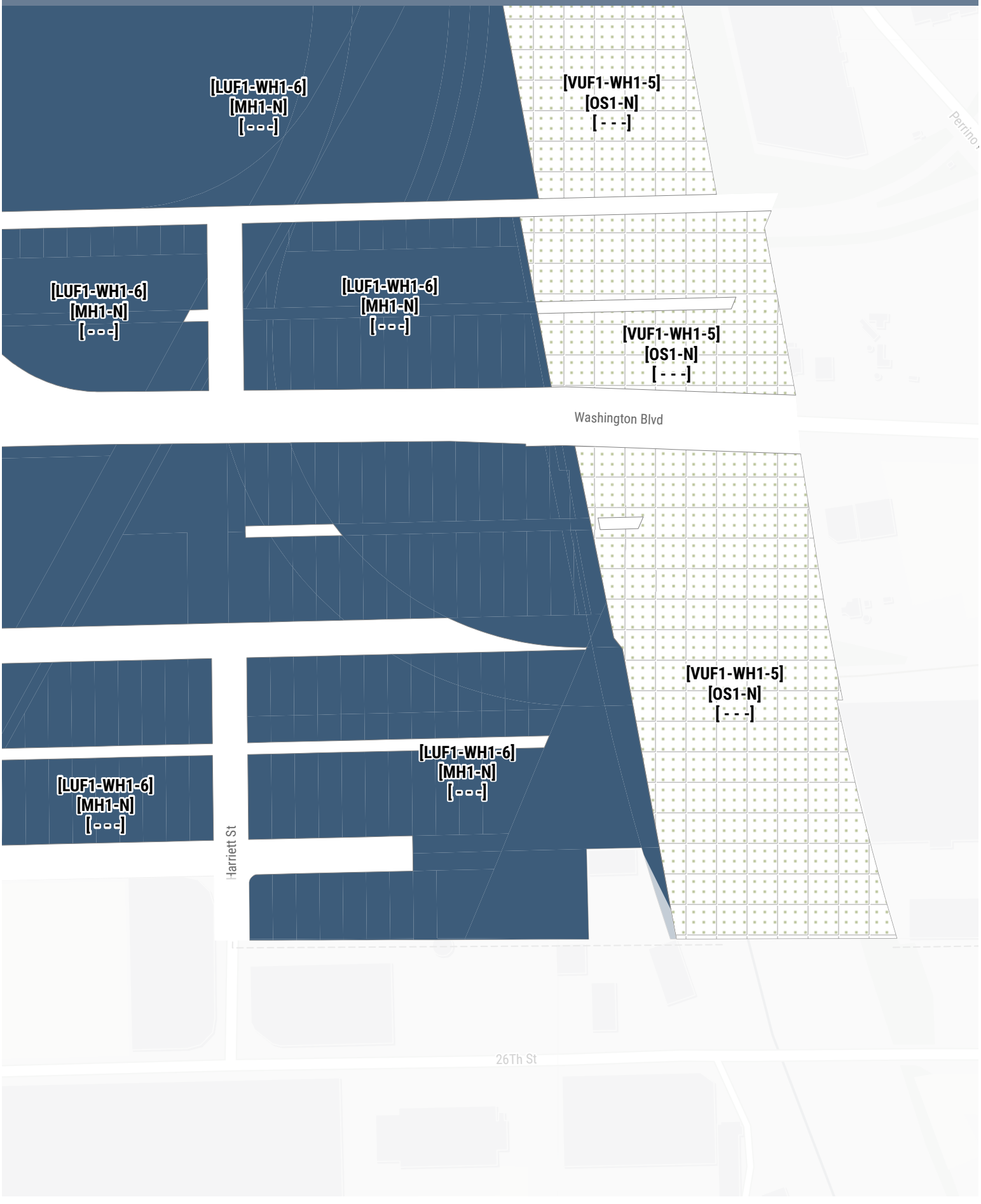
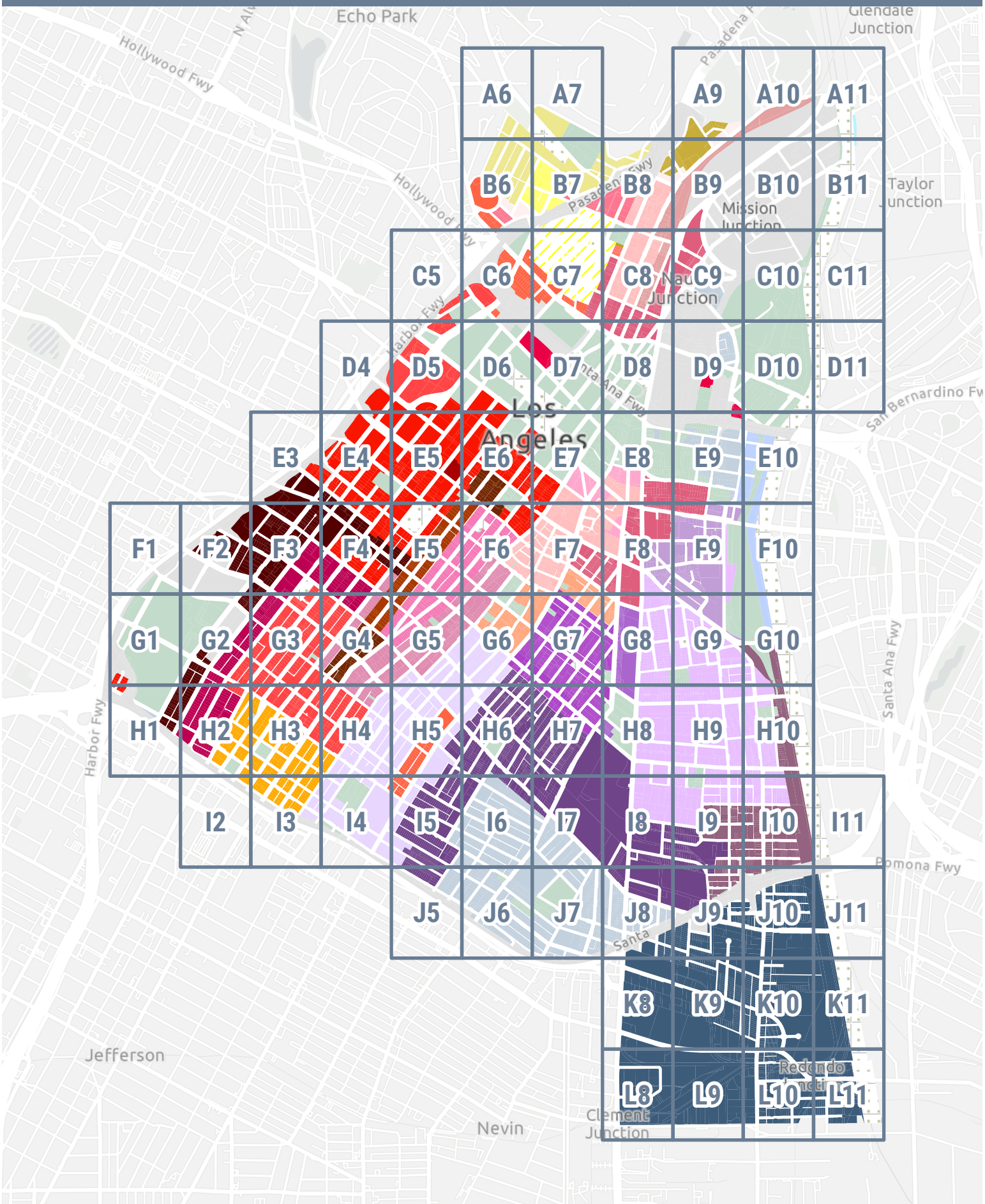


# DRAFT ZONING MAP - OVERALL GRID

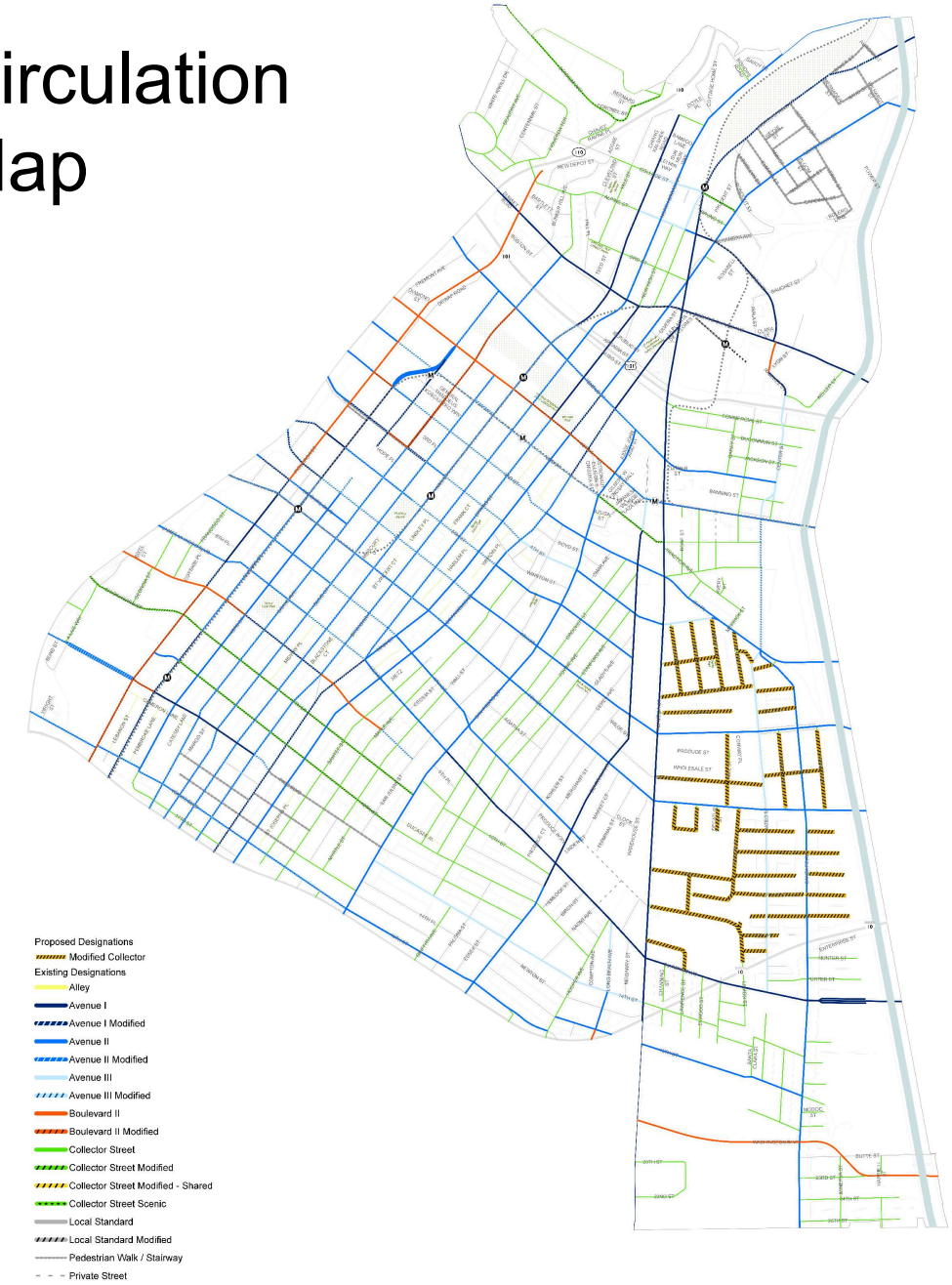
## Downtown Community Plan



# Appendix E

Circulation Map

# Circulation Map




Prepared by Department of City Planning

# Appendix F

CPIO

# Downtown
# Community Plan Implementation Overlay District
(Downtown CPIO District)

**Ordinance No. _____**
**Effective Date XXXXX**

## TABLE OF CONTENTS

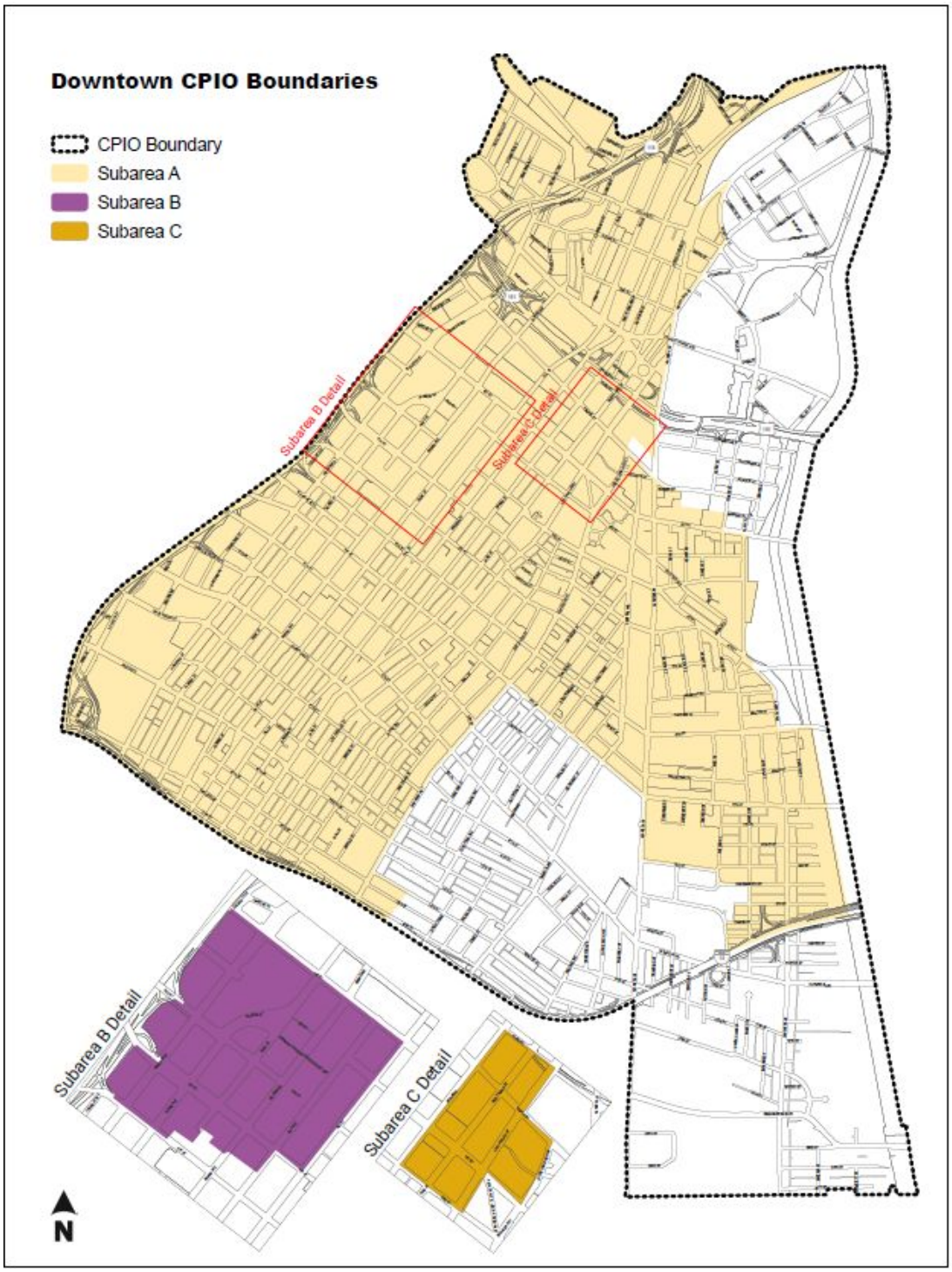

| | |
|---|---|
| Chapter I | Function of the CPIO District |
| Chapter II | Community Benefits Program Subarea A |
| Chapter III | Bunker Hill Subarea B |
| Chapter IV | Civic Center Development Standards Subarea C |
| Appendix A | Environmental Standards<br><br>(Reserved) |
| Appendix B | Tall Buildings Best Practices |
| Appendix C | Historic Cultural Neighborhoods Best Practices |
| Appendix D | Signage Best Practices |
| Appendix E | Public Realm Best Practices |

# CHAPTER I – FUNCTION OF THE CPIO DISTRICT

## I –I. Section I-1. DOWNTOWN CPIO DISTRICT AUTHORITY AND BOUNDARIES

Pursuant to Los Angeles Municipal Code (LAMC) Chapter 1A Section 8.2.2, the City Council establishes the Downtown Community Plan Implementation Overlay District (Downtown CPIO District). The boundaries of the Downtown CPIO District are identical to the boundaries shown in Figure 1.

**Figure 1. Downtown Community Plan Implementation Overlay District Boundaries**



## I –II. Section I-2. PURPOSE

The purposes of the Downtown CPIO District are as follows:

**A.** To implement the goals and policies of the Downtown Community Plan.

**B.** To create building floor area and height incentives tailored to the neighborhood context and development patterns.

**C.** To encourage housing that is affordable to a variety of income levels and household types.

**D.** To create approval processes for development projects that enable infill development with positive community impacts.

**E.** To promote access to public open space and community facilities that meet the needs of the community.

**F.** To promote the overall health and sustainability of the community that resides, works, and recreates in the Community Plan Area.

**G.** To preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form.

**H.** To promote strong urban design and ensure that development enhances the aesthetic character of the community; and maintains appropriate land uses.

## I –III. Section I-3. SUBAREAS

The Downtown CPIO District contains three Subareas as shown on Figure 1 and as precisely delineated by solid boundary lines on the CPIO District Boundary Maps, attached to the Ordinance establishing the Downtown CPIO District. The Subareas are contiguous or non-contiguous parcels characterized by common overarching Community Plan themes, goals, and policies, and are grouped by a common boundary. The Subareas are described below.

**Community Benefits Program Subarea A**

The Community Benefits Program (CBP) Subarea A strives to introduce more Mixed-income and 100 Percent Affordable housing, provide access to public open space and community facilities, and facilitate the preservation and rehabilitation of historic resources in the Community Plan Area. This Subarea includes a tiered incentive structure that prioritizes Mixed-income and 100 Percent Affordable Housing. Within the Subarea, unique zones tailor the incentives to the surrounding context, offering greater intensities of FAR and height around fixed rail transit stations and bus corridors, and considering the identity of neighborhoods.

**Bunker Hill Pedestrian Plan Subarea B**

The purpose of Subarea B is to implement the previously adopted Bunker Hill Specific Plan for an integrated network of pedestrian linkages throughout the Bunker Hill area. Subarea B shows the general location of the pedestrian linkages. The network of linkages, and the provisions hereinafter set forth to implement such a network, shall be applicable to all Projects and to all properties within Subarea B.

**Civic Center Development Standards Subarea C**

The purpose of Subarea C is to implement development standards for the Civic Center Master Plan Area. These standards regulate projects that may be built upon City-owned properties located in proximity to City Hall, and aim to achieve an active and world-class Civic Center environment.

## I –IV. Section I-4. DEFINITIONS

**“100 Percent Affordable Housing”** shall mean a project in which 100 percent of the residential dwelling units, excluding any manager unit(s), are Restricted Affordable Units.

**“Above-Moderate Income”** shall mean persons and families whose incomes do not exceed 150 percent of area median income, adjusted for family size.

**"At-Risk Affordable Unit"** shall mean any residential dwelling unit that receives government assistance under prescribed federal, State, and/or local programs, or any combination of rental assistance and is eligible to convert to market rate due to termination (opt-out) of a rent subsidy contract, prepayment of a subsidized mortgage, or expiration of rental restrictions. These assistance programs include, but are not limited to, Housing Choice Vouchers [formerly Section 8], project-based rental assistance, subsidized mortgage programs (e.g., FHA), or expiring rent/deed restrictions with the use of State or local funding programs, including Community Redevelopment Agency Covenants.

**"Community Land Trust"** shall mean a California nonprofit corporation that: (1) has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual; (2) is neither sponsored by, controlled by, nor under the direction of a for-profit organization; (3) has a corporate membership of adult residents of a particular geographic area as described in the bylaws of the corporation; (4) has a board of directors that: (A) includes a majority of members who are elected by the corporate membership; (B) includes representation by persons occupying and/or leasing any structural improvements on the land; and (C) includes representation by persons residing within the geographic area specified in the bylaws of the corporation who neither lease land from the corporation nor occupy structural improvements

controlled by the corporation; (5) acquires and retains parcels of land, primarily for conveyance under long-term ground leases; (6) transfers ownership of many or all of the structural improvements located on such leased parcels to the lessees; and (7) retains a preemptive option to purchase such structural improvements at a price determined by formula that is designed to ensure that the improvements remain affordable to low and moderate income households in perpetuity.

**"Developer"** shall mean the owner of the Project and, if different from the owner, any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities which develops or causes to be developed the residential housing project and, if applicable, provides off-site affordable units, together with their successors and assigns, but does not include a lender, any governmental entity or the general contractor working for any developer.

**“Eligible Historic Resources”** shall mean a building, structure, object, site, landscape, or natural feature identified as an individual resource or as a contributor to a historic district under a local, state or federal designation program; or identified as a contributor to an eligible historic through SurveyLA (The Los Angeles Historic Resources Survey), or another historical resource survey, completed after the effective date of the CPIO, and completed by a person meeting the Secretary of the Interior’s Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR). This term does not include a non-contributor to an eligible historic district.

**“Mixed-income Housing”** shall mean a project comprising a mix of market-rate and Restricted Affordable Units.

**"Project"** Within Subarea A, a “Project” shall mean any construction, erection, alteration of, or addition to a structure that would exceed the Base Floor Area and Base Height allowances authorized under the subject site Form District.

Within Subareas B & C, a “Project” shall mean any activity that requires the issuance of a building, grading, demolition, or change of use permit, unless the activity consists solely of interior tenant improvements, rehabilitation, or repair work.

Within all Subareas, a “Project” shall also mean the installation of any Conventional Plastic Faced Box or Cabinet Sign; any Formed Plastic Faced Box or Injection Molded Plastic Sign, Any Luminous Vacuum Formed Letter Sign, and/or any Animated or Flashing Sign. Furthermore, a “Project” shall also mean the installation of signs on any structure or site that has received approval under LAMC Chapter 1A Section 16.05 following the effective date of this CPIO.

**“Public Benefits”** shall mean improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public, pursuant to LAMC Chapter 1A Section 9.3

**"Restricted Affordable Unit"** shall mean a Dwelling Unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Deeply Low, Extremely Low, Low, Moderate, and Above Moderate households, as determined by the Los Angeles Housing and Community Investment Department or its successor agency.

## I –V. Section I-5. RELATIONSHIP TO OTHER ZONING REGULATIONS

**A.** For properties within the boundaries of the Downtown Community Plan, where this CPIO applies, the Citywide Transit Oriented Communities Guidelines (TOC) shall not be superseded by the provisions and requirements contained within this ordinance.

**B.** Nothing in the Downtown CPIO District is intended to override or conflict with any regulations in the LAMC or other ordinance establishing a park or Quimby fee or park or open space dedication requirement, including any provisions related to credits or fee and dedication calculations.

**C.** For projects participating in the Community Benefits Program, Restricted Affordable Units provided through the Affordable Housing Local Incentive Program pursuant to Chapter II, Section 2 shall be deducted from a project's required Affordable Housing Linkage Fee.

**D.** Nothing in this Downtown CPIO District is intended to override or conflict with any regulations in the LAMC that would otherwise require a Conditional Use Permit.

**E.** Nothing in this Downtown CPIO District is intended to override or conflict with any bicycle parking regulations.

**F.** Nothing in this Downtown CPIO District is intended to override or conflict with the regulations set forth in LAMC Chapter 1A Section 9.B.1 that provide bonuses, waivers and incentives for certain affordable housing projects.

**G.** Nothing in this Downtown CPIO District is intended to override or conflict with the regulations set forth in a Community Design Overlay or Sign District applicable to a subject site.

**H.** Any reference to a section of the LAMC made in this CPIO shall be automatically updated in the event that the LAMC is re-numbered, or re-organized.

## I –VI. Section I-6. REVIEW PROCEDURES

**A. Prohibition of Issuance of DBS Permits Prior to CPIO Approval.** The Department of Building and Safety (DBS) shall not issue a permit for any Project as defined in this CPIO within a Downtown CPIO District Subarea (in whole or in part), unless the Project has been reviewed and approved in accordance with this Section I-6.

**B. Filing Requirements for Multiple Approvals.** When an applicant applies for any discretionary approval for a property located (in whole or in part) in a CPIO District Subarea, the applicant shall also apply for a CPIO Approval pursuant to Subsection C, below. A CPIO Adjustment or a CPIO Exception shall be a project adjustment or project exception for purposes of LAMC Chapter 1A Section 13.6, and shall be processed pursuant to the procedures in LAMC Chapter 1A Section 13.6, if applicable.

**C. CPIO Approval.** All Discretionary Projects within a Downtown CPIO District Subarea (in whole or in part), Projects seeking additional development rights within Subarea A, and all projects (ministerial and discretionary) within Subareas C and D shall obtain an Administrative Clearance to demonstrate compliance with the Downtown CPIO District, unless a Director's Determination is required under subsection C.3. An application for a CPIO Approval shall be reviewed and approved pursuant to LAMC Chapter 1A Section 13.5.1, including as its requirements are modified and supplemented below:

1. **Content of Application for a CPIO Approval.** In addition to any other information or documents required under LAMC Chapter 1A Section 13.5.1, an applicant shall provide, at a minimum, two sets of detailed permit drawings and any other exhibits deemed necessary to demonstrate compliance with all applicable provisions of the CPIO District. Each application submitted for a CPIO Adjustment, or a CPIO Exception shall clearly identify and list all of the adjustments and exceptions requested.
2. **Administrative Clearance.** In addition to the requirements in LAMC Chapter 1A Section 13.5.1, the following shall apply:

    a. **Director Approval.** The Director shall grant an Administrative Clearance after reviewing the Project and finding that it is in compliance with all applicable provisions of the Downtown CPIO District as indicated by a plan

stamped by the Department of City Planning.

**b. Non-Appealable Ministerial Approval.** The approval of an Administrative Clearance is not subject to appeal and is not discretionary for purposes of CEQA Guidelines Sections 15060(c)(1) and 15268.

**c. Scope of Review and Non-Conforming Uses.**

**i.** In reviewing a Project for an Administrative Clearance, the Director shall review the Project for compliance with those regulations that are applicable to the proposed scope of construction or use.

**ii.** Non-conforming uses shall comply with LAMC Chapter 1A Section 12.6, except as noted in this ordinance.

**3. Director's Determination**. In addition to the requirements in Section I-6 C.2 above, and LAMC Chapter 1A Section 13.4.5, projects providing Public Benefits under Chapter II – 3 of this CPIO shall file for a Director's Determination.

**a. Community Plan Implementation Overlay Director's Determination - Director Authority with Appeals to the Area Planning Commission.** The Director or the Director's designee shall have initial decision-making authority to grant a CPIO Director's Determination, with an appeal to the Area Planning Commission in accordance with the procedures set forth in LAMC Chapter 1A Section 13.4.5

**b. Limitations.** A Director's Determination shall be solely for the purpose of approving Public Benefits Incentive Programs pursuant to LAMC Chapter 1A Section 9.3.

**c. Findings.** The Director's Determination shall include written findings in support of the determination. In order to approve a proposed project pursuant to this subsection, the Director must find that:

**i.** The project, as approved, is consistent with the purpose and intent of the CPIO and substantially complies with the applicable CPIO regulations;

**ii.** Conditions have been incorporated into the Determination that will ensure the ongoing use or operation of the Public Benefit.

**iii.** The facilities proposed by a project utilizing a Public Benefit Program under Section II – 3 B. Publicly Accessible Outdoor Amenity Space or C. Community Facilities serve the needs of the surrounding residents, employees, and visitors; and do not result in an over-concentration of any one service or amenity.

**d. CEQA.** Approval of a CPIO Director's Determination is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

**4. CPIO Adjustments**. In addition to the requirements in LAMC Chapter 1A Section 13.6.4, the following shall apply:

**a. Eligible Regulations.** Development regulations contained in Chapter IV of this CPIO are eligible for a CPIO Adjustment pursuant to this Section I-6.C.4. Projects seeking relief from a Subarea regulation that is not eligible (or further eligible) for a CPIO Adjustment may seek relief with a - CPIO Exception.

**b. CEQA.** Approval of a CPIO Adjustment is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

**5. CPIO Exceptions.** In addition to the requirements in LAMC Chapter 1A Section 13.6.5, the following shall apply:

**a. Eligible Regulations.** Development regulations contained in Chapters III and IV of this CPIO are eligible for a CPIO Exception pursuant to this Section I-6.C.5.

**b. CEQA.** Approval of a CPIO Exception is a discretionary approval for purposes of CEQA Guidelines Section 15060(c)(1).

**c. Supplemental Development Regulations.** All Projects shall comply with all applicable supplemental development regulations in the applicable CPIO Subarea, unless a CPIO Adjustment or CPIO Exception is permitted and obtained or the Project falls within the category of Projects described in Section I-5.G of this CPIO District. Images and figures provided in the CPIO District are illustrative only and are not intended to establish supplemental development regulations.

## I –VII. Section I-7. SIGN STANDARDS

**A. CONCEPTUAL SIGN PLAN** All projects requesting Project Review pursuant to LAMC Chapter 1A Section 13.4.4, shall submit a Conceptual Sign Plan for the entire project and are subject to the standards below.

**1.** The Conceptual Sign Plan shall identify all sign types that can be viewed from the street, sidewalk or public right-of-way. The intent of the Conceptual Sign Plan is to ensure a cohesive, integrated sign program so that all individual tenant signs will contribute to and create strong project identity. The Conceptual Sign Plan shall include:

**a.** A site plan identifying the general location of all signs and showing its location in relation to structures, walkways and landscaped areas; and

**b.** A schematic elevation of each building façade identifying the general placement, size, and sign area of all sign types.

**2.** No permits for individual signs shall be issued until the applicant has submitted detailed sign plans to the Department of City Planning, showing substantial compliance with the Conceptual Sign Plan, including:

**a.** A matrix describing general characteristics of each sign type, sign name or number, illumination, dimensions, and quantity; and

**b.** A scaled elevation of each sign type showing overall dimensions, sign copy, typeface, materials, colors and form of illumination.

**B. Prohibited Signs**

**1.** Within CPIO Subareas A, B, and C, the following signs are prohibited:

**a.** Conventional plastic faced box or cabinet signs;
**b.** Formed plastic faced box or injection molded plastic signs;
**c.** Luminous vacuum formed letters; and
**d.** Animated or flashing signs (real-time information signs are permitted)

**C. Sign Illumination and Animation**

**1.** Within CPIO Subareas A, B, and C, signs shall adhere to the following illumination and animation standards:

**a.** Signs shall use appropriate means of illumination. These include: neon tubes, fiber optics, incandescent lamps, cathode ray tubes, shielded spotlights and wall wash fixtures.

**b.** Signs may be illuminated during the hours of operation of a business, but not later than 2 a.m. or earlier than 7 a.m. Signs for 24-hour uses, such as hotels, are exempt from these limited hours of illumination.

## I –VIII. Section I-8. ENVIRONMENTAL STANDARDS PROCEDURES

The Environmental Standards in Appendix A are included in the Downtown CPIO District to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update and reviewed in the City of Los Angeles Downtown Community Plan Environmental Impact Report (Case No. ENV-2017-433-EIR), certified on XX, XX, XXXX.

Any Discretionary Project within the CPIO Boundaries shall comply with all applicable Environmental Standards as set forth in Appendix A, subject to the following rules.

**A. Applicability of Environmental Standards.** A Project does not need to comply with any Environmental Standard that is not relevant to the scope of activities involved with the Project. For example, a Project that proposes only minor façade alterations and no grading shall not be subject to Environmental Standards that apply to grading activities (such as noise and vibration standards). The decision maker, in his or her reasonable

discretion, shall determine those Environmental Standards that apply to a particular Project.

**B.** **Plans.** Compliance with all applicable Environmental Standards listed in Appendix A shall be demonstrated on the plans as project features (that is, features that are physically built into the Project such as an air filtration system) or as operational features listed on a sheet within the plans (that is, features that are carried out either during the construction of the Project, or over the life of the project, such as the use of paints, sealants, and other building materials that yield low air pollutants).

**C.** **Modification of Environmental Standards**. Modifications of Environmental Standards do not require the processing of a CPIO Adjustment or CPIO Exception. The decision maker may modify or dispense with an Environmental Standard listed in Appendix A.

## I –IX. Section I-9. USE OF BEST PRACTICE APPENDICES

The Best Practices in Appendices B, C, D, and E of this CPIO are not mandatory for Projects requiring an Administrative Clearance, Director's Determination, CPIO Adjustment, or CPIO Exception pursuant to Section I-6.C . of this CPIO, or any other Discretionary application filed within the CPIO Boundaries. The Best Practice Appendices provide resources that encourage livable and sustainable development in Downtown Los Angeles.

Nothing in this section, the Downtown CPIO District, or any other applicable citywide design guidelines, shall allow decision makers to approve, deny, or condition a discretionary approval based on these best practices.

## I –X. Section I-10. CEQA CLEARANCE

For purposes of CEQA compliance for subsequent projects approved with a CPIO Approval, including, but not limited to, consideration of a CEQA clearance pursuant to Government Code Section 65457, Public Resources Code Section 21155.4; or CEQA Guidelines, Sections 15183 or 15183.3, the Downtown CPIO District shall operate and be treated as a specific plan, zoning ordinance, and a prior plan level decision for which an EIR was certified.

## I –XI. Section I-11. SEVERABILITY

If any portion, subsection, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each portion or subsection, sentence, clause and phrase herein, irrespective of the fact that any one or more portions, subsections, sentences, clauses or phrases be declared invalid.

# CHAPTER II – COMMUNITY BENEFITS STANDARDS SUBAREA

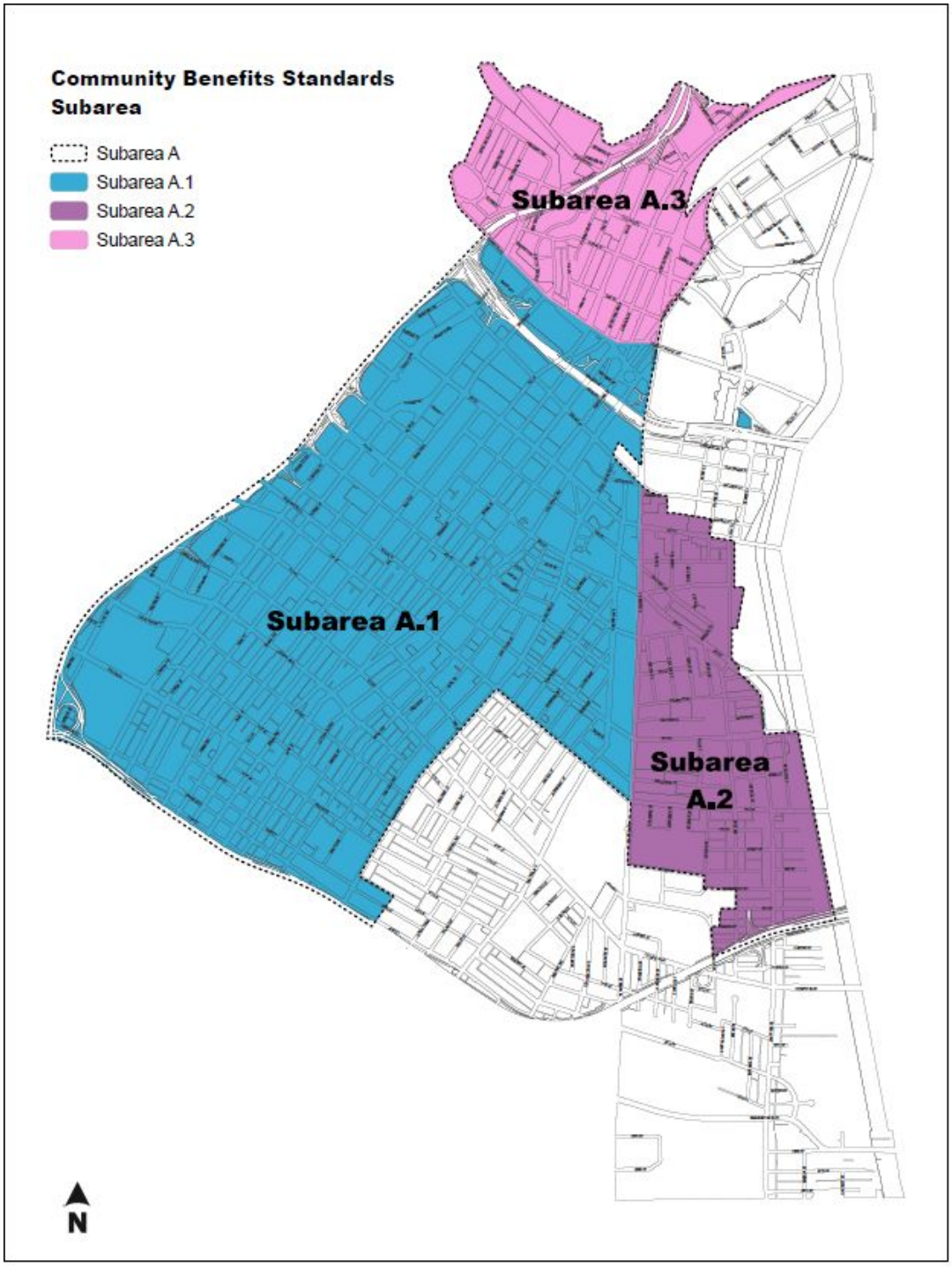
## COMMUNITY BENEFITS PROGRAM SUBAREA

A – DOWNTOWN COMMUNITY BENEFITS PROGRAM SUBAREA A

## OVERVIEW

The Community Benefits Program (CBP) Subarea A strives to introduce more affordable housing development, provide access to public open space and community facilities, and facilitate the preservation and rehabilitation of historic resources in the Plan Area. This Subarea includes a tiered incentive structure that prioritizes Mixed-income and 100 Percent Affordable housing. Within the Subarea, there are three subsections that tailor the incentives to the surrounding context, offering greater intensities of FAR and height around fixed rail transit stations and bus corridors, and reinforcing the identity of neighborhoods.

**Figure 2. - Downtown Community Benefits Program Subarea Map**



## II – I. 1. COMMUNITY BENEFITS STANDARDS

**A. Relief.** Requirements of this Chapter shall not be eligible for a CPIO Adjustment pursuant to Section I-6 C.4 or a CPIO Exemption Section I-6 C.5.

**B. Pro Rata Share.** Projects may seek less than the full increment of FAR available through the incentives in this Chapter provided that they provide a proportional share of community benefits and meet the minimum requirements below.

## II – II. 2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM PURSUANT TO LAMC CHAPTER 1A 9.3.2

### A. Requirements

1. **On-Site Restricted Affordable Units**. Within the boundaries of this CPIO Subarea, a Housing Development shall provide Restricted Affordable Units at rates outlined in Set E of LAMC Chapter 1A Section 9.3.2.B. The minimum number of Restricted Affordable Units shall be calculated based upon the base number of units in the final project.

2. **Calculation of base residential units**. To determine the number of base units for purposes of calculating the required number of Restricted Affordable Units pursuant to A.1 above, follow the steps outlined below:

    **a.** Calculate the average unit size in the proposed project by dividing the total proposed residential square feet by the total number of proposed units.

    **b.** Calculate the total base residential square feet by taking the lesser of the following:

        **i.** The total square feet allowed under the Base Maximum FAR; or

        **ii.** The total proposed residential square feet in the project

    **c.** Divide the base residential square feet as calculated in (b) by the average unit size in (a). This is the base number of units that shall be used for purposes of determining the number of affordable units.

    **d.** For purposes of this calculation, in no instance shall the average unit size be greater than 1,500 square feet.

    **e.** A project may adjust the size of units and residential square feet up to 10% without recalculating base units after an application has been deemed complete.

**B. Off-site Construction**. The affordability provisions of this Section may be satisfied by constructing off-site affordable units at the following rate:

No less than the same number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in Section 11-2A, off-site units must be provided within the boundaries of the Downtown Community Plan Area. The off-site units created pursuant to this paragraph must be on a site that is zoned for residential development at a density to accommodate at least the number of otherwise required units; is suitable for development of the units in terms of configuration, physical characteristics, location, access, adjacent uses and other relevant planning and development criteria; and environmental review has been completed to the satisfaction of the City prior to acceptance of the site by the City. The development of off-site affordable units shall include integration of community space and services as required by the Housing and Community Investment Department for comparable affordable housing development. The first Certificate of Occupancy for the off-site units shall be issued prior to or concurrent with the first Certificate of Occupancy for the original Project. In no event shall the Certificate of Occupancy for the market rate units for the original project be issued prior to the Certificate of Occupancy for the affordable off-site units. Individual affordable units constructed as part of an off-site project under this Section shall not receive development subsidies from any Federal, State or local program established for the purpose of providing affordable housing, and shall not be counted to satisfy any affordable housing requirement for the off-site development. Other units in the same offsite project may receive such subsidies. In addition, subsidies may be used, only with the express written permission by the Department of Housing and Community Investment, to deepen the affordability of an affordable unit beyond the level of affordability required by this Section.

**C. Off-site Acquisition.** The affordability provisions of this Section may be satisfied by the acquisition of property containing At-Risk Affordable Units and converting the units to non-profit, Community Land Trust, and/or tenant ownership prior to issuance of the Certificate of Occupancy for the original Project. Prior to transferring ownership to a qualified entity, the At-Risk Affordable Units shall achieve a minimum of a C2 rating based on the Fannie Mae Uniform Appraisal Dataset Property Condition Ratings, as assessed and certified by the Housing and Community Investment Department (HCID), or as required by HCID to be completed by the Developer and subsequently certified by HCID. Any entity taking ownership of At-Risk Affordable Units pursuant to this Section shall record an affordability covenant guaranteeing affordability to Deeply Low, Extremely Low, Very Low, Lower, or Moderate Income Households. The number of At Risk Affordable Units that must be acquired and converted to non-profit or tenant ownership under this subdivision shall be as follows:

No less than the same number of on-site affordable units, at the same or greater mix of unit type and affordability levels as provided in Section II – 2A of this CPIO District; and

Properties acquired must be located within the boundaries of the Downtown Community Plan Area.

All other units located on the subject property shall be restricted to no more than 150% AMI.

In no circumstances shall existing tenants be evicted from existing units. If existing tenants do not meet the income restriction above, the unit shall not be income restricted until the unit is vacant.

**D. In-Lieu Fee.** The affordability provisions of this Section may be satisfied by the payment of a fee to the City of Los Angeles Downtown Affordable Housing Trust Fund in lieu of constructing the affordable units within the Project. The in lieu fee shall be determined by the City based on the following:

The number of units equivalent to 1.1 times the required number of on-site affordable units pursuant to Section II-2A, in the same proportion of affordability, multiplied by the applicable Affordability Gap, as defined in LAMC Chapter 1A Section 13.3.1.E.4.

The fee is due and payable to the City of Los Angeles Downtown Affordable Housing Trust Fund at the time of and in no event later than issuance of the first building permit, concurrent with and proportional to project phases. The Developer shall have an option to defer payment of all or a portion of the fee upon agreeing to pay a Deferral Surcharge, with the fee and the Deferral Surcharge due and payable at the time of and in no event later than issuance of the Certificate of Occupancy. The Deferral Surcharge will be assessed at the Wall Street Journal Prime Rate plus 200 basis points at the time such fee is due, at the issuance of the building permit. The Deferral Surcharge fee shall be deposited into the Downtown Affordable Housing Trust Fund and accounted for and used as provided in Section (c).

**E. Dwelling Unit Mix and Location.** For sites located in Subarea A.3, a minimum of 30% of the total dwelling units for an Eligible Housing Development shall be two bedrooms or greater.

**F. Additional Incentives.** In addition to the FAR and height bonus identified in LAMC Chapter 1A Section 9.3.2, a Housing Development Project shall be granted two additional incentives.

**Building Width.** See LAMC Chapter 1A Section 2.C.6

**a.** For all Eligible Housing Development Projects, up to a 20% increase in maximum building width may be granted.

**Lot Coverage.** See LAMC Chapter 1A Section 2.C.2

**b.** For all Eligible Housing Development Projects, up to a 20% increase in maximum lot coverage may be granted.

**Lot Width.** See LAMC Chapter 1A Section 2.C.1

**c.** For all Eligible Housing Development Projects, up to a 20% decrease in required minimum lot width may be granted.

**Averaging of Floor Area.** See LAMC Chapter 1A Section 2.C.4.

**d.** A Housing Development Project that is located on two or more adjacent parcels may average the Floor Area over the project site provided that:

**i.** The proposed use is permitted by the Use District of each parcel; and

**ii.** No further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant is permitted

**II – III. 3. PUBLIC BENEFITS INCENTIVE PROGRAMS PURSUANT TO LAMC CHAPTER 1A Section 9.3 to promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.**

**A. Transfer of Development Rights for Historic Preservation.**

1. **Purpose**. The purpose of the Transfer of Development Rights program is to facilitate the preservation of Historic Resources within Subarea A.2, while enabling development rights to be utilized on more appropriate sites.
2. **Applicability**. The procedures contained in this subsection apply exclusively to properties within Subarea A.2 subject to the eligibility requirements and other regulations below.
3. **Eligibility**. A transfer of unused Floor Area, including Bonus FAR, from a Donor Site to a Receiver Site is permitted, provided the transfer is in conformance with the following rules for transfer:
   - **a.** The Donor Site is designated as a Los Angeles Historic-Cultural Monument, a Contributing Structure to a City Historic Preservation Overlay Zone, is listed in or formally determined eligible for the California Register of Historical Resources or the National Register of Historic Places, or is identified as a contributor to a historic district or individual resource by SurveyLA, or another historical resource survey completed, completed after the effective date of the CPIO by a person meeting the Secretary of the Interior's Professional Qualification Standards for Historic Preservation and accepted as complete by the Director, in consultation with the Office of Historic Resources (OHR).
   - **b.** The Donor Site has unused Floor Area under its Base FAR and/or Bonus FAR pursuant to Article 2 (Form).
   - **c.** A Receiver Site may receive all available unused Floor Area from the Donor Site, including the Donor Site's Bonus FAR, at a 1:1 ratio (i.e., for every square-foot transferred from a Donor Site a receiver Site gets one square-foot) up to the receiver Site's allotted Bonus FAR.
   - **d.** The receiver site shall not demolish any Historic resource, as defined above.
4. **Process**. To utilize a Transfer of Development Rights, an application must be filed pursuant to LAMC Section 13.4.5 (Director Determination). In addition, the following requirements shall apply:
   - **a.** The applicant shall consult with the Department of City Planning, Office of Historic resources to identify, with respect to the Donor Site, the significant

historic features that are required to be maintained, and to identify any rehabilitation work required to be completed.

**b.** A Preservation Plan and easement, pursuant to Subdivision e.2. below, shall be completed prior to the completion of the Director Determination process.

**c.** Following the issuance of a Director Determination, and prior to the issuance of building permits for a project utilizing a Transfer of Development Rights, all fee owners of the Donor Site(s) and receiver Site(s) involved shall execute a covenant and agreement in a form designed to run with the land and be binding on future owners, assigns and heirs and which is satisfactory to the Department of City Planning. The applicant shall record the covenant in the county recorder's Office and shall file certified copies with the Departments of City Planning and Building and Safety.

- **i.** Donor Site Covenant: The covenant on a Donor Site shall acknowledge the reduced Floor Area to the extent unused permitted Floor Area was transferred to a receiver Site(s), and the location of the receiver Site(s).
- **ii.** Receiver Site Covenant: The covenant on a receiver Site shall acknowledge the increased Floor Area to the extent unused permitted Floor Area was transferred from a Donor Site(s), and the location of the Donor Site(s).
- **iii.** Covenant Applicability: The covenants shall apply as long as the transferred Floor Area is being utilized by the Receiver Site. If the Receiver Site is no longer utilizing the transferred Floor Area, the owner of the Receiver Site may apply to terminate the covenant.

**d.** Preservation Plan and Easement: The Donor Site shall execute a Preservation Plan and easement, with the following minimum standards:

i. The Preservation Plan and easement shall be executed with the Department of city Planning, Office of Historic resources or a qualified non-profit Historic Preservation Organization, or other entity of the city's choosing, and;

ii. The Preservation Plan and easement shall address, at a minimum:

1) Maintenance of the resource, the property, and significant historic features;
2) Additions and alterations to the resource and/or significant elements of any building and the property;
3) Demolition of the resource and/or significant elements of any building and the property;
4) Required rehabilitation work to any significant historic features;
5) Required rehabilitation work must be completed within 10 years of the recordation of the Preservation easement.
6) Inspections to ensure compliance with the Preservation easement. Inspections must occur at minimum once every 5 years, however the number of inspections may be increased as part of the Preservation Plan and easement;
7) Other standards and requirements as required by the Director of Planning;

8) Fines and penalties for violating any section of the Preservation Plan and easement.The Preservation Plan and easement shall apply as long as the transferred Floor Area is utilized on the receiver Site.If the owners of the Historic resource that is the subject of the Preservation Plan and easement have violated the Plan and easement, the owners of the resource shall pay a fine equal to ten (10) times the value of the application fee and cumulative inspection fees paid.

**II – IV. 4. Publicly Accessible Outdoor Amenity Space pursuant to LAMC Chapter 1A 9.3.3.**

**A.** For every additional 4% of lot area dedicated as publicly accessible open space, above the subject site's required Lot Amenity Space, eligible projects may obtain an additional 1.0:1 FAR for either of the following:

**1.** Land dedicated for public open space, in consultation with the Department of Recreation and Parks.

**2.** On-site publicly accessible open space, constructed in accordance with the requirements listed below:

**a.** At least one public restroom shall be provided within or adjacent to and directly accessible from the publicly accessible open space. Signage shall indicate that the restroom is available for public use.

**b.** At least one of the amenity options listed below shall be provided within or adjacent to the publicly accessible open space:

i. Outdoor exercise equipment available for public use
ii. Sport courts available for public use
iii. Dog run available for public use
iv. Children's play area available for public use
v. Community garden available for public use

**c.** At least 20% of the publicly accessible open space shall be shaded. Percentage shading shall be the shadow cast on the publicly accessible open space measured at noon (12:00 p.m.).

**II – V. 5. Community Facilities pursuant to LAMC Chapter 1A 9.3.4**

**A.** For every 2.5% of incremental bonus floor area above a minimum of 5,000 square feet, dedicated to one of the following, eligible projects may obtain an additional 1.0:1 FAR:

**1.** LAUSD or public charter Schools and public Libraries pursuant to LAMC Chapter 1A Section 9.3.4.B.5

**2.** Social Services pursuant to LAMC Chapter 1A Section 9.3.4.B.6

**3.** Public facilities pursuant to LAMC Chapter 1A Section 9.3.4.B.7

**4.** Regional Mobility Hubs as specified in the Mobility Hubs Reader's Guide

**B.** For sites located in Subarea A.2, Employment Centers, projects in which a minimum of 50% of the total Floor Area, inclusive of any bonus floor area, contains non-residential uses, excluding uses in the Eating and Drinking Establishments, Personal Services, and Retail Sales use groups, may obtain additional floor area up to 4.0:1 FAR.
On-site provision of Child Care services pursuant to LAMC Chapter 1A Section 9.3.4.B.1

1. A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2 before obtaining Floor Area through this incentive.

**II – VI.** **6. Additional On-Site Restricted Affordable Units.**

**A.** A Housing Development may exceed the bonus FAR received through the Local Affordable Housing Incentive Program up to the maximum bonus FAR by an additional 1.0:1 FAR for each increase in the amount of on-site restricted affordable units according to the following percentages: 3% Deeply Low, Extremely Low Income, or Very Low Income; or 4.5% Low Income, Moderate Income (for sale or rent), or Above Moderate Income (for sale or rent).

**II – VII.** **7. Height Incentives for non-residential projects.** A non-residential project receiving at least 1.0:1 FAR through any of the Public Benefits Incentive Programs above shall be eligible for the maximum bonus height in the Form District.

**II – VIII.** **8. Community Benefits Fund.** Projects that have satisfied minimum onsite or commensurate benefits under Sections II-III through II-V, may achieve additional floor area by submitting payment to a Community Benefits Fund. *Procedures involving the implementation of the Community Benefits Fund are forthcoming. (See Program P21 of the Community Plan Text for additional information).*

**A.** For Housing Development Projects, a project must meet the requirements of the Local Affordable Housing Incentive Program and provide Public Benefits up to an FAR equivalent to one-half of the delta between 1.35 times the Base Maximum FAR, and the Bonus Maximum FAR.

**B.** For non-residential projects, a project must provide Public Benefits up to an FAR equivalent to one-half of the delta between the Base Maximum FAR, and the Bonus Maximum FAR.

**II – IX.** **9. Buildable Area Calculation.** For a project on a lot designated, in whole or in part, as Transit Core by the General Plan Land Use Map the Maximum Bonus Floor Area Ratio shall be calculated by including the lot area plus the area between the exterior lot lines and the centerline of any abutting public right-of-way. For a development project to be eligible:

**A.** A Housing Development must fully utilize the Local Affordable Housing Incentive Program pursuant to LAMC Chapter 1A 9.3.2

**B.** A non-residential project must obtain at least 1.0:1 FAR through any of the Public Benefits Incentive Programs above.

**II – X.** **10. Project Review Threshold.** For a project participating in the Community Benefits Program that meets the minimum requirements of Chapter II above, the threshold for project review pursuant to LAMC Chapter 1A Section 13.4.4 shall be five hundred residential dwelling units or 500,000 square feet of non-residential development.

# CHAPTER III – BUNKER HILL DEVELOPMENT STANDARDS SUBAREA

## BUNKER HILL DEVELOPMENT STANDARDS SUBAREA

B – BUNKER HILL DEVELOPMENT STANDARDS SUBAREA B

## OVERVIEW

The purpose of this Subarea is to maintain an integrated network of pedestrian linkages throughout the Bunker Hill area, as initially established under Ordinance 182576. Figure 3 shows the general location of the pedestrian linkages. The network of linkages, and the provisions hereinafter set forth to implement such a network, shall be applicable to all projects and to all properties within the Subarea, as more particularly designated in Figure 1.

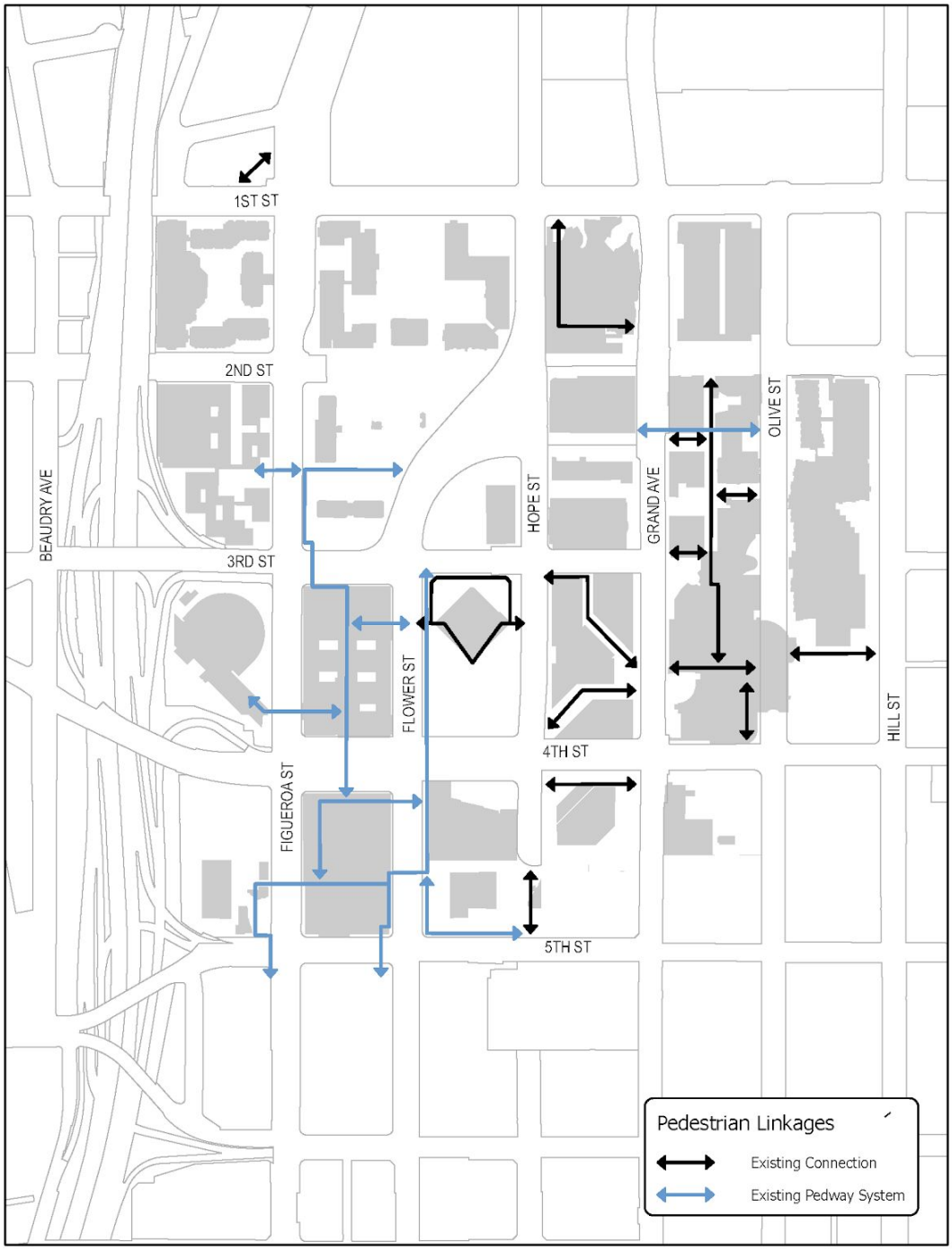
**III – I.** **Maintenance of Existing Easements for Pedestrian Walkways**. Existing public easements for Pedestrian Walkways must be maintained unless an equivalent pedestrian easement is provided, subject to the Director's approval. Existing public easements shall be maintained in accordance with the following:

**A.** The Pedestrian Corridor shall be open to the public between the hours of 5 a.m. and 10:30 p.m., but may be closed outside of such hours.

**B.** The use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director and the City Engineer. This Section does not supersede the City's right-of-way vacation process. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.

**1.** Any changes in the approximate location of the Pedestrian Corridor shall be subject to the Director's approval upon a finding that any such change will provide equal or better pedestrian access and safety.

**Figure 3. – Bunker Hill Pedestrian Linkages**



# CHAPTER IV – CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA

## CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA

C – CIVIC CENTER DEVELOPMENT STANDARDS SUBAREA C

## OVERVIEW

The purpose of this is to implement development standards for the Civic Center Master Plan Area. These standards regulate projects that may be built upon City-owned properties located in proximity to City Hall, and aim to achieve an active and world-class Civic Center environment. Additionally, these standards ensure that new development responds to the surrounding context, especially Los Angeles City Hall.

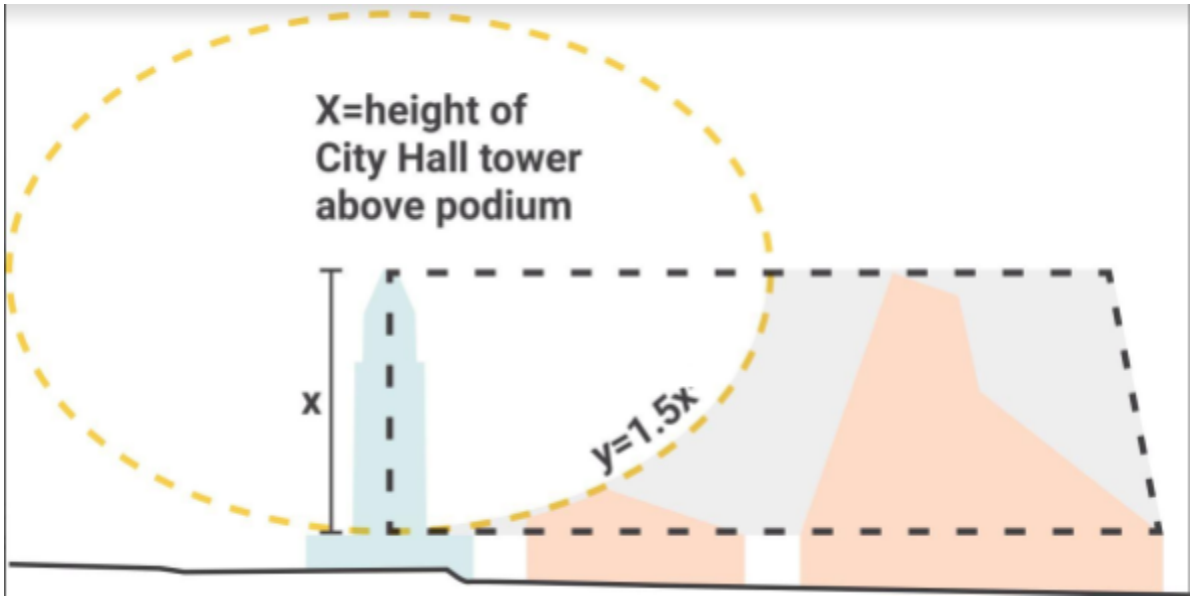
**IV – I. Scale and Massing of New Development. New development in the Civic Center Subarea shall** respect City Hall's prominence as the District's iconic building by complying with the following development standards:

**A. Building Height**

**1.** No portion of any building shall exceed the absolute height of Los Angeles City Hall.

**2.** In addition to the general height limit, buildings are subject to a height limit relative to their distance to City Hall's tower. Buildings shall not exceed an elliptical height plane as described by Figure 4 below. The elliptical height plane has a height-to-width ratio of one times City Hall's tower height by one and a half times said height.

**Figure 4. Elliptical Height Plane.**



**IV – II. Transfer of Floor Area.** Any owner(s) of a legally defined lot located within Subarea A may transfer unused permitted floor area to another legally defined lot within Subarea C, pursuant to the procedures of this section.

**A. Floor Area.** Total floor area in the Civic Center Subarea shall not exceed a ratio of 6.5:1. Individual sites within the subarea may exceed a floor area ratio of 6.5:1 through a transfer of floor area.

**B. Limitation.** Any project constructed with transferred floor area must comply with all regulations set forth in this Subarea.

**C. Procedures.** Projects seeking the transfer of unused permitted floor area, within the floor area cap, shall apply for an Administrative Clearance pursuant to the provisions of Section I-6 C.2 of this CPIO.

# APPENDIX A – ENVIRONMENTAL STANDARDS

## OVERVIEW

As described in Section I-8 of the CPIO District, these Environmental Standards are included to implement the Mitigation & Monitoring Program included as part of the Downtown Community Plan update and reviewed in the Downtown Environmental Impact Report (Case No. ENV-2017-433-EIR), certified by the City Council.

In addition to Projects in Subareas that are required to comply with these Environmental Standards, any other discretionary project in the boundaries of the Downtown Community Plan Area that seeks to rely on the Downtown EIR for its CEQA clearance (including through tiering, preparing an addendum, supplemental EIR or a statutory infill exemption), may incorporate or impose the following Environmental Standards on the project. Compliance may be achieved through covenant, conditions, plan notations, or other means determined reasonably effective by the Director of Planning or the decision-maker.

[MITIGATION MEASURES / ADDITIONAL ENVIRONMENTAL STANDARDS FORTHCOMING]

# Appendix G

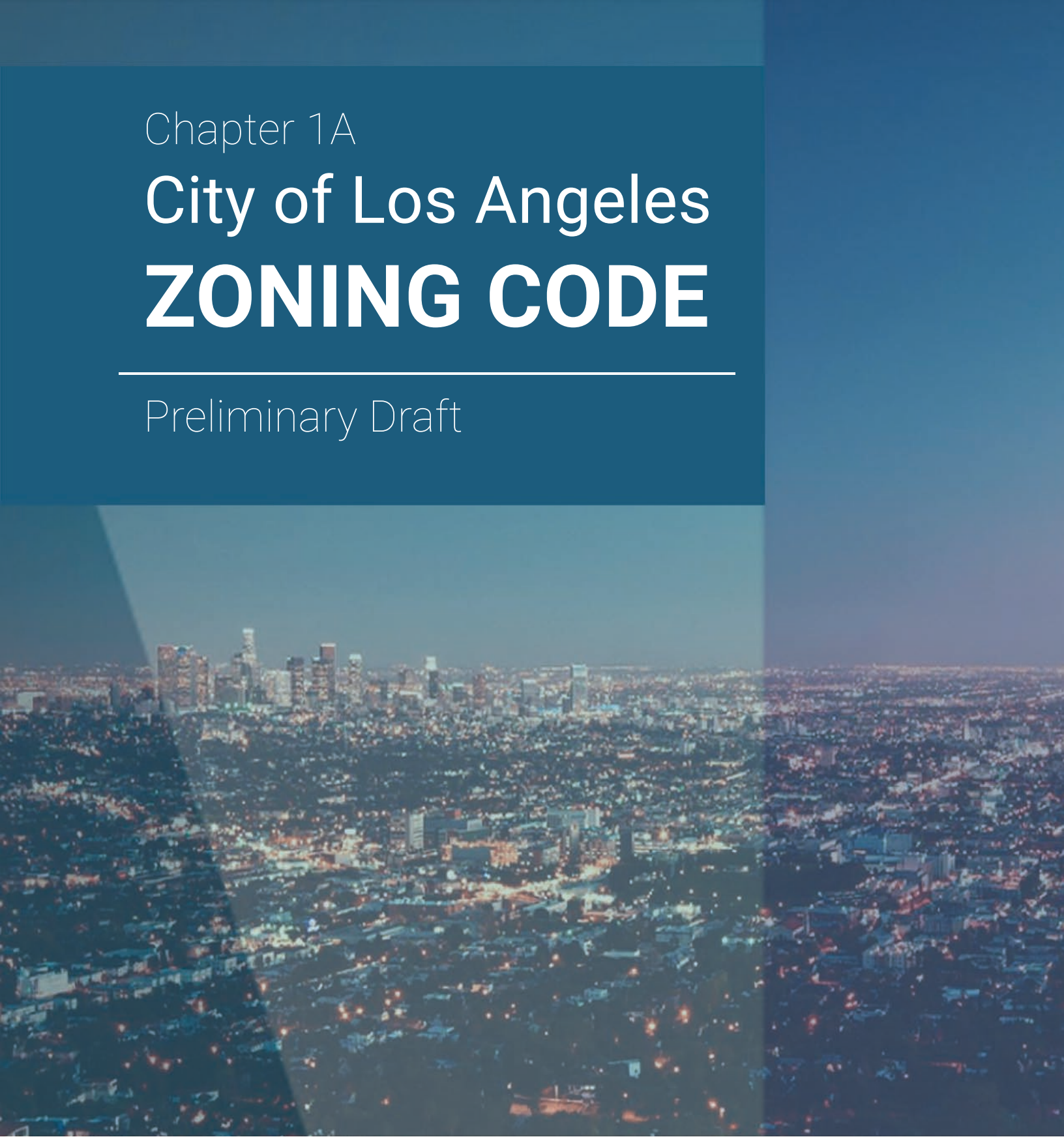
## New Zoning Code

This appendix contains the preliminary draft of the New Zoning Code. This draft is anticipated to undergo edits as it continues to be vetted within Los Angeles City Planning, by other City departments, in response to public comment, and as it goes through the adoption process.

Chapter 1A

# City of Los Angeles
# ZONING CODE

Preliminary Draft



LOS ANGELES CITY PLANNING
Community Planning

# CONTENTS


Article 1. **Introductory Provisions** . . . . . 1-1

Article 2. **Form** . . . . . 2-1

Article 3. **Frontage** . . . . . 3-1

Article 4. **Development Standards** . . . . . 4-1

Article 5. **Use** . . . . . 5-1

Article 6. **Density** . . . . . 6-1

Article 7. **Alternate Typologies** . . . . . 7-1

Article 8. **Specific Plans & Supplemental Districts** . . . . . 8-1

Article 9. **Public Benefit Systems** . . . . . 9-1

Article 11. **Division of Land** . . . . . 11-1

Article 12. **Nonconformities** . . . . . 12-1

Article 13. **Administration** . . . . . Not Included

Article 14. **General Rules** . . . . . 14-1

Article 15. **Fees** . . . . . Not Included

ARTICLE 1.

# INTRODUCTORY PROVISIONS

# PREFACE

This Chapter 1A of the Los Angeles Municipal Code serves as the new Zoning Code, a comprehensive update of the City's zoning system. The new Zoning Code will be applied incrementally on a geographic basis through the update of the City's community plans. In drafting the revised plans, the new zoning tools provided in this Chapter 1A will be applied to properties within each community plan area.

Eventually, Chapter 1A will supercede and serve as the only Zoning Code for Los Angeles. However in the interim, until all the community plans have been updated and properties remapped using the new zoning system, properties in community plan areas not yet updated will be regulated by the provisions of the Zoning Code found in existing Chapter 1 . Only when the entire City has been rezoned using the new zoning in this Chapter 1A will Chapter 1 be removed from the Los Angeles Municipal Code.

# CONTENTS


**Div. 1.1. General Municipal Code Provisions . . . . . 1-4**

**Div. 1.2. Municipal Code Administrative Citations . . . . . 1-4**

**Div. 1.3. Introductory Provisions . . . . . 1-5**

Sec. 1.3.1. Opening Provisions . . . . . 1-5

Sec. 1.3.2. Application of this Chapter . . . . . 1-6

Sec. 1.3.3. Severability . . . . . 1-9

**Div. 1.4. Zoning Code Atlas . . . . . 1-10**

Sec. 1.4.1. General . . . . . 1-10

Sec. 1.4.2. Zoning Map . . . . . 1-11

Sec. 1.4.3. Primary Street Map . . . . . 1-18

Sec. 1.4.4. Hillside Area Map . . . . . 1-18

Sec. 1.4.5. Targeted Planting Areas Map . . . . . 1-18

Sec. 1.4.6. Coastal Zone Map . . . . . 1-19

**Div. 1.5. Emergency Provisions . . . . . 1-21**

Sec. 1.5.1. Local Emergency Temporary Regulations . . . . . 1-21

## DIV. 1.1. GENERAL MUNICIPAL CODE PROVISIONS

[RESERVED]

## DIV. 1.2. MUNICIPAL CODE ADMINISTRATIVE CITATIONS

[RESERVED]

# DIV. 1.3. INTRODUCTORY PROVISIONS

## SEC. 1.3.1. OPENING PROVISIONS

### A. Title

This document is the "Zoning Code of the City of Los Angeles," and is referred to or cited throughout the document as "this Chapter". This Chapter is a part of the Los Angeles Municipal Code which is referred to or cited throughout the document as "this Code."

### B. Intent

**1.** The intent of this Chapter is to implement the City's General Plan, Community Plans, and any other policy documents pertaining to planning, land use, and urban design.

**2.** This Chapter regulates the development and uses allowed on property subject to this Chapter.

**3.** This Chapter is intended to:

**a.** Provide zoning options that realize a wide variety of community visions established in plans throughout the City.

**b.** Provide clear standards and consistent procedures for appropriate and effective public involvement in land use and development decisions.

**c.** Promote sustainable building and site design practices.

**d.** Provide standards for compatible transitions of use, building scale, and height between existing and new development.

**e.** Provide building form and site design standards that address the public aspects of private development and how building form, placement, and uses contribute to the quality of the public realm.

**f.** Provide access and parking standards that appropriately balance a wide variety of pedestrian and vehicular needs and result in safe pedestrian environments of the highest quality.

**g.** Promote sustainable building, site, and landscape design practices that advance the livability, function, and beauty of Los Angeles.

**h.** Provide opportunities for diverse housing options.

**i.** Provide standards for a variety of development patterns that emphasize connectivity between our mobility networks.

## SEC. 1.3.2. APPLICATION OF THIS CHAPTER

### A. Territorial Application

1. This Chapter refers only to the omission or commission of acts within the territorial limits of the City and that territory outside of this City over which the City has jurisdiction or control by virtue of the Constitution, Charter or any law, or by reason of ownership or control of property.

2. *Article 13* (Administration) applies to all land use and development in the City, including those areas in which Chapter 1 (General Provisions and Zoning) of this Code is still in effect. The remainder of this Chapter applies to development with zone designations set out in this Chapter, and does not include those areas in which Chapter 1 (General Provisions and Zoning) of this Code is still in effect.

3. Chapter 1 (General Provisions and Zoning) of this Code does not apply to those areas in which this Chapter is applicable, unless expressly stated in this Chapter.

### B. Required Conformance

1. All buildings, structures or land, in whole or in part, shall be used or occupied in conformance with this Chapter.

2. Any Project Activity, as outlined in *Sec.14.1.17.* (Project Activities), in whole or in part, shall be done so in conformance with this Chapter.

3. The provisions of this Chapter apply to all buildings, structures or land owned, operated or controlled by any person, corporation or to the extent permitted by law, or governmental agency.

4. In the event that any provision of the Chapter conflicts with Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection) of this Code, Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection) of this Code shall prevail.

### C. Certificate Of Occupancy

No vacant land shall be occupied or used, except for agricultural uses, and no building erected or structurally altered shall be occupied or used until a certificate of occupancy shall have been issued by the Superintendent of Building.

#### 1. Certificate of Occupancy for a Building

**a.** A certificate of occupancy for a new building or the enlargement or alteration of an existing building shall be applied for coincident with the application for a building permit. The certificate of occupancy shall be issued after the request for it has been made in writing to the Superintendent of Building after the erection, enlargement or alteration of the building or part of the building has been completed in conformity with the provisions of these regulations. Pending the issuance of a regular certificate, a temporary certificate of occupancy may be issued by the Superintendent of Building for a period not to exceed

six months, during the completion of alterations or during partial occupancy of a building pending its completion. Such temporary certificate shall not be construed as in any way altering the respective rights, duties, or obligations of the owners or of the City relating to the use or occupancy of the premises or any other matter covered by this Chapter, and such temporary certificate shall not be issued except under such restrictions and provisions as will adequately insure the safety of the occupants.

**b.** No excavation for any building shall be started before application has been made for a certificate of occupancy.

### 2. Certificate of Occupancy for Off-Site Parking, Alleys, Loading Zones, & Residential Planned Developments

**a.** Whenever the automobile parking spaces which are required for a building by the provisions of this Chapter, are provided on a lot other than the one on which the building is located, the certificate of occupancy for said building shall be valid only while such parking spaces are being so maintained and shall bear a notation to that effect. Said certificate shall be kept posted in a conspicuous place in the building. The Superintendent of Building shall keep a record of each lot on which required automobile parking spaces are provided for a building located on another lot, and whenever the Superintendent of Building finds that such automobile parking spaces are no longer so maintained, the Superintendent of Building shall notify the persons having custody of the building of that fact. If at any time such automobile parking spaces are not being maintained, the certificate of occupancy shall automatically be canceled and said building shall not thereafter be occupied or used until the required automobile parking spaces are again provided and a new certificate is issued.

**b.** Whenever a lot abutting a public alley in a Commercial or Commercial-Mixed Use District is developed and used solely for dwelling or apartment house purposes with no more than 20 dwelling units on the lot and no loading space is provided, the certificate of occupancy for any building thereon shall be valid only while all the buildings on said lot are maintained for said use and the certificate shall bear a notation to that effect. If at any time any of the buildings on said lot are structurally altered or enlarged, or the use thereof is changed to a hospital, hotel, institution, commercial or industrial purposes, or a dwelling or apartment house so as to exceed 20 dwelling units on the lot, the certificate shall automatically be canceled and none of the buildings on said lot shall thereafter be occupied or used until the required loading space is provided and a new certificate is issued.

**c.** Wherever authority is granted to permit the sale of a lot in a residential planned development contingent upon the possession of an interest in common areas and facilities which are appurtenant to said lot, the Certificate of Occupancy for buildings on said lot shall be valid only while said interest is held by the owner. Said interest may be through shares of stock or voting membership in an owners association.

### 3. Certificate of Occupancy for Land

A certificate of occupancy for the use of vacant land or a change in the character of the use of land, including the construction of tennis or paddle tennis courts, as herein provided, shall be applied for before any such land shall be occupied or used for any purpose except that of tilling the soil and the growing therein of farm, garden or orchard products; and a certificate of occupancy shall be issued after the application has been made, provided such use is in conformity with the provisions of this Code.

### 4. Certificate of Occupancy - Contents - Filing Fee

The certificate of occupancy shall state that the building or proposed use of a building or land conforms to the provisions of this Chapter. A record of all certificates shall be kept on file in the office of the Superintendent of Building, and copies shall be furnished, on request, to any person having a proprietary or tenancy interest in the building or land affected. A fee shall be charged for each original certificate of occupancy as established in Chapter 9 (Building Regulations) of this Code.

### 5. Plats

All applications for a certificate of occupancy shall be made on a form to be furnished by the Superintendent of Building, and shall contain accurate information and dimensions as to the size and location of the lot, the size and location of the buildings or structures on the lot, the dimensions of all yards and open spaces, and such other information as may be necessary to provide for the enforcement of these regulations. Where complete and accurate information is not readily available from existing records, the Superintendent of Building may require the applicant to furnish a survey of the lot prepared by a licensed surveyor. The applications and plats shall be kept in the office of the Superintendent of Building, and the duplicate copy shall be kept at the building at all times during construction.

### 6. Recorded Agreements

Whenever a recorded agreement(s) is required as part of the approval of a project as a prerequisite to the issuance of the required building permit or certificate of occupancy, the owner(s) of said lot(s) shall record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain conformance with such agreement(s) so long as the building or use they are intended to serve is maintained.

## D. Interpretation

### 1. Control Over Less Restrictive Laws and Regulations

Unless otherwise stated, if any condition or requirement imposed by this Chapter is more restrictive than a condition or requirement imposed by any other City law, rule or regulation of any kind, the more restrictive condition or requirement governs.

#### 2. State & Federal Law

This Chapter shall comply with State and Federal law.

#### 3. Text and Graphics

Illustrations, graphics, and photographs are included in this Chapter only to assist users in understanding the intent and requirement of the text. In the event that a conflict occurs between the text of this Chapter and any illustrations, graphics, or photographs, the text shall prevail.

#### 4. Effect of Heading

See Sec. 11.00.(f) (Heading, Effect of) of Chapter 1 (General Provisions and Zoning) of this Code.

#### 5. References to Other Laws

In addition to the provisions of Sec. 11.05. (Effect of Renumbering or Redesignation of Provisions or Sections in Statutes or Codes of the State of California Which Are Referred to in the Los Angeles Municipal Code) of Chapter 1 (General Provisions and Zoning) of this Code, whenever a provision of this Chapter refers to any other part of the Chapter or to any other law, the reference will be deemed to apply to any subsequent amendment of that law.

### E. Effect of Adoption on Past Actions and Obligations

See Sec. 11.00.(d) (Effect of Code on Past Actions and Obligations Previously Accrued) of Chapter 1 (General Provisions and Zoning) of this Code.

### F. Inconsistent Permit or License

See Sec. 11.02. (Inconsistent Permits and Licenses) of Chapter 1 (General Provisions and Zoning) of this Code.

## SEC. 1.3.3. SEVERABILITY

See Sec. 11.00.(k) (Validity of Code) of Chapter 1 (General Provisions and Zoning) of this Code.

# DIV. 1.4. ZONING CODE ATLAS

## SEC. 1.4.1. GENERAL

### A. Purpose

The land use and development regulations outlined in this Chapter provide responsive zoning solutions to many planning policy objectives. Typically, these provisions apply in a geographically-specific manner through mapped zoning districts, specific plans, supplemental districts, special districts, and other types of land designations. This collection of public right-of-way and parcel-specific maps is referred to as the Zoning Code Atlas. Zoning Code Atlas maps ("atlas maps") enable the City to effectively coordinate the application of regulations by establishing zoning districts, specific plans, supplemental districts, or other land designations through which geographic planning objectives can be addressed and further enhance the regulatory tools provided by this Chapter.

### B. Maintenance and Access

#### 1. Adoption and Maintenance of Atlas Maps

Atlas maps shall be created pursuant to *Sec. 13B.1.3.* (Zoning Code Amendment) and amended as established for each Atlas Map.

##### a. Atlas Maps

The maps established in this Division, maintained by the City of Los Angeles Department of City Planning ("City Planning"), published as layers of digital files that are part of its Geographic Information Systems database, shall:

**i.** Delineate the boundaries of the various zoning districts, specific plans, supplemental districts, special districts, and other types of land designations through which regulations in this Chapter are made applicable.

**ii.** Include all matters, notations, and representations.

**iii.** Be adopted and approved, incorporated herein and made a part hereof, and collectively constitute the official Zoning Code Atlas.

##### b. Record of Changes

All changes to atlas maps shall be made by updating the digital file for each change with the date of the change. All amendments to official atlas maps shall be maintained by the Department, and made available to the public. Atlas maps shall be marked pursuant to a system of identification established by City Planning.

##### c. Scale of Map

Atlas maps shall be maintained in the City's adopted datum, maintained by the Department of Public Works, Bureau of Engineering. Where a boundary is not a street, alley or lot line,

or where property indicated on the atlas map is not subdivided into lots and blocks, the boundary on the atlas map is determined by the scale and projection contained on the map and any meta-data included as part of the Geographic Information Systems database file.

#### d. Land Base Dataset

The Department of Public Works, Bureau of Engineering is responsible for reviewing identifying, and updating the City's public and private land records, and establishes and maintains the City's land base dataset used by City Planning. City Planning shall make the necessary adjustment to the Zoning Code Atlas as updates to the land base dataset are issued.

#### e. Annexations

If the City's jurisdiction is amended, changes in the atlas map shall be identified by updating the Geographic Information Systems database file with the date of the change.

### 2. Accessing Atlas Maps

Zoning Code Atlas Maps can be accessed electronically through City Planning's Zoning Information and Map Access System (ZIMAS), or on the Zoning Code Atlas in the Department's Map Gallery on the Department website. Hard copies of Zoning Code Atlas maps can be made available by visiting one of City Planning's Development Services Centers and making a reproduction request with payment of any applicable fees.

## SEC. 1.4.2. ZONING MAP

## A. APPLICABILITY

### 1. Zoning Districts

In order to regulate the use and development of property, as provided for in this Chapter, land is designated with the following districts for zoning purposes. The first "bracket set" contains the zoning districts that determine the built environment, and the second "bracket set" contains the zoning districts that determine the types of activities on a lot. Although the zoning districts may refer or have standards that are tied to other districts, each is independent and are combined in response to the variety of planning needs found throughout the City.

**[Form – Frontage – Standards] [Use – Density]**

**a.** "Form" districts are outlined in *Article 2*.

**b.** "Frontage" districts are outlined in *Article 3*.

**c.** Development Standards ("Standards") districts are outlined in *Article 4*.

**d.** "Use" districts are outlined in *Article 5*.

**e.** "Density" districts are outlined in *Article 6*.

### 2. Alternate Typologies

The zoning districts established in this Chapter recognize that, in general, the physical form of development need not be determined by its use. There are certain cases, however, in which the physical form that development takes is directly tied to a specific use or activity. In those cases, *Article 7* (Alternate Typologies) outlines a series of regulatory solutions that overrides specific regulations otherwise addressed by zoning districts applied to a lot. Each alternate typology establishes eligibility parameters for each option, and what metrics it supersedes from the applicable zoning districts.

### 3. Specific Plans & Supplemental Districts

In addition to the provisions of Subdivision 1. (Zoning Districts) above, additional regulations may be applied as outlined in *Article 8* (Specific Plans & Supplemental Districts). These are represented in a third bracket set of the zoning using the acronym "SP" for specific plans or the acronyms established for the respective supplemental district. The third bracket set may include multiple specific plans or supplemental districts separated by a "-".

### 4. Special Districts

In order to achieve specific planning objectives in designated areas having unique characteristics, special districts may replace the zoning and supplemental districts established in Subdivisions 1. (Zoning Districts) and 3. (Specific Plans & Supplemental Districts) above. Special districts respond to unique conditions and stipulate land use and development requirements and/or incentives tailored to distinctive qualities that may not lend themselves to the regulations established in this Chapter, except as outlined within each special district.

The special districts outlined below shall serve as the designated zone, in lieu of zoning districts, specific plans, and supplemental districts, where applied.

#### a. "FWY" Freeways

The "FWY" Freeway Special District is intended to regulate property owned by the California Department of Transportation (Caltrans). To the extent that Caltrans is using or building on State-owned property for highway purposes, it will be immune from the regulations established in this Chapter. However, when Caltrans property is being used wholly or in part for other purposes, the following limitations on development and use shall apply.

##### i. Development of Caltrans Land

Development of land is limited to a maximum floor area of 50 percent of the lot area.

##### ii. Use of Caltrans Land

The use of Caltrans land for non-highway purposes shall be limited to those listed below, and only permitted by approval of the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Class 3 Conditional Use Permit), and is limited to the following uses. In

addition to the findings outlined in *Sec. 13B.2.3.* (Class 3 Conditional Use Permit), the City Planning Commission shall also determine that in approving the proposed use, the project will not expose the general public to prolonged or sustained health and safety impacts.

**a)** Civic

**b)** Nature Conservation Area

**c)** Parking

**d)** Park and Open Space

**e)** Public Safety Facility

**f)** Car Wash

**g)** Vehicle Sales and Rental, including: Used Vehicle Sales, Light; Vehicle Sales and Rental, Light; and Vehicle Sales and Rental, Heavy

**h)** Vehicle Storage, including: Official Police Garage; Vehicle Storage, Light; Vehicle Storage, Heavy

**i)** Self-Service Storage

**j)** General Storage, except Cargo Container Storage Yard

#### iii. Sale of Caltrans Land

In the event Caltrans property is sold to another party, the limitations established in this Paragraph shall continue to apply unless the "FWY" Freeway Special District designation has been changed to a zone pursuant to *Sec. 13.B.1.4.* (Zone Change).

### b. "SL" Ocean - Submerged Land

The "SL" Ocean - Submerged Land Special District is intended to regulate the Los Angeles City seacoast and off-shore water and underwater areas. These areas constitute a unique and important geographical and scenic resource, utilized for shipping, industry, commerce, residence and recreation.

Offshore zoning is a related and appropriate extension of city planning and zoning principles and practices on land. Their basic purpose is to protect all users of affected land from the recognized problems and depreciation brought about by unregulated development. Particular purposes in Los Angeles include (1) protection of the recreational, residential and scenic uses of coast areas, now much in demand for these uses and with greater demand forecast for the future; (2) preservation of the near seaward prospect of residential zones along the coast, where this outlook constitutes part of the environment and value of overlooking onshore properties and (3) provision

for such other uses as benefit the public and City without significant impairment of these recreational and residential uses.

To permit new coastline or off-shore developments of conflicting type which are not essential to the public interest and could jeopardize or downgrade existing recreational and residential users, would not constitute proper consideration of public necessity, convenience, general welfare and good zoning practice.

To realize the purposes enumerated above, in accordance with established city planning principles, practice and supportive zoning, certain general objectives shall be met and certain specific requirements are normally necessary for the constructive control of off-shore activities, whether achieved by zone change, variance, supplemental district or otherwise.

### i. General Provisions

**a)** There shall be no chemical and biological contamination, visual clouding or soiling of urban coastline, beaches or offshore waters by industrial/commercial uses.

**b)** Installations on-shore, temporary or relatively permanent, shall be of such size, nature, location and spacing that they do not significantly interfere with or adversely affect the residential and recreational use, operation, environment or enjoyment of coastline and off-shore areas.

**c)** The preservation of urban coastline and off-shore areas, above and below water level, in the natural state or for recreation and residence, should take precedence if their function and enjoyment are threatened by additional potentially conflicting off-shore uses which are not clearly of greater public necessity and interest.

**d)** Any shoreline industrial/commercial uses should be of limited and designated duration, with provision for complete removal of installations and restoration of the prior or natural state after expiration of the permissible time period, unless such removal and restoration are unnecessary to maintain desirable recreational and residential environment.

**e)** No industrial/commercial operations should be undertaken where or when they may cause significant alterations to the underlying geologic stability of other areas, offshore and onshore, or otherwise bring about undesirable changes of basic topographical condition.

**f)** Piers, jetties, causeways, human-made islands, bridges or other connective structures should be prohibited, except when they enhance the recreational/ residential environment.

**g)** Emission of smoke, steam, chemical, odor, sound, artificial light of other form of atmospheric pollutant or environmental impairment from any seaside industrial/ commercial installation or facility should be controlled to fulfill the purposes of this zoning.

**h)** No provision of off-shore urban zoning should conflict with State, Federal or international rights or control established by law within the same geographical areas.

#### ii. Development of Ocean - Submerged Land

**a)** Any development on property of any kind within an "SL" Ocean - Submerged Land special district shall be permitted only by approval of the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Class 3 Conditional Use Permit).

**b)** No piers, jetties, man-made islands, floating installations or the like are permitted in connection with any permitted uses unless authorized under the provisions of *Sec. 13B.2.3.* (Class 3 Conditional Use Permit).

#### iii. Use of Ocean - Submerged Land

No property of any kind within the "SL" Ocean - Submerged Land special district shall be used except for the following uses, or when a supplemental district is created by the provisions of Article 8 (Specific Plans & Supplemental Districts), provided, however, that in no event shall any property be used for surface-type operations (either above or below water level) relating to oil drilling and production of oil, gas or hydrocarbons.

**a)** Navigation

**b)** Commercial Shipping

**c)** Fishing

**d)** Recreation

**e)** Any use required by any trust or legislative grant to the City of Los Angeles.

### 5. Zoning of Annexed or Unzoned Land

**a.** All land or territory annexed to the City after the effective date of this Chapter is automatically classified [HV3-DF1-1][RL1-1L] unless the City Council specifically determines otherwise.

**b.** The City Council may establish specific zoning by ordinance for land or territory to be annexed. The zoning ordinance may be adopted concurrently with the annexation. Unless the specific zoning is established by ordinance, the Zoning Map shall be amended to indicate the land or territory annexed as [HV3-DF1-1][RL1-1L] without additional proceedings.

**c.** Any land or territory in the City not indicated on the Zoning Map as being in any zone will be construed as being classified in the most restrictive zone that exists on an adjacent lot on the same side of the street, or a lot on the opposite side of the street or highway of the subject land or territory, and the Zoning Map shall be amended to indicate that zone without additional proceedings.

## B. BOUNDARIES

### 1. Street, Alley or Lot Lines

Zone boundaries occur at street, alley, or lot lines unless otherwise shown on the Zoning Map, using the land base dataset, and where the indicated boundaries on the Zoning Map are approximately a street, alley or lot line, the street, alley or lot line are the boundaries of the zone.

### 2. Street or Right-of-Way

**a.** A street, alley, railroad or railway right-of-way, watercourse, channel, or body of water included on the Zoning Map shall, unless otherwise indicated, be included within the zone boundaries of the adjoining property on either side of the street, alley, railroad or railway right-of-way, watercourse, channel or body of water.

**b.** Where the street, alley, right-of-way, watercourse, channel, or body of water serves as a boundary between two or more different zones, a line midway in the street, alley, right-of-way, watercourse, channel, or body of water, and extending in the general direction of its long dimension is the boundary between zones.

### 3. Vacated Street or Alley

**a.** In the event a dedicated street or alley shown on the Zoning Map is vacated, the property formerly in the street or alley shall be included within the zone of the adjoining property on either side of the vacated street or alley.

**b.** In the event the street or alley was a zone boundary between two or more different zones, the new zone boundary is the former centerline of the vacated street or alley.

## C. AMENDMENTS

### 1. Zone Changes

#### a. Process

At the direction of City Council, pursuant to *Sec. 13B.1.4.* (Zone Change), the Director of Planning is authorized to revise the Zoning Map. At the direction of City Council for the adoption of a specific plan, pursuant to *Sec. 13B.1.2.* (Specific Plan Adoption/Amendment), the Director of Planning is authorized to revise the Zoning Map. No unauthorized person may alter or modify the Zoning Map.

## 2. Zone Boundary Adjustments

### a. Process

Whenever public necessity, convenience, general welfare or good zoning practice justifies the action, the Director of Planning may approve, conditionally approve, or deny a zone boundary adjustment, pursuant to *Sec. 13B.5.2.* (Adjustment), and make minor adjustments to the location of a zone boundary to carry out the intent of this Section when:

**i.** Property as shown on the Zoning Map has been divided or approved for division into parcels or lots and blocks by a final parcel or tract map, and the parcel or lot and block arrangement does not conform to that anticipated when the zone boundaries were established;

**ii.** Property was redivided or approved for subdivision by a final parcel or tract map action into a different arrangement of lots and blocks than indicated on the Zoning Map; or

**iii.** Where uncertainty exists in applying the provisions of this Subdivision or where revision is necessary to correct dimensional or mapping errors, the Director of Planning may determine the location of the zone boundary.

### b. Limitation

Zone boundary adjustments permitted pursuant to this Subdivision are limited to a distance of no more than 50 feet. When the adjustment is requested prior to recordation, the Director of Planning's decision does not become effective until after the parcel map or final tract map has been recorded with the Office of the County Recorder.

### c. Dedications

The Director of Planning may require that the abutting streets, alleys, or highways be dedicated and improved in conformance with the standards for improvement of streets, alleys, and highways, if it is determined that traffic on the abutting streets, alleys or highways will be increased or impeded as a result of the zone boundary adjustment. An offer to dedicate or filing of a bond in conformance with *Sec. 10A.1.3.* (Dedication Procedure) and *Sec. 10A.1.4.* (Improvement Procedure) may be construed as compliance with these requirements.

### d. Zoning Map

The Zoning Map shall conform with the Director of Planning's decision after the conditions are imposed, if any.

## SEC. 1.4.3. PRIMARY STREET MAP

### A. APPLICABILITY

Each lot shall have at least one primary street lot line based on a set of criteria established in *Section 14A.1.12.B.* (Lot Line Determination; Primary Street Lot Line). However, a side street lot line may be re-designated into a primary street lot line when the adjacent right-of-way has been established as a primary street on the Primary Street Map.

### B. BOUNDARIES

The Primary Street Map is composed of street segments made up of a line midway in the street, alley, railroad or railway right-of-way, watercourse, channel, or body of water, and extending in the general direction of its longest dimension between each intersection of each midway in the street, alley, railroad or railway right-of-way, watercourse, channel, or body of water.

### C. AMENDMENTS

At the direction of City Council pursuant to *Sec. 13B.1.3.* (Zoning Code Amendment), the Director of Planning is authorized to revise the Primary Street Map. No unauthorized person may alter or modify the Primary Street Map.

## SEC. 1.4.4. HILLSIDE AREA MAP

### A. APPLICABILITY

The Hillside Area Map identifies lots with topographical features subject to additional regulations intended to address the specific nature of hillside development. These additional regulations are outlined in this Chapter and are applicable by reference to this Atlas Map.

### B. BOUNDARIES

Any land designated, using the Bureau of Engineering land base dataset, as "Hillside Area" as shown in the shaded portion of the Hillside Area Map.

### C. AMENDMENTS

At the direction of City Council pursuant to *Sec. 13B.1.3.* (Zoning Code Amendment), the Director of Planning is authorized to revise the Hillside Area Map. No unauthorized person may alter or modify the Hillside Area Map.

## SEC. 1.4.5. TARGETED PLANTING AREAS MAP

### A. APPLICABILITY

Lots identified as being within an identified planting area, as established in Subsection B. (Boundaries) below, on the Targeted Planting Areas Map shall comply with the corresponding planting requirements in a separate regulatory document named "Department of City Planning -

Targeted Planting Areas Guide" (Planting Guide) as established and amended by the City Planning Commission pursuant to *Sec. 13.B.1.5.* (Policy Action).

## B. BOUNDARIES

Any land designated, using the Bureau of Engineering land base dataset, as any of the following planting area designations in the Planting Area Map.

### 1. River Planting Area

Plants in these areas, and outlined in this category in the Planting Guide, shall be limited to:

**a.** Native plants that occur naturally in a given geographic area, which can be trees, flowers, grasses, or any other plants, included in the California Native Plant Library.

**b.** Species included in the Watershed Wise Plant List published by the Council for Watershed Health.

**c.** Species included in the Los Angeles County River Master Plan's Landscaping Guidelines and plant palettes comprised primarily of native plants suitable for a riparian habitat.

### 2. Filtration Planting Area

Trees planted in these areas, and outlined in this category in the Planting Guide, shall be low in water use, low in biogenic emissions, high in carbon and particulate matter filtration qualities and retain foliage for more than six months of the year.

## C. AMENDMENTS

At the direction of City Council pursuant to *Sec. 13.3.3.* (Zoning Code Amendment), the Director of Planning is authorized to revise the Targeted Planting Areas Map. No unauthorized person may alter or modify the Targeted Planting Areas Map.

# SEC. 1.4.6. COASTAL ZONE MAP

## A. APPLICABILITY

The Coastal Zone Map is the land and water area boundaries established by the State Legislature as defined in the "Coastal Zone" definition in Section 30103 of Division 20 (California Coastal Act) of the California Public Resources Code. This map is intended to facilitate the implementation of the applicable provisions of the California Coastal Act.

## B. BOUNDARIES

### 1. Coastal Zone

The "Coastal Zone" shall mean land and water area within the City specified on maps prepared by the California Coastal Commission, copies of which are on file with the Department of City Planning and the Office of City Engineer. Such "Coastal Zone" extends seaward to the City's outer limit of jurisdiction, and generally extends inland 1000 yards from the mean high tide line

of the sea. In significant coastal estuarine, habitat and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone extends inland 1000 yards.

### 2. Calvo Exclusion Area

The "Calvo Exclusion Area" shall mean land within the City as specified on maps prepared by the California Coastal Commission, copies of which are on file with the Department of City Planning.

## C. AMENDMENTS

This map is intended to reflect the most current Coastal Zone and Calvo Exclusion Area boundaries provided by the California Coastal Commission in order to implement the applicable provisions of Division 20 (California Coastal Act) of the California Public Resources Code. The Coastal Zone Map will be updated as Coastal Zone and Calvo Exclusion Area boundaries are updated and published by the California Coastal Commission.

# DIV. 1.5. EMERGENCY PROVISIONS

## SEC. 1.5.1. LOCAL EMERGENCY TEMPORARY REGULATIONS

### A. Declaration of Purpose

It is the purpose and objective of this Division to establish reasonable and uniform regulations to protect the public welfare and to provide a streamlined method for consideration of applications for temporary use approvals and other land use approvals in an emergency, such as fire, storm, severe earthquake, civil disturbance, or other disaster declared by the Governor.

### B. Long-Term Temporary Uses

#### 1. Authority of the Zoning Administrator

**a.** Regardless of any other provision of this Chapter to the contrary, the Zoning Administrator has the authority to approve the use of a lot in any zone for the temporary use of property which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area if the Zoning Administrator finds:

**i.** That the nature and short duration of the proposed temporary use assures that the proposed use will not be materially detrimental to the character of development in the immediate neighborhood;

**ii.** That the proposed use will not adversely affect the implementation of the General Plan or any applicable specific plan; and

**iii.** That the proposed use will contribute in a positive fashion to the reconstruction and recovery of areas adversely impacted during the emergency.

**b.** In making a determination pursuant to this Section, the Zoning Administrator shall balance the public interest and benefit to be derived from the proposed temporary use against the degree, significance of, and temporary nature of the inconvenience to be caused in the area where the temporary use is located. The Zoning Administrator may promulgate regulations and guidelines as are necessary and proper to administer the provisions of this Division.

#### 2. Conditions of Approval

**a.** In approving the location of any temporary use, the Zoning Administrator may impose conditions as the Zoning Administrator deems necessary to protect the peaceful and quiet enjoyment of nearby properties. The Zoning Administrator will also require the posting of a completion bond, or other guarantee satisfactory to the Zoning Administrator, to cover the cost of the removal of any improvements made to a site or cleaning of the site after termination of the temporary authorized use.

**b.** Furthermore, the Zoning Administrator will require termination of the temporary use within one year from the date of the approval of the temporary use, the removal of all temporary improvements on the site, and the restoration of the site to a permitted use within a reasonable period of time determined by the Zoning Administrator. Approval of any application for a temporary use does not result in any vested or nonconforming rights to carry on the temporary use after the term authorized.

**c.** The automobile parking design and improvement provisions of *Sec. 4C.2.4.* (Parking Area Design), *Sec. 4C.3.4.* (Surface Parking Lots), and *Sec. 4C.3.7.B.* (Buffers and Screens), and the yard requirements of this Chapter do not apply to temporary permits for public parking in the Residential Use Districts. However, in approving permits, the Zoning Administrator may impose those conditions as the Zoning Administrator deems necessary to protect the peaceful and quiet enjoyment of the subject and nearby properties.

### 3. Revocation

**a.** The Zoning Administrator may suspend or revoke any temporary use approval, if the Zoning Administrator determines that the temporary use bears no significant relation to the reconstruction and recovery of areas adversely impacted by the emergency, or that the conditions imposed on any temporary use approval have not been complied with, or that an unreasonable level of interference with the peaceful enjoyment of neighboring properties is created by the conduct of any authorized activity.

**b.** Prior to the revocation of a temporary use approval, the Zoning Administrator shall give written notice to the record owner or lessee to appear within 5 days, or less if justified by a threat to public health and safety, at a time and place fixed by the Zoning Administrator and show cause why the temporary use approval should not be revoked or why further conditions should not be imposed.

**c.** A determination of the Zoning Administrator pursuant to this Subsection may be appealed to the Area Planning Commission on a form prescribed by the Department of City Planning in accordance with the procedures described in this Section.

### 4. Other Permits and Licenses

This Division does not, except as stated here, modify or affect in any way the duty of any applicant to obtain any other permit or license which may be required under any other provision of this Chapter or State law.

### 5. Application

**a.** An application to allow any temporary use referred to in this Division shall be filed with the Department of City Planning upon forms and accompanied by data as the Department of City Planning may require.

**b.** The application may be filed by an owner or a lessee and shall be verified by the applicant attesting to the truth and correctness of all facts and information presented with, or contained in the application and shall also be signed by the owner of record of any site where the proposed temporary use will be located.

**c.** A copy of any application so filed shall be transmitted by the Department of City Planning to the Council Member of the district in which the proposed use would be located and to the Department of Transportation for their information.

### 6. Notice and Hearing

**a.** Upon the filing of a verified application, the Zoning Administrator shall set the matter for public hearing. Notice of the time, place, and purpose of the hearing shall be given by mailing a written notice at least 14 days prior to the date of the hearing to the applicant, to the owner of the subject property, to adjoining and abutting property owners, and to property owners directly across the street or alley from the subject property. For this notice, the following shall be used: the last known name and address of the property owners as shown upon the records of the City Engineer or the records of the County Assessor.

**b.** An application for a temporary use shall be set for public hearing unless the Zoning Administrator makes written findings, attached to the file involved, that the requested temporary use:

**i.** Will not have a significant effect on adjoining properties or on the immediate neighborhood; or

**ii.** Is not likely to evoke public controversy.

### 7. Time Limit

The Zoning Administrator shall make a determination within 30 days from the filing of a verified application. This time limit may be extended by mutual written consent of the applicant and Zoning Administrator.

### 8. Fee

An application for an approval pursuant to this Section does not require any filing fee.

### 9. Decisions by the Zoning Administrator

Decisions by the Zoning Administrator shall be supported by written findings of fact based upon written or oral statements and documents presented to the Zoning Administrator, which may include photographs, maps and plans, together with the results of the Zoning Administrator's investigations. Upon making a decision, the Zoning Administrator shall mail a copy of the written findings and decisions to the applicant, and to the other persons who were required to be notified under *Sec. 1.5.1.B.6. (Notice and Hearing)* above.

### 10. Decision Effective and Appeal

The decision of the Zoning Administrator is final, unless appealed, after an elapsed period of 10 days from the date of mailing a copy of the written findings and decision to the applicant. During this period, any person aggrieved by the decision may file a written appeal to the Area Planning Commission. The appeals shall set forth specifically the points at issue, the reasons for the appeal, and how the appellant believes there was an error or abuse of discretion by the Zoning Administrator. No fee will be charged for this appeal.

### 11. Failure to Act

If the Zoning Administrator fails to make a decision on a temporary land use application within the time limit specified in Subdivision 7. (Time Limit) above, then the applicant may file a request in the Office of Zoning Administration for a transfer of jurisdiction to the Area Planning Commission and for a decision by the Area Planning Commission on the original application. In that case, the Zoning Administrator will lose jurisdiction and the Area Planning Commission shall assume jurisdiction, provided, however, that the matter may be remanded to the Zoning Administrator or the Area Planning Commission may accept the applicant's request for withdrawal of the transfer of jurisdiction. In either case, the Zoning Administrator will regain jurisdiction for the time and purpose specified by the Area Planning Commission.

### 12. Transfer of Jurisdiction

When considering any matter transferred to its jurisdiction pursuant to *Sec. 1C.1.3.* (Special Provisions for Other Proceedings) because of the failure of the Zoning Administrator to act, the Area Planning Commission shall make its decision within 30 days after the request to transfer jurisdiction is filed. All decisions become final on the date of mailing a copy of the Area Planning Commission's decision to the applicant.

### 13. Record on Appeal

Within five days of receipt of the filing of an appeal, the case file of the Zoning Administrator appealed, and the appeal shall be delivered to the Area Planning Commission. At any time prior to the action by the Area Planning Commission on the appeal, the Zoning Administrator may submit supplementary pertinent information as the Zoning Administrator deems necessary or as may be requested by the Area Planning Commission.

### 14. Appeal Hearing Date-Notice

Upon receipt of the appeal, the matter shall be set for an Area Planning Commission hearing and notice shall be given by mail of the time, place and purpose of the hearing to the appellant, to the applicant, to the owner or owners of the property involved, to the Zoning Administrator and to any other interested party who has requested in writing to be so notified. This notice shall be in writing and mailed at least five days prior to the hearing.

### 15. Appeal Hearing Date-Continuance

Upon the date set for the hearing, the Area Planning Commission will hear the appeal, unless, for cause, the Area Planning Commission shall on that date continue the matter. No notice of continuance need be given if the order to continue is announced at the time for which the hearing was set.

### 16. Area Planning Commission Decision

**a.** When considering an appeal from an action by the Zoning Administrator, the Area Planning Commission shall make its decision within 15 days (in the case of a revocation, within 10 days) after the expiration of the appeal period, or within an extended period of time as may be mutually agreed upon in writing by the applicant and the Area Planning Commission. The Area Planning Commission shall base its decision only upon:

**i.** Evidence introduced at the hearing, or hearings, if any, before the Zoning Administrator, on the issue;

**ii.** The record, findings and determination of the Zoning Administrator; and

**iii.** The consideration of arguments, if any, presented to the Area Planning Commission orally or in writing.

**b.** If an applicant or aggrieved person wishes to offer into the proceedings any new evidence in connection with the matter, a written summary of that evidence, together with a statement as to why that evidence could not reasonably have been presented to the Zoning Administrator shall be filed with the Area Planning Commission prior to the hearing. If the Area Planning Commission fails to act on any appeal within the time limit specified in the Subsection, the determination of the Zoning Administrator is final.

**c.** The Area Planning Commission may modify or reverse the ruling, decision or determination appealed from only upon making findings indicating how the action of the Zoning Administrator was in error or constituted an abuse of discretion and shall make specific findings supporting any modification or reversal. The decision of the Area Planning Commission is final as of the date of its determination on the matter. After making a decision, a copy of the findings and determination shall be placed on file in the Department of City Planning and a copy of the determination shall be furnished to the applicant, the appellant, and the Department of Building and Safety.

## C. Special Provisions For Other Proceedings

**1.** Regardless of any provision of this Chapter or any other ordinance to the contrary, with respect to those uses, buildings and sites destroyed or damaged in connection with a declared emergency, and in the area covered by the declaration of emergency, the following exceptions apply:

**a.** Payment of all Department of City Planning and Zoning Administrator fees may be deferred until the applicant seeks any certificate of occupancy.

**b.** For applications relating to new actions pursuant to *Div. 13B.2.* (Quasi-Judicial Review), *Sec. 13B.4.5.* (Project Exception), *Article 12* (Nonconformities), and *Sec. 13B.5.3.* (Variance), any project permits pursuant to moratorium ordinances or interim control ordinances, and any revocation or modification proceedings:

**i.** If the law otherwise requires or authorizes a public hearing, the matter shall be set for public hearing unless the Zoning Administrator, the Area Planning Commission, the City Planning Commission, or Director of Planning, makes written findings, attached to the file involved, that the matter:

**a)** Will not have a significant effect on adjoining properties or on the immediate neighborhood; or

**b)** Is not likely to evoke public controversy.

**ii.** Provided, however, that no hearing will be waived in any proceeding involving:

**a)** Alcohol Sales, On-Site Consumption

**b)** Alcohol Sales, Off-Site Consumption

**c)** Swap Meets

**d)** Gun Sales

**e)** Alternative Financial Services

**f)** Vehicle Repair, Light

**g)** Vehicle Repair, Heavy

**iii.** When a matter is set for public hearing, written notice of the hearing shall be given to the applicant, the owner or owners of the property involved, and to the owners of all property within and outside of the City within 500 feet of the property involved.

**c.** Payment of the Affordable Housing Linkage Fee pursuant to Section 19.18. of Chapter 1 of this Code.

## D. Restoration of Damaged or Destroyed Buildings

### 1. Nonconforming

**a.** Regardless of any other provisions of this Division to the contrary, a building nonconforming as to use, yards, height, number of stories, lot area, floor area, density, loading space, parking, off-site signs, or other nonconforming provisions of this Code, which is damaged or destroyed as a result of the declared emergency may be repaired or reconstructed with the same nonconforming use, yards, height, number of stories, lot area, floor area, density, loading space, parking, or off-site signs as the original building. Provided, however, that repair or reconstruction shall be commenced within two years of the date of damage or destruction and completed within two years of obtaining a

permit for reconstruction. Provided, further, that neither the footing nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Department of City Planning upon the recommendation of the City Engineer.

**b.** The provisions of this Section supersede any interim control ordinances, interim plan revision ordinances, specific plans (excluding the South Central Alcohol Beverage Specific Plan, Ord. No. 171,681), and *Sec. 5C.1.1.* (Project Review Thresholds), and the City's hillside regulations under *Article 4* (Development Standards), except for those Fire Protection and Street Access standards). Regardless of any provision in this Section to the contrary, any existing provision of law regulating the issuance of building or demolition permits for buildings or structures currently with historical or cultural designations on the Federal, State and City lists remain in full force and effect. All historic preservation districts regulations continue in full force and effect with respect to the demolition, repair, and reconstruction of damaged or destroyed buildings or structures.

**c.** For purposes of this Subsection, a building or structure may only be demolished and rebuilt to its non-conforming status, relative to the provisions of this Chapter, any interim control ordinances, interim plan revision ordinances, specific plans (excluding the South Central Alcohol Beverage Specific Plan, Ord. No. 171,681), and *Sec. 5C.1.1.* (Project Review Thresholds), and the City's hillside regulations under *Article 4* (Development Standards), except for those fire protection and street access standards), if the building or structure is either destroyed or "damaged" in the following manner:

**i.** Any portion of the building or structure is damaged by earthquake, wind, flood, fire, or other disaster, in such a manner that the structural strength or stability of the building or structure is appreciably less than it was before the catastrophe and is less than the minimum requirements of this Code for a new building or structure of similar structure, purpose or location, as determined by the Department of Building and Safety; and

**ii.** The cost of repair would exceed 50 percent of the replacement cost of the building or structure, not including the value of the foundation system, as determined by the Department of Building and Safety.

**d.** Nothing here will be interpreted as authorizing the continuation of a nonconforming use beyond the time limits set forth in *Article 12* (Nonconformities) that were applicable to the site prior to the events which necessitated the declaration of the emergency.

**e.** If issues of interpretation relating to the above provisions arise, the Zoning Administrator is hereby authorized to resolve those issues in light of the scope and purposes of this Subsection.

### 2. Conditional Uses and Uses that Benefit the Public

**a.** Uses authorized by a Conditional Use Permit pursuant *Sec. 13B.2.1.* (Conditional Use Permit, Class 1), *Sec. 13B.2.2.* (Conditional Use Permit, Class 2), or *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), or other procedure in effect at the time of authorization of the approved Conditional Use Permit, are hereby granted an exemption from the requirements of *Sec. 13B.5.4.* (Review or Modification of Entitlement), provided that the structures containing these uses are rebuilt as they lawfully existed prior to their destruction, with the same building footprint and height.

**b.** The following uses are considered to be of such importance and their expeditious replacement is of such value to the health and safety of the community that they are hereby granted an exemption from the requirements of *Sec. 13B.5.4.* (Review or Modification of Entitlement), provided that the structures containing these uses are rebuilt as they lawfully existed prior to their destruction, with the same building footprint and height.

**i.** All Public and Institutional Uses

**ii.** Airports

**iii.** Day Care Facilities

**iv.** Medical Facilities, including Ambulance Services, Hospices, and Hospitals

**c.** If issues of interpretation or administration relating to the above exemptions arise, the Director of Planning is authorized to resolve those issues in light of the scope and purposes of this Subsection.

**d.** As an exception to Subdivision 1. (Nonconforming) above and Paragraphs a. and b. above, the following five uses are not exempt from the provisions of this Chapter, interim control ordinances, specific plans, and interim plan revision ordinances:

**i.** Alcohol Sales, On-Site Consumption

**ii.** Alcohol Sales, Off-Site Consumption

**iii.** Swap Meets

**iv.** Gun Sales

**v.** Alternative Financial Services

**vi.** Vehicle Repair, Light

**vii.** Vehicle Repair, Heavy

### 3. Boulevard, Avenue, and Collector Street Dedication and Improvement

**a.** For any lot identified by the City as having sustained damage during and as a result of the situation causing the declared emergency, the issuance of a building permit for a new development on that site does not require improvement of frontage for boulevards, avenues, and collector streets widening purposes under *Article 10* (Streets and Parks).

**b.** Nothing here prevents a property owner from voluntarily improving the right-of-way and undertaking public improvements which conform to the applicable sections of this Chapter.

### 4. Zoning Administrator Adjustments

**a.** Regardless of any other provision of this Chapter, the Zoning Administrator may grant deviations of no more than ten percent from the City's floor area, height, yard, parking, and loading space requirements for buildings and structures damaged or destroyed in an emergency declared by the Governor when the deviations are necessary to accommodate the requirements of the Americans With Disabilities Act, Federal Fair Housing Amendments Act of 1988, the California Code of Regulations, Title 24, provided the Zoning Administrator finds:

**i.** That the deviations are not likely to cause an undue burden on nearby streets or neighboring properties;

**ii.** That the grant is not likely to evoke public controversy; and

**iii.** That the development cannot feasibly be designed to meet the requisite disabled access standards without the deviations.

**b.** Prior to acting on an application for a deviation, the Zoning Administrator shall give notice to all adjoining property owners and hold a public hearing. The Zoning Administrator may waive the public hearing if the Zoning Administrator makes the two findings in *Sec. 1C.1.3.A.2.* (Special Provisions for Other Proceedings). The notice and procedures provided in *Sec. 1C.1.2.* (Long-Term Temporary Uses) shall be followed for granting any deviation.

## E. Critical Response Facilities

### 1. Authority of the Department of Building and Safety

Regardless of any other provision of this Chapter to the contrary, the Department of Building and Safety will, during the first 6 months following the declaration of an emergency, have the authority to issue a temporary permit for the duration of the emergency, on any lot, regardless of zone, for any police, fire, emergency medical or emergency communications facility which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area, provided that the Department of Building and Safety maintains records of all temporary permits.

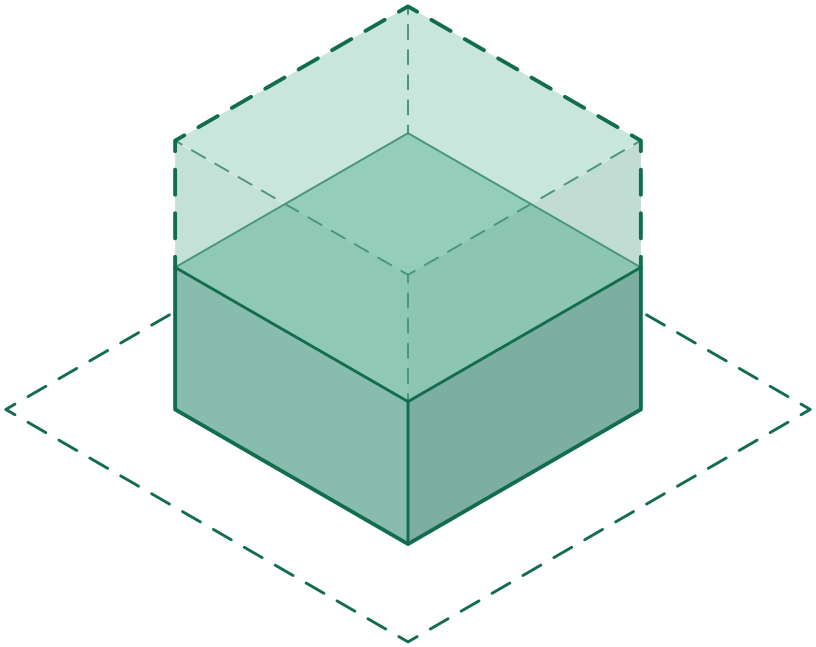
## F. Short-Term Temporary Uses

### 1. Authority of the Department of Building and Safety

Regardless of any other provision of this Chapter, the Department of Building and Safety will, during the first 6 months following the declaration of an emergency, have the authority to issue a temporary 90-day permit on any lot, regardless of zone, for any temporary use which will aid in the immediate restoration of an area adversely impacted by a severe fire, storm, earthquake, similar natural disaster, or a civil or military disturbance, and declared by the Governor as an emergency area, provided that the Department of Building and Safety maintains records of all temporary permits.

## G. Activation and Termination

The provisions of this Division are applicable to a particular area upon the declaration of an emergency by the Governor relating to that area, pursuant to Chapter 7 (California Emergency Services Act) of Division 1 (General) of Title 2 (Government of the State of California) of the California Government Code. The provisions of this Division cease to be applicable to a particular area two years following the date of declaration of emergency, and for one additional year if an extension is approved by the City Council, provided, however, that the provisions of this Division are considered as still remaining in full force and effect thereafter for the purpose of maintaining or defending any civil or criminal proceeding with respect to any right, liability or offense that may have arisen under the provisions of this Division during its operative period, or with respect to enforcing any condition of approval of the temporary permit. The City Council may also extend by resolution any other time limits in this Division for one additional year.



# ARTICLE 2. **FORM**

[ **FORM** - FRONTAGE - STANDARDS ] [ USE - DENSITY ]


Part 2A. **Introduction**

Part 2B. **Form Districts**

Part 2C. **Form Rules**

# CONTENTS

**Part 2A. Introduction . . . . . 2-3**
Div. 2A.1. Introduction . . . . . 2-4

**Part 2B. Form Districts . . . . . 2-11**
Div. 2B.1. Rural-Limited Form Districts . . . . . 2-13
Div. 2B.2. Estate-Limited Form Districts . . . . . 2-13
Div. 2B.3. House-Limited Form Districts. . . . . 2-13
Div. 2B.4. Very Low-Limited-Narrow Form Districts . . . . . 2-13
Div. 2B.5. Very Low-Unspecified-Full Form Districts . . . . . 2-14
Div. 2B.6. Low-Limited-Narrow Form Districts . . . . . 2-16
Div. 2B.7. Low-Limited-Medium Form Districts . . . . . 2-18
Div. 2B.8. Low-Unspecified-Medium Form Districts . . . . . 2-21
Div. 2B.9. Low-Unspecified-Full Form Districts. . . . . 2-22
Div. 2B.10. Medium-Limited-Narrow Form Districts. . . . . 2-24
Div. 2B.11. Medium-Limited-Medium Form Districts . . . . . 2-26
Div. 2B.12. Medium-Unspecified-Medium Form Districts. . . . . 2-28
Div. 2B.13. Medium-Unspecified-Broad Form Districts . . . . . 2-30
Div. 2B.14. Medium-Unspecified-Full Form Districts . . . . . 2-33
Div. 2B.15. Medium Plus-Limited-Medium Form Districts . . . . . 2-35
Div. 2B.16. Medium Plus-Unspecified-Medium Form Districts . . . . . 2-39
Div. 2B.17. High-Unspecified-Medium Form Districts. . . . . 2-42
Div. 2B.18. High-Unspecified-Broad Form Districts . . . . . 2-44

**Part 2C. Form Rules . . . . . 2-50**
Div. 2C.1. Lot Size . . . . . 2-51
Div. 2C.2. Coverage . . . . . 2-54
Div. 2C.3. Amenity . . . . . 2-59
Div. 2C.4. Floor Area Ratio & Height . . . . . 2-66
Div. 2C.5. Upper-Story Bulk . . . . . 2-74
Div. 2C.6. Building Mass. . . . . 2-82

# PART 2A. INTRODUCTION

**Div. 2A.1. Introduction . . . . . 2-4**
Sec. 2A.1.1. Purpose . . . . . 2-4
Sec. 2A.1.2. Form Applicability . . . . . 2-4
Sec. 2A.1.3. Relationship to Zone String . . . . . 2-5
Sec. 2A.1.4. How to Use This Article . . . . . 2-5
Sec. 2A.1.5. Form District Naming Convention . . . . . 2-7

# DIV. 2A.1. INTRODUCTION

## SEC. 2A.1.1. PURPOSE

The purpose of this Article is to regulate the placement, scale and intensity of structures on a lot in order to ensure building forms are compatible with their context and promote projects that positively benefit the community.

## SEC. 2A.1.2. FORM APPLICABILITY

### A. General Project Applicability

All projects filed after the effective date of this Zoning Code must comply with the Form Standards in this Article, as further specified below.

#### 1. Project Activities

**a.** Form district standards apply to project activities as shown in the table below. More than one project activity may apply to a project (for example, an addition may also include the expansion of a use).

**b.** Where a rule is listed as generally applicable in the table below, the project activity shall meet the Form District rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 2C* (Form Rules). Project applicability may also be modified by *Article 12* (Nonconformities). Where a Division of the Form District rules is listed as not applicable in the table below, the standards within the Division do not apply to the project activity.

**c.** For more information about project activities see *Sec. 14.1.17*.

| | | PROJECT ACTIVITIES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| FORM DISTRICT RULES | | Subdivision | New Construction | Addition | Facade Alteration | Site Alteration | Relocation | Major Renovation | Minor Renovation | Change/Expansion of Use | Ordinary Maintenance & Repair |
| *Div. 2C.1* | **Lot Size** | ● | ○ | ○ | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 2C.2* | **Coverage** | ○ | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 2C.3* | **Amenity** | ○ | ● | ● | ○ | ● | ● | ● | ○ | ● | ○ |
| *Div. 2C.4* | **Floor Area Ratio & Height** | ○ | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 2C.5* | **Upper-Story Bulk** | ○ | ● | ● | ● | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 2C.6* | **Building Mass** | ○ | ● | ● | ● | ○ | ● | ○ | ○ | ○ | ○ |

● = Rules generally apply to this project activity
○ = Rules are not applicable

### 2. Nonconformity

For nonconforming lots, and lots with nonconforming site design, buildings, structures, or uses, no project activity may decrease the conformance with any Form standard in Article 2 unless otherwise specified by *Division 12.2 (Nonconforming Frontage)*. See the following examples:

**a.** A street-facing addition to the side of an existing building: Where this proposed addition increases the total building width beyond the maximum building width allowed by the applicable Form District, the addition is not allowed.

**b.** An addition to the top of an existing building: Where the height of the existing structure does not meet the Form District street step-back standard, all additional floor area shall be located behind the minimum step-back, but no modification is required to the existing upper stories.

## B. Applicable Components of Buildings and Lots

**1.** Form standards apply to all portions of a lot.

**2.** Form standards apply to all portions of buildings and structures on a lot.

**3.** Specific Form standards may further limit which components of buildings and lots are required to comply with the standard in *Part 2C* (Form Rules).

# SEC. 2A.1.3. RELATIONSHIP TO ZONE STRING

A zone is comprised of the following districts:

The Form District is a separate and independent component of each zone.

# SEC. 2A.1.4. HOW TO USE THIS ARTICLE

## A. Identify the Form District

The first component in a zone string identifies the Form District for a property.

## B. Form District Standards

Form Districts standards are outlined in *Part 2B (Form Districts)*. Each Form District page identifies the standards specific to that Form District.

## C. Interpreting Form District Standards

Each standard on a Form District page in *Part 2B (Form Districts)* provides a reference to *Part 2C (Form Rules)* where the standard is explained in detail.

# Form District Example:

## Zone String

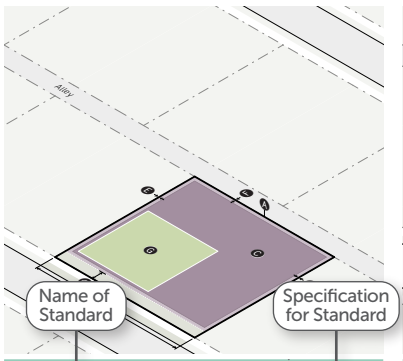
[LLM2-MU2-5] [RG1-FA]

Find Your Form District

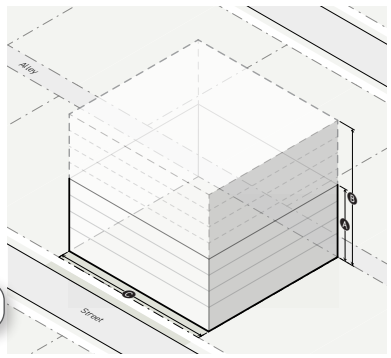
## Part 2B (Form Districts)

SEC. 2B.7.3. LOW-LIMITED-MEDIUM 2 (LLM2)

### 1. Lot Parameters




### 2. Bulk and Mass




Name of Standard

Specification for Standard

| LOT SIZE | 2C.1. |
|---|---|
| A Lot area (min) | 2,500 sf |
| B Lot width (min) | 25' |
| **COVERAGE** | **2C.2.** |
| C Building coverage (max) | 90% |
| Building setbacks | |
| D Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| E Side (min) | 0' |
| Rear (min) | 0' |
| F Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **AMENITY** | **2C.3** |
| G Lot amenity space (min) | 25% |
| Residential amenity space (min) | n/a |

| FAR & HEIGHT | 2C.4. |
|---|---|
| Base FAR (max) | 3.0 |
| A Base height in stories (max) | 4 |
| Bonus FAR | None |
| B Bonus height in stories (max) | 8 |
| **BUILDING MASS** | **2C.6.** |
| C Building width (max) | 100' |
| Building break (min) | 15' |

Label on Graphic

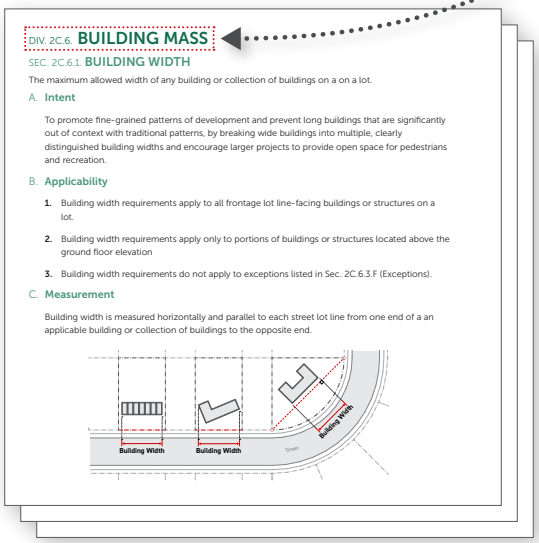
No Label on Graphic

Link to Rules

Standard Not Applicable

Learn More About Your Rules

## Part 2C (Form Rules)



DIV. 2C.6. BUILDING MASS

SEC. 2C.6.1. BUILDING WIDTH

The maximum allowed width of any building or collection of buildings on a on a lot.

A. **Intent**

To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns, by breaking wide buildings into multiple, clearly distinguished building widths and encourage larger projects to provide open space for pedestrians and recreation.

B. **Applicability**

1. Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.
2. Building width requirements apply only to portions of buildings or structures located above the ground floor elevation
3. Building width requirements do not apply to exceptions listed in Sec. 2C.6.3.F (Exceptions).

C. **Measurement**

Building width is measured horizontally and parallel to each street lot line from one end of a an applicable building or collection of buildings to the opposite end.

## SEC. 2A.1.5. FORM DISTRICT NAMING CONVENTION

There are three different types of naming conventions for Form Districts. Each Form District name is composed of a variety of components that are specific to that district.

### A. Rural and Estate Form Districts

[Reserved]

### B. House Form Districts

[Reserved]

## C. All Other Form Districts

All other Form District names are composed of four components.

### 1. FAR Category

The first component of each Form District name is an FAR category. FAR categories group all districts within a range of maximum allowed FAR. FAR categories are organized as follows:

**a.** Very Low (>0.65-1.5 FAR)

**b.** Low (>1.5-4.0 FAR)

**c.** Medium (>4.0-6.0 FAR)

**d.** Medium Plus (>6.0-8.5 FAR)

**e.** High (>8.5-13.0 FAR)

### 2. Height Limit Category

The second component of each Form District name is a Height Limit category. Each Form District has either a specific height limit or no height limit. Height Limit categories are organized as follows:

**a.** Limited (limited height)

**b.** Unspecified (no height limit)

### 3. Building Width Category

The third component of each Form District name is a Building Width category. Building Width categories group all districts within a range of maximum allowed building width. Each Building Width category are organized as follows:

**a.** Narrow (25'-75')

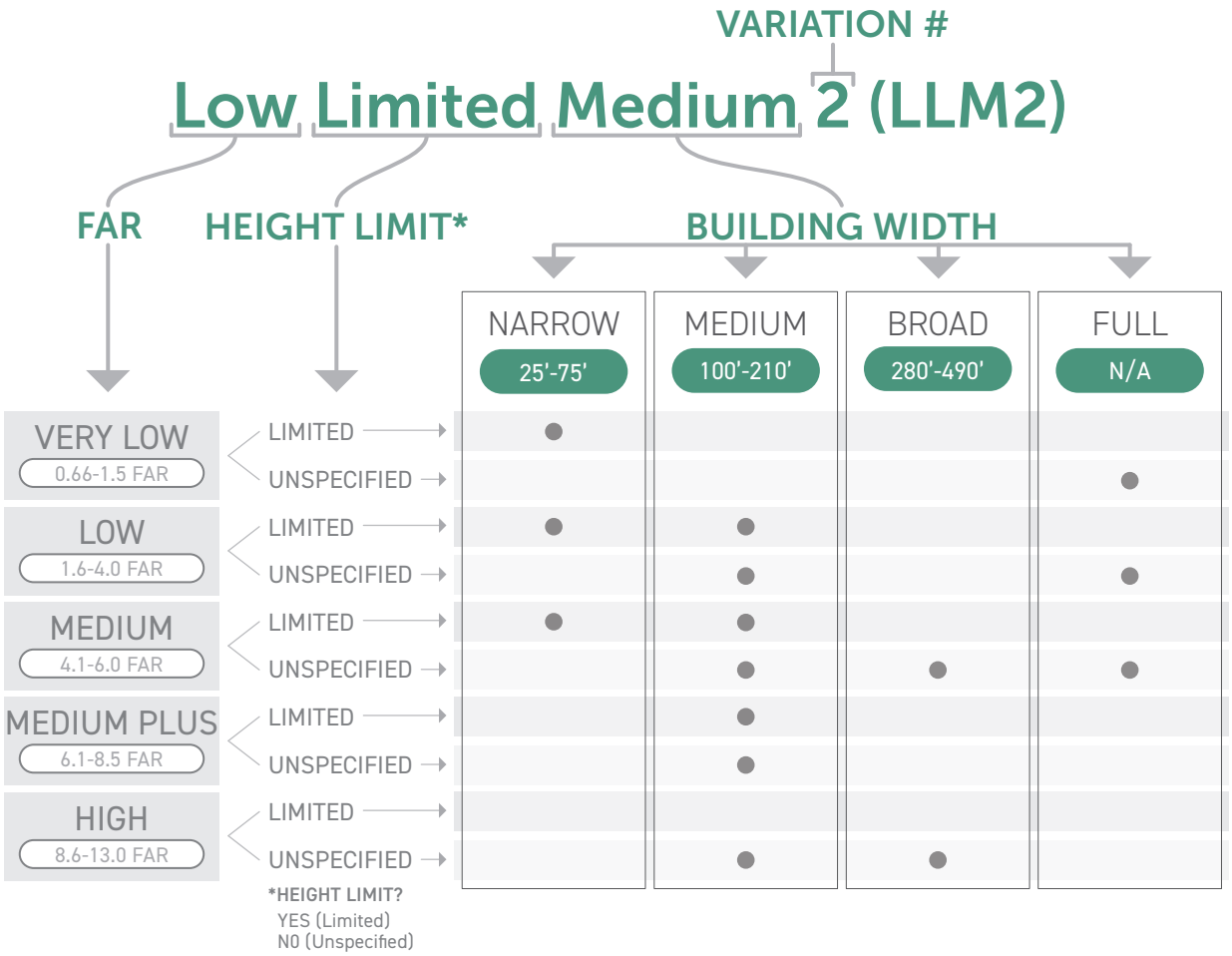
**b.** Medium (100'-210')

**c.** Broad (280'-490')

**d.** Full (no building width maximum)

### 4. Variation Number

The last component of each Form District is a variation number. All Form Districts are numbered in the order they fall within this article. Variation number is not hierarchical.


VARIATION #
Low Limited Medium 2 (LLM2)
FAR
HEIGHT LIMIT*
BUILDING WIDTH
NARROW
25'-75'
MEDIUM
100'-210'
BROAD
280'-490'
FULL
N/A
VERY LOW
0.66-1.5 FAR
LOW
1.6-4.0 FAR
MEDIUM
4.1-6.0 FAR
MEDIUM PLUS
6.1-8.5 FAR
HIGH
8.6-13.0 FAR
LIMITED
UNSPECIFIED
*HEIGHT LIMIT?
YES (Limited)
NO (Unspecified)

# PART 2B. FORM DISTRICTS


Div. 2B.1. Rural-Limited Form Districts . . . . . 2-13

Div. 2B.2. Estate-Limited Form Districts . . . . . 2-13

Div. 2B.3. House-Limited Form Districts. . . . . 2-13

Div. 2B.4. Very Low-Limited-Narrow Form Districts . . . . . 2-13

Div. 2B.5. Very Low-Unspecified-Full Form Districts . . . . . 2-14

Sec. 2B.5.1. Very Low-Unspecified-Full 1 (VUF1) . . . . . 2-15

Div. 2B.6. Low-Limited-Narrow Form Districts. . . . . 2-16

Sec. 2B.6.1. Low-Limited-Narrow 1 (LLN1) . . . . . .2-17

Div. 2B.7. Low-Limited-Medium Form Districts . . . . . 2-18

Sec. 2B.7.1. Low-Limited-Medium 1 (LLM1) . . . . . 2-19

Sec. 2B.7.2. Low-Limited-Medium 2 (LLM2). . . . . 2-20

Div. 2B.8. Low-Unspecified-Medium Form Districts . . . . . 2-21

Div. 2B.9. Low-Unspecified-Full Form Districts . . . . . 2-22

Sec. 2B.9.1. Low-Unspecified-Full 1 (LUF1) . . . . . 2-23

Div. 2B.10. Medium-Limited-Narrow Form Districts . . . . . 2-24

Sec. 2B.10.1. Medium-Limited-Narrow 1 (MLN1). . . . . 2-25

Div. 2B.11. Medium-Limited-Medium Form Districts. . . . . 2-26

Sec. 2B.11.1. Medium-Limited-Medium 1 (MLM1) . . . . . 2-27

Div. 2B.12. Medium-Unspecified-Medium Form Districts . . . . . 2-28

Sec. 2B.12.1. Medium-Unspecified-Medium 1 (MUM1) . . . . . 2-29

Div. 2B.13. Medium-Unspecified-Broad Form Districts . . . . . 2-30

Sec. 2B.13.1. Medium-Unspecified-Broad 1 (MUB1) . . . . . 2-31

Sec. 2B.13.2. Medium-Unspecified-Broad 2 (MUB2). . . . . 2-32

Div. 2B.14. Medium-Unspecified-Full Form Districts . . . . . 2-33

Sec. 2B.14.1. Medium-Unspecified-Full 1 (MUF1) . . . . . 2-34

**Div. 2B.15. Medium Plus-Limited-Medium Form Districts . . . . . 2-35**
Sec. 2B.15.1. Medium Plus-Limited-Medium 1 (PLM1) . . . . . 2-36
Sec. 2B.15.2. Medium Plus-Limited-Medium 2 (PLM2) . . . . . 2-37
Sec. 2B.15.3. Medium Plus-Limited-Medium 3 (PLM3) . . . . . 2-38

**Div. 2B.16. Medium Plus-Unspecified-Medium Form Districts . . . . . 2-39**
Sec. 2B.16.1. Medium Plus-Unspecified-Medium 1 (PUM1) . . . . . 2-40
Sec. 2B.16.2. Medium Plus-Unspecified-Medium 2 (PUM2) . . . . . 2-41

**Div. 2B.17. High-Unspecified-Medium Form Districts . . . . . 2-42**
Sec. 2B.17.1. High-Unspecified-Medium 1 (HUM1) . . . . . 2-43

**Div. 2B.18. High-Unspecified-Broad Form Districts . . . . . 2-44**
Sec. 2B.18.1. High-Unspecified-Broad 1 (HUB1) . . . . . 2-45
Sec. 2B.18.2. High-Unspecified-Broad 2 (HUB2) . . . . . 2-46
Sec. 2B.18.3. High-Unspecified-Broad 3 (HUB3) . . . . . 2-47
Sec. 2B.18.4. High-Unspecified-Broad 4 (HUB4) . . . . . 2-48

## DIV. 2B.1. RURAL-LIMITED FORM DISTRICTS

[Reserved]

## DIV. 2B.2. ESTATE-LIMITED FORM DISTRICTS

[Reserved]

## DIV. 2B.3. HOUSE-LIMITED FORM DISTRICTS

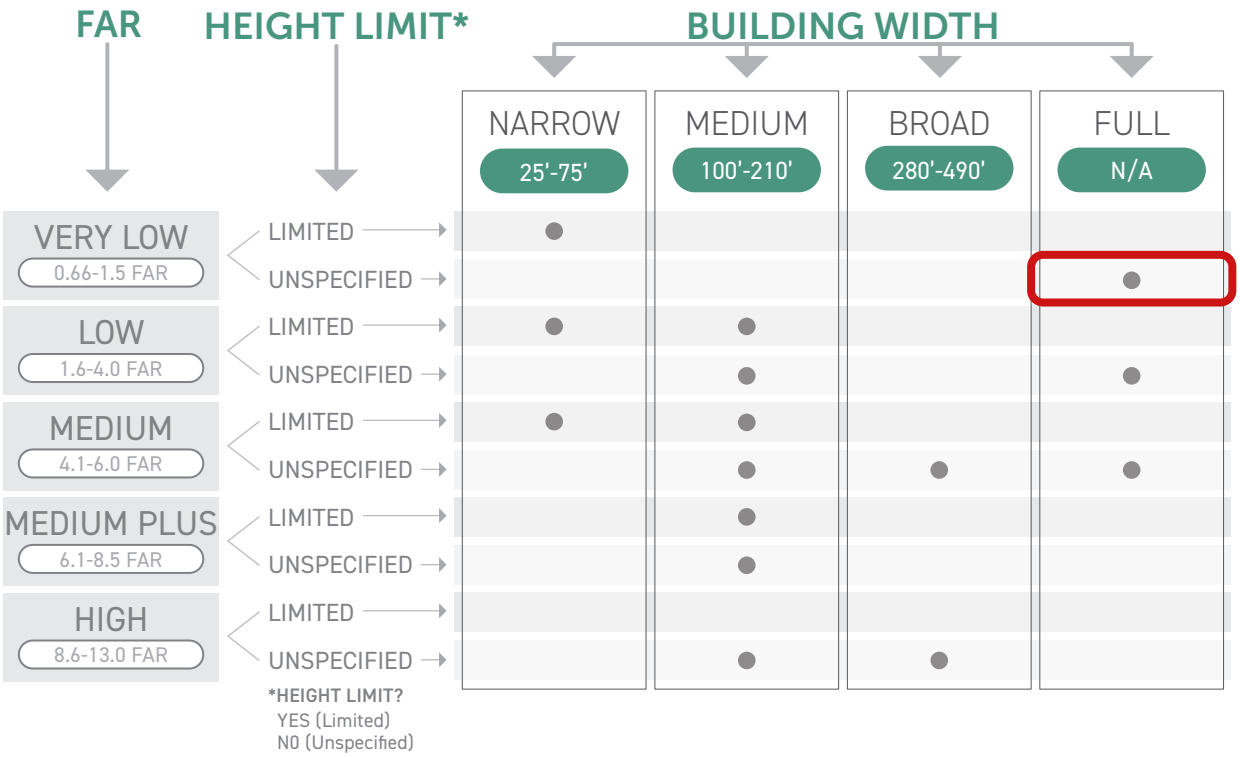
[Reserved]

## DIV. 2B.4. VERY LOW-LIMITED-NARROW FORM DISTRICTS

[Reserved]

# DIV. 2B.5. VERY LOW-UNSPECIFIED-FULL FORM DISTRICTS

Each Very Low-Unspecified-Full Form District occurs within the ranges specified below. The "Very Low" FAR category allows a range of 0.66 FAR to 1.5 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Full" Building Width category has no maximum building width for the district.

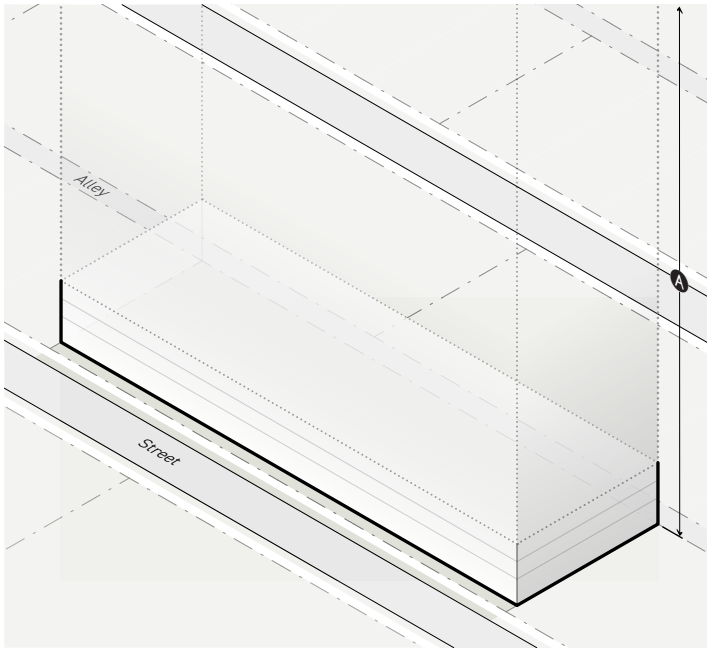


# SEC. 2B.5.1. VERY LOW-UNSPECIFIED-FULL 1 (VUF1)

## A. Lot Parameters

| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| **Lot width** (min) | n/a |
| **2. COVERAGE** | *Div. 2C.2.* |
| A **Building coverage** (max) | 25% |
| **Building setbacks** | |
| B Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| C Side (min) | 0' |
| Rear (min) | 0' |
| D Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| **Lot amenity space** (min) | n/a |
| **Residential amenity space** (min) | n/a |

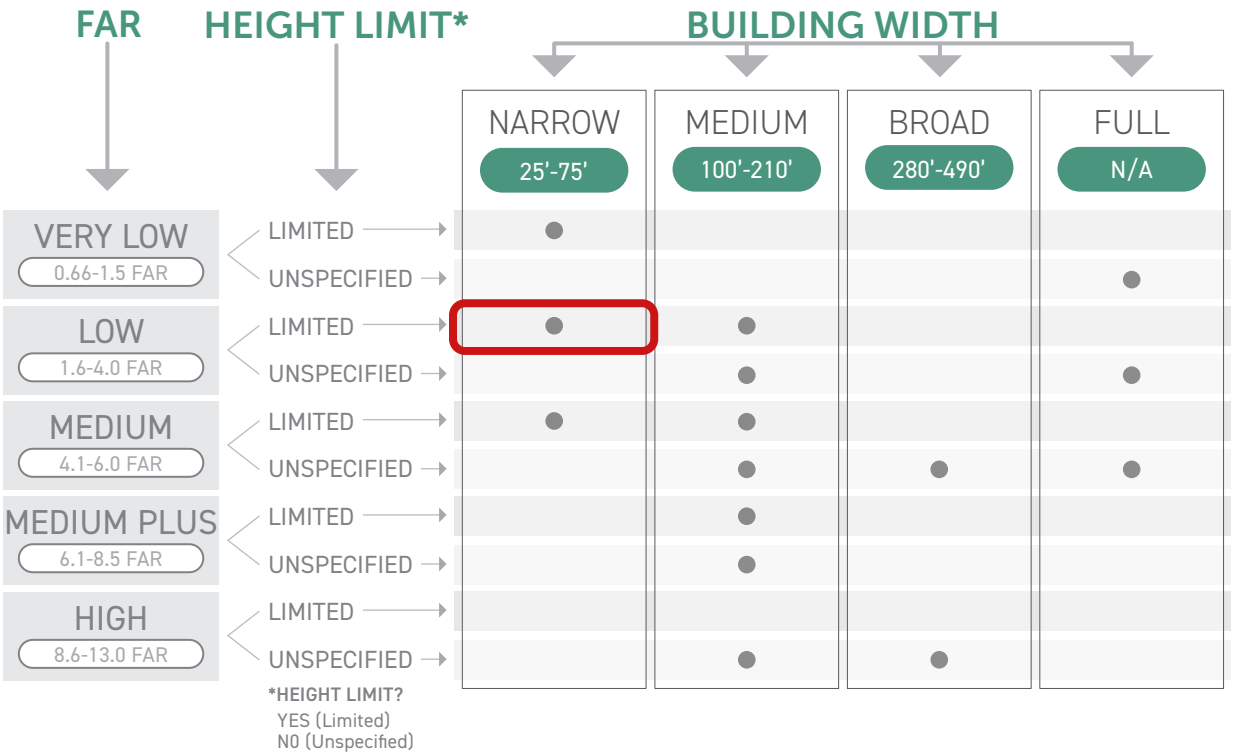
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **FAR** (max) | 1.5 |
| A **Height** (max) | n/a |
| **Bonus** | None |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| **Building width** (max) | n/a |
| Building break (min) | n/a |

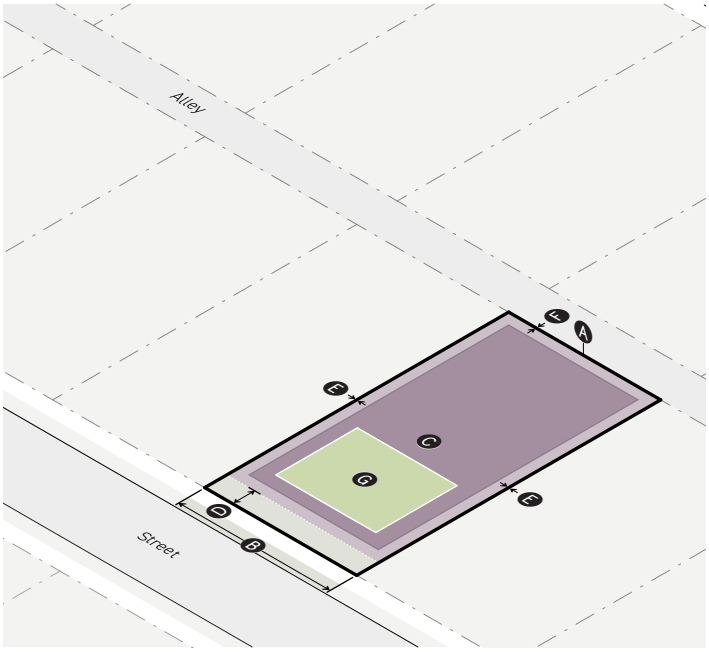
## DIV. 2B.6. LOW-LIMITED-NARROW FORM DISTRICTS

Each Low-Limited-Narrow Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Limited" Height Limit category has a specific height limit for the district. The "Narrow" Building Width category allows a range of 25 to 75 feet of building width.



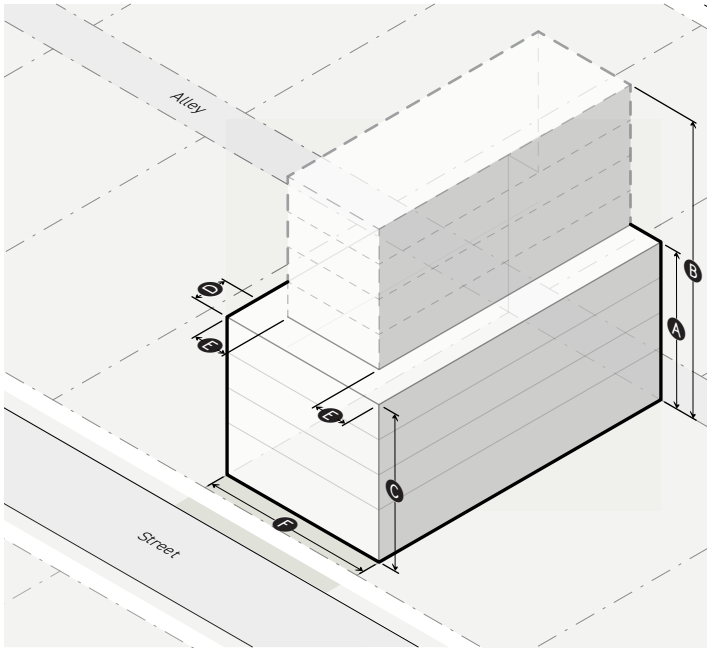
# SEC. 2B.6.1. LOW-LIMITED-NARROW 1 (LLN1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| A **Lot area** (min) | 2,500 sf |
| B **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| C **Building coverage** (max) | 80% |
| **Building setbacks** | |
| D Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| E Side (min) | 0' |
| Rear (min) | 0' |
| F Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| G **Lot amenity space** (min) | 25% |
| **Residential amenity space** (min) | 10% |

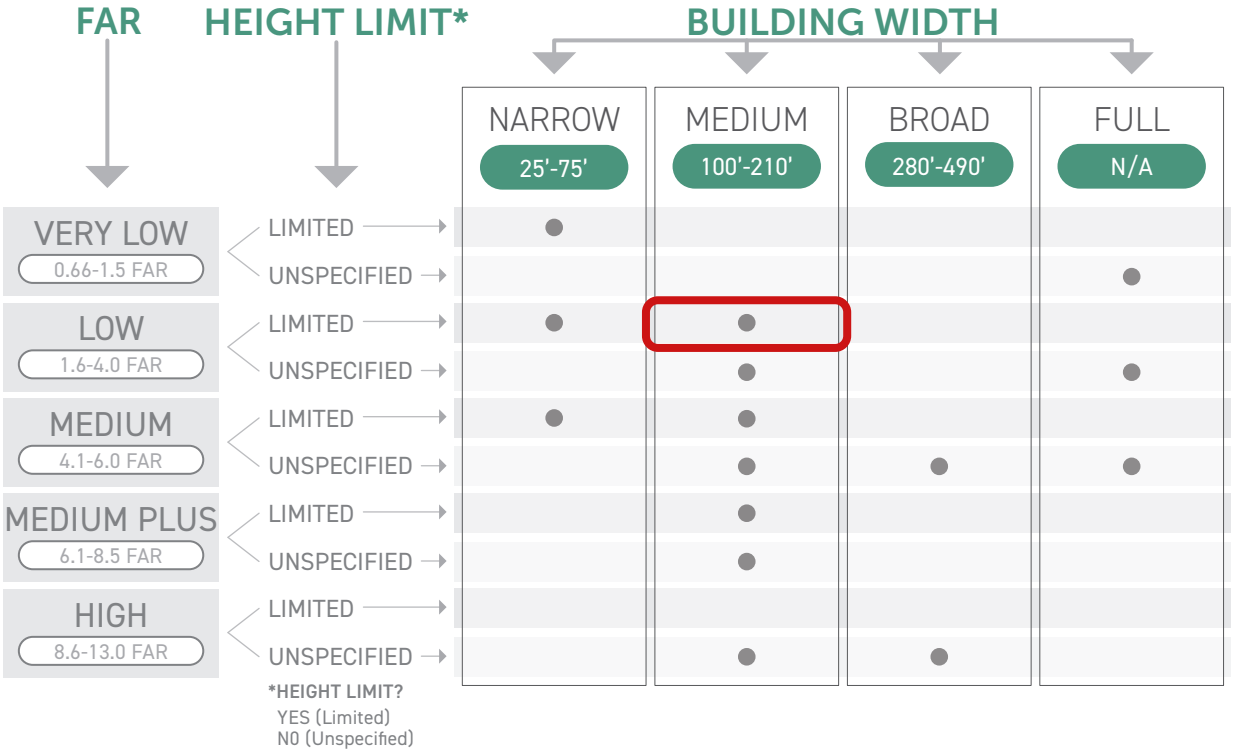
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **FAR** (max) | 3.0 |
| A **Base Height in stories** (max) | 4 |
| B **Bonus Height in stories** (max) | 8 |
| **2. UPPER-STORY BULK** | *Div. 2C.5.* |
| **Street step-back** | |
| C Stories without step-back (max) | 4 |
| D Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | 10' |
| **Height transition** | |
| C Stories without height transition (max) | 4 |
| E Side transition depth (min) | 10' |
| Rear transition depth (min) | 10' |
| Alley transition depth (min) | n/a |
| **3. BUILDING MASS** | *Div. 2C.6.* |
| F **Building width** (max) | 75' |
| Building break (min) | 6' |

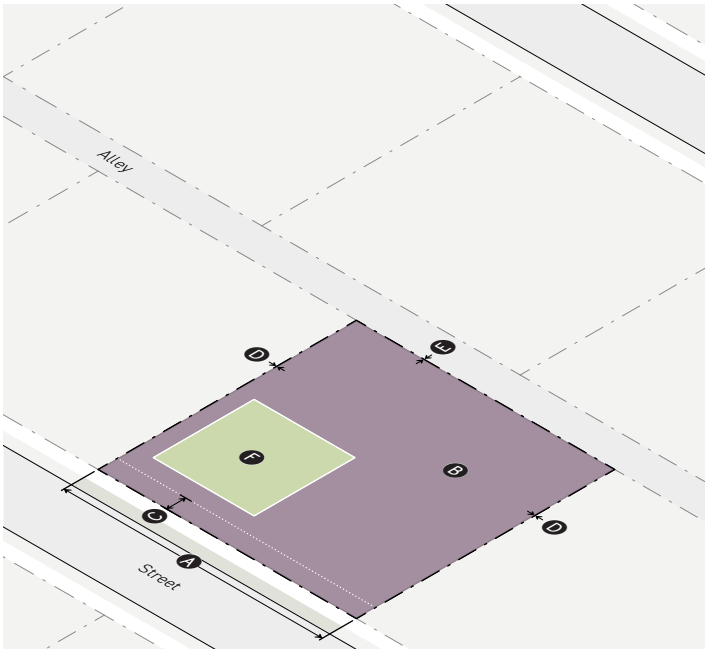
# DIV. 2B.7. LOW-LIMITED-MEDIUM FORM DISTRICTS

Each Low-Limited-Medium Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Limited" Height Limit category has a specific height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.



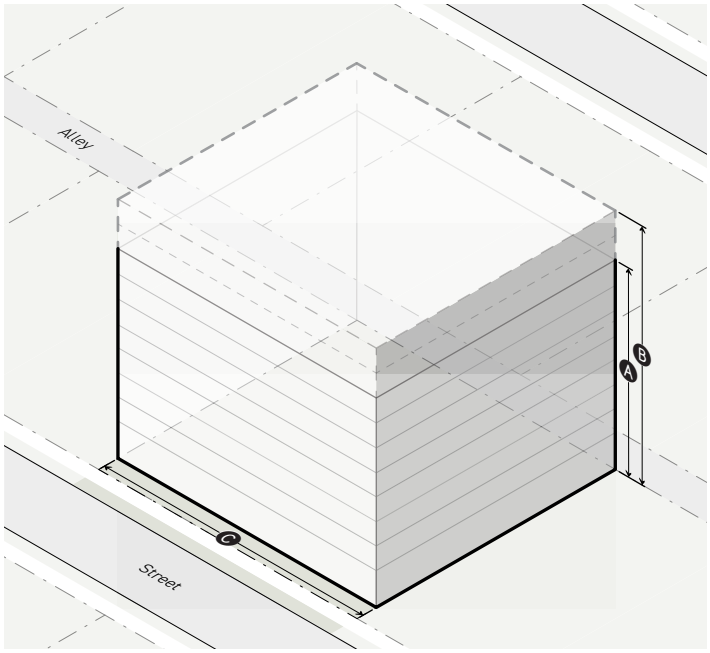
# SEC. 2B.7.1. LOW-LIMITED-MEDIUM 1 (LLM1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| Ⓐ **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ **Building coverage** (max) | 100% |
| **Building setbacks** | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ **Lot amenity space** (min) | 15% |
| **Residential amenity space** (min) | 10% |

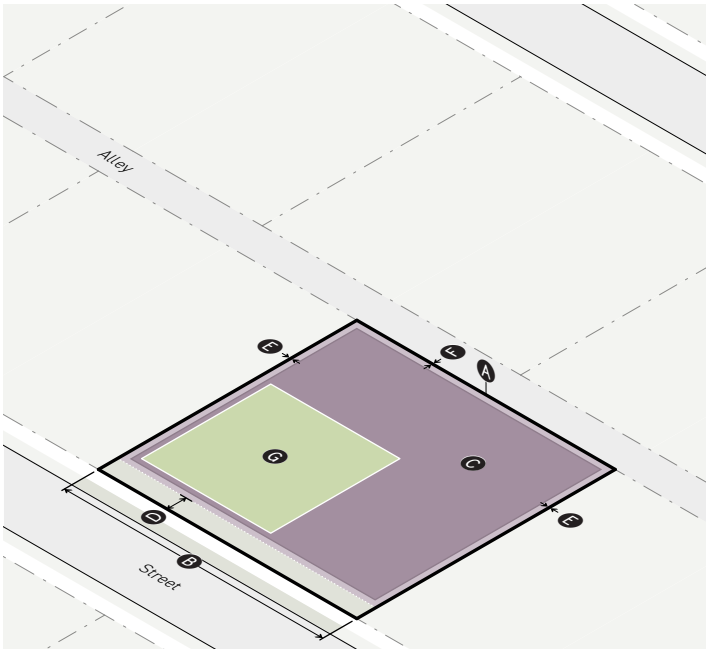
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 1.5 |
| Ⓐ **Base Height in stories** (max) | 8 |
| **Bonus FAR** (max) | 3.0 |
| Ⓑ **Bonus Height in stories** (max) | 10 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| Ⓒ **Building width** (max) | 160' |
| Building break (min) | 15' |

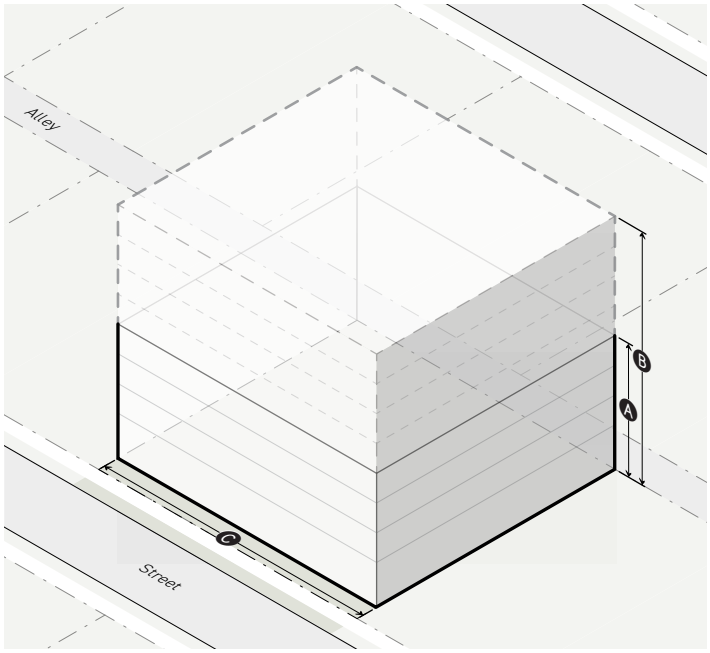
# SEC. 2B.7.2. LOW-LIMITED-MEDIUM 2 (LLM2)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| A **Lot area** (min) | 2,500 sf |
| B **Lot width** (min) | 25' |
| **2. COVERAGE** | *2C.2.* |
| C **Building coverage** (max) | 90% |
| **Building setbacks** | |
| D Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| E Side (min) | 0' |
| Rear (min) | 0' |
| F Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| G **Lot amenity space** (min) | 25% |
| **Residential amenity space** (min) | 10% |

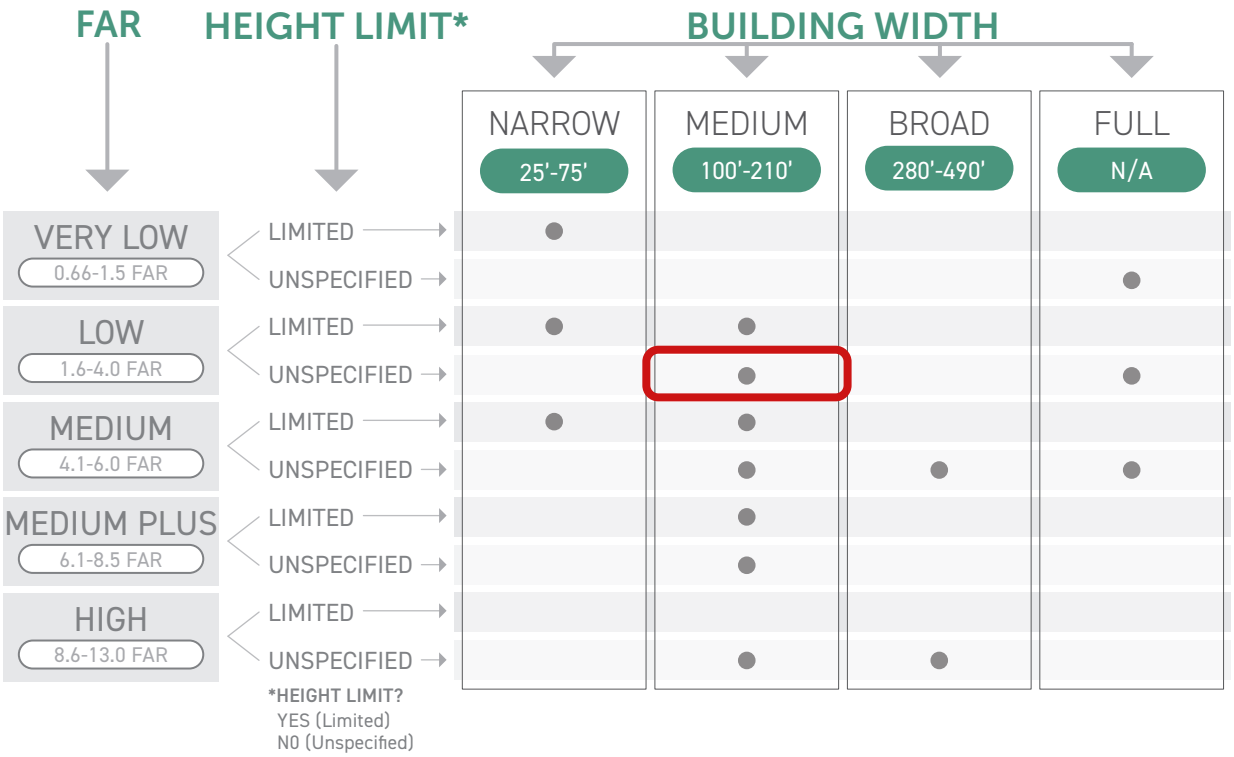
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 3.0 |
| A **Base height in stories** (max) | 4 |
| **Bonus FAR** | None |
| B **Bonus height in stories** (max) | 8 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| C **Building width** (max) | 100' |
| Building break (min) | 15' |

# DIV. 2B.8. LOW-UNSPECIFIED-MEDIUM FORM DISTRICTS

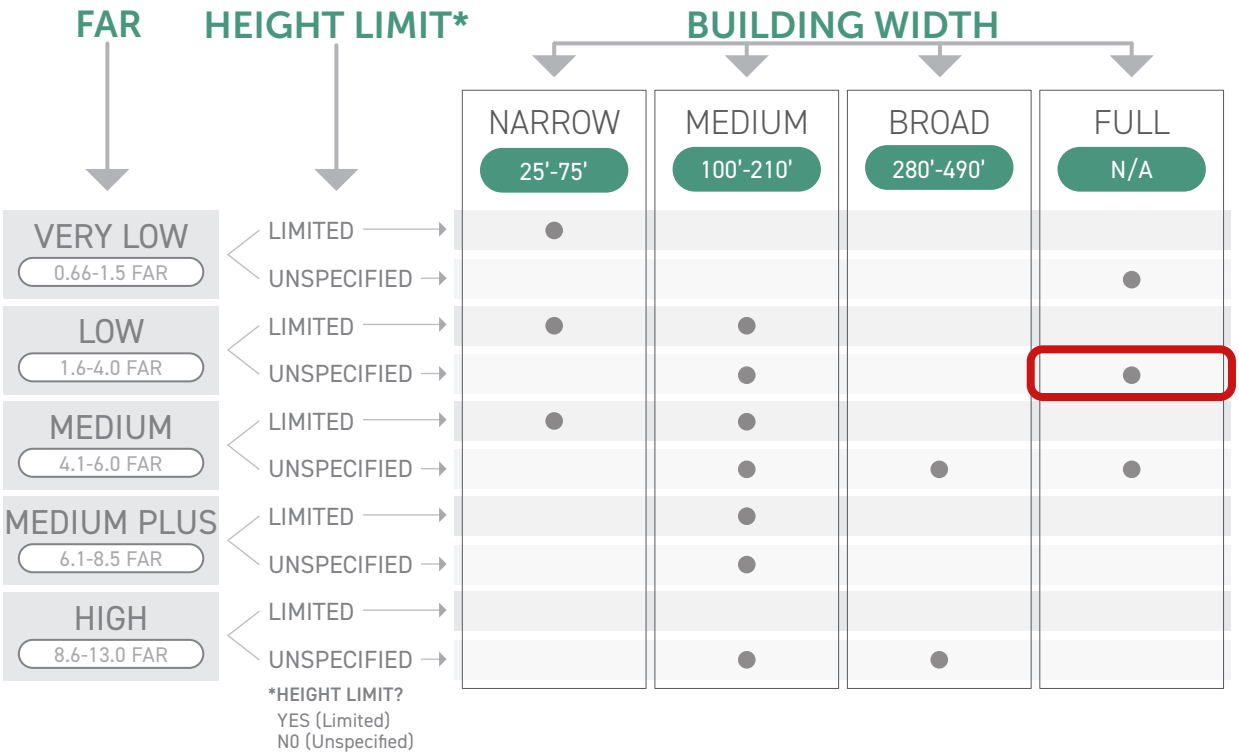
Each Low-Unspecified-Medium Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.




[Reserved]

## DIV. 2B.9. LOW-UNSPECIFIED-FULL FORM DISTRICTS

Each Low-Unspecified-Full Form District occurs within the ranges specified below. The "Low" FAR category allows a range of 1.6 FAR to 4.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Full" Building Width category has no maximum building width for the district.

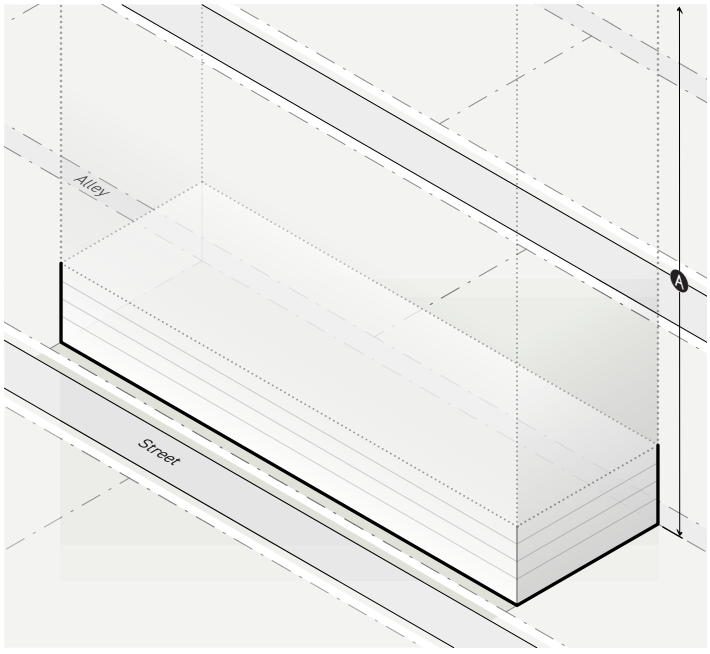


# SEC. 2B.9.1. LOW-UNSPECIFIED-FULL 1 (LUF1)

## A. Lot Parameters

| | | |
|---|---|---|
| 1. | LOT SIZE | *Div. 2C.1.* |
| | **Lot area** (min) | n/a |
| | **Lot width** (min) | n/a |
| 2. | COVERAGE | *Div. 2C.2.* |
| A | **Building coverage** (max) | 100% |
| | **Building setbacks** | |
| B | Primary street (min) | see Frontage |
| | Side street (min) | see Frontage |
| C | Side (min) | 0' |
| | Rear (min) | 0' |
| D | Alley (min) | 0' |
| | Special lot line (min) | see Frontage |
| 3. | AMENITY | *Div. 2C.3.* |
| G | **Lot amenity space** (min) | n/a |
| | **Residential amenity space** (min) | n/a |

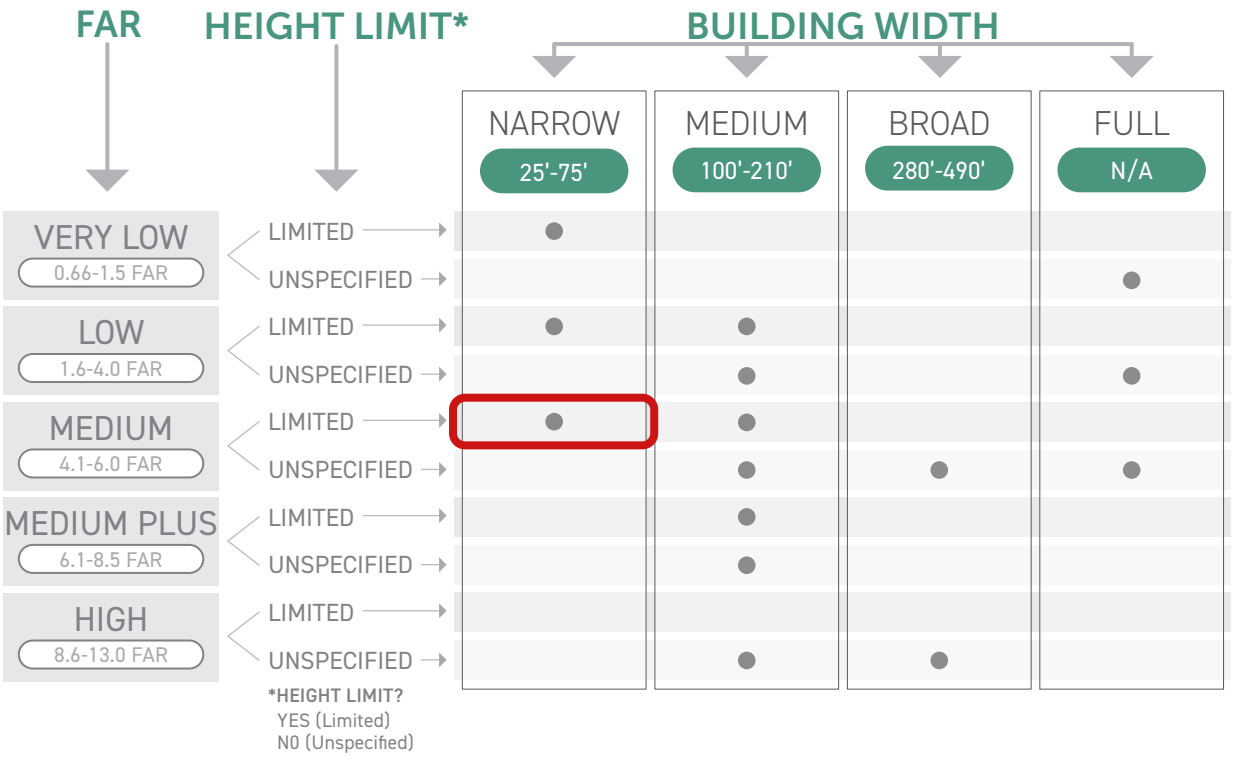
## B. Bulk and Mass




| | | |
|---|---|---|
| 1. | FAR & HEIGHT | *Div. 2C.4.* |
| | **FAR** (max) | 3.0 |
| A | **Height** (max) | n/a |
| | **Bonus** | None |
| 2. | BUILDING MASS | *Div. 2C.6.* |
| | **Building width** (max) | n/a |
| | Building break (min) | n/a |

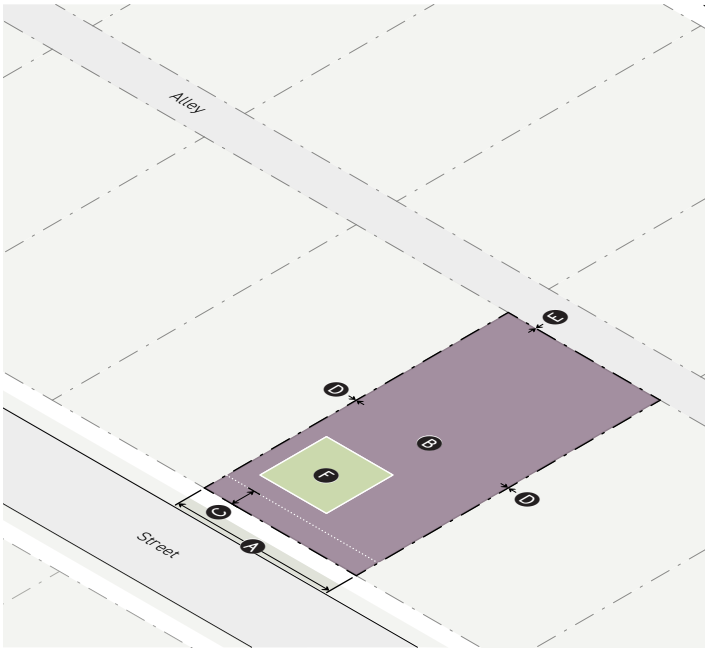
# DIV. 2B.10. MEDIUM-LIMITED-NARROW FORM DISTRICTS

Each Medium-Limited-Narrow Form District occurs within the ranges specified below. The "Medium" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Limited" Height Limit category has a specific height limit for the district. The "Narrow" Building Width category allows a range of 25 to 75 feet of building width.



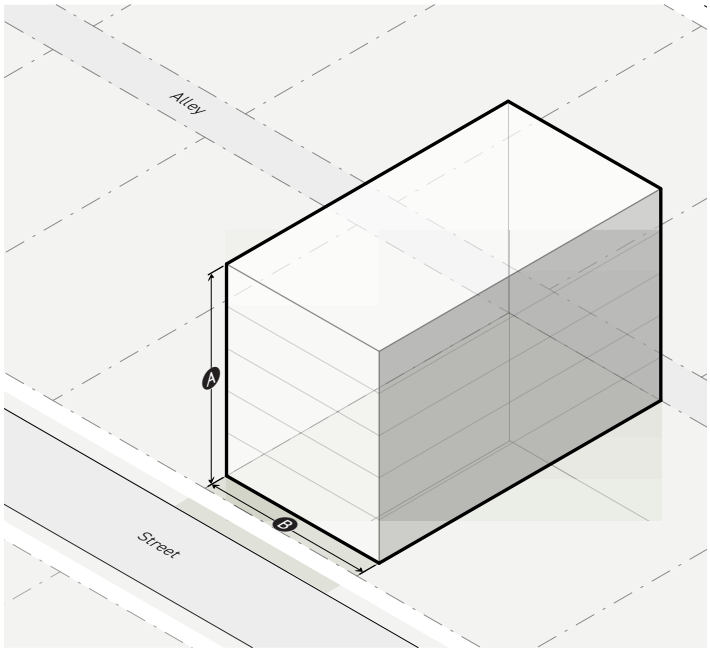
# SEC. 2B.10.1. MEDIUM-LIMITED-NARROW 1 (MLN1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| Ⓐ **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ **Building coverage** (max) | 100% |
| **Building setbacks** | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ **Lot amenity space** (min) | 10% |
| **Residential amenity space** (min) | 10% |

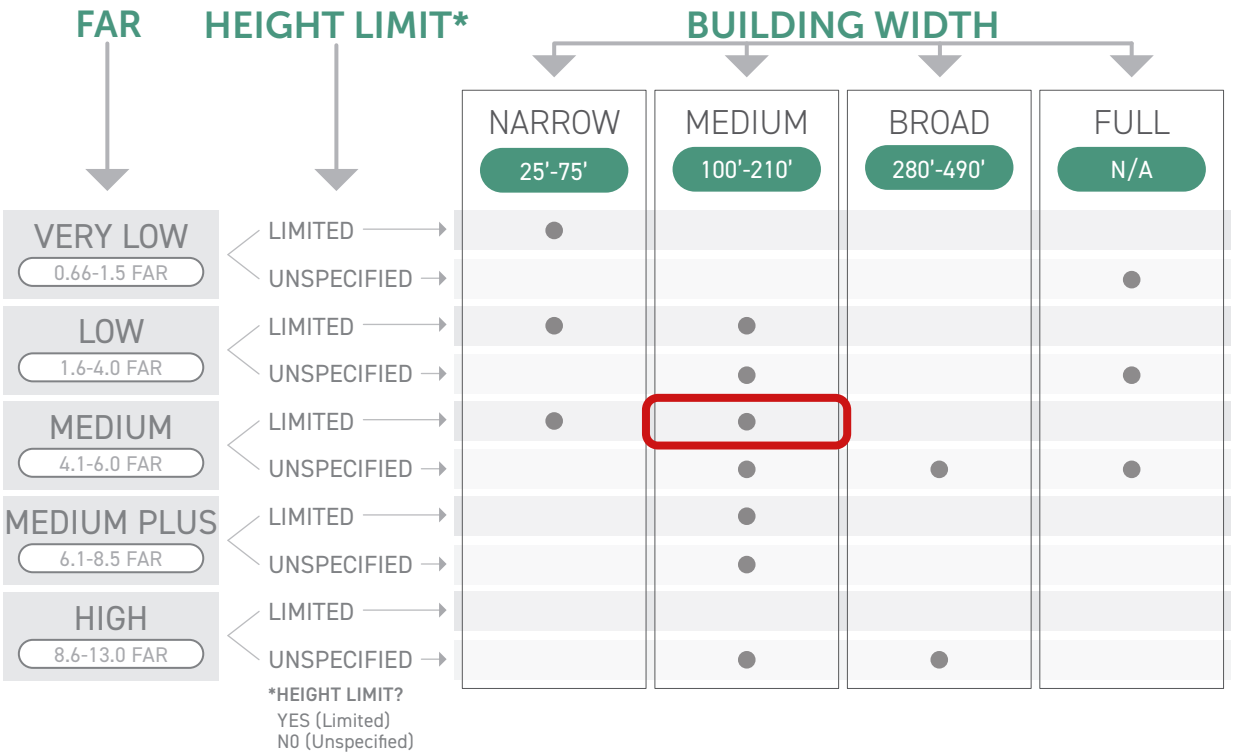
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **FAR** (max) | 6.0 |
| Ⓐ **Height in stories** (max) | 5 |
| **Bonus** | None |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| Ⓑ **Building width** (max) | 75' |
| Building break (min) | 6' |

# DIV. 2B.11. MEDIUM-LIMITED-MEDIUM FORM DISTRICTS

Each Medium-Limited-Medium Form District occurs within the ranges specified below. The "Medium" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Limited" Height Limit category has a specific height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.

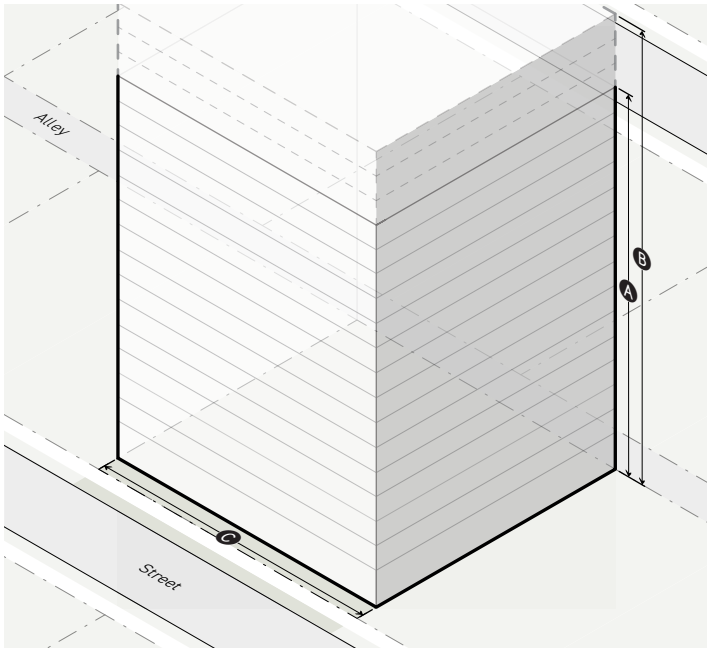


# SEC. 2B.11.1. MEDIUM-LIMITED-MEDIUM 1 (MLM1)

## A. Lot Parameters

| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 90% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 15% |
| **Residential amenity space** (min) | 10% |

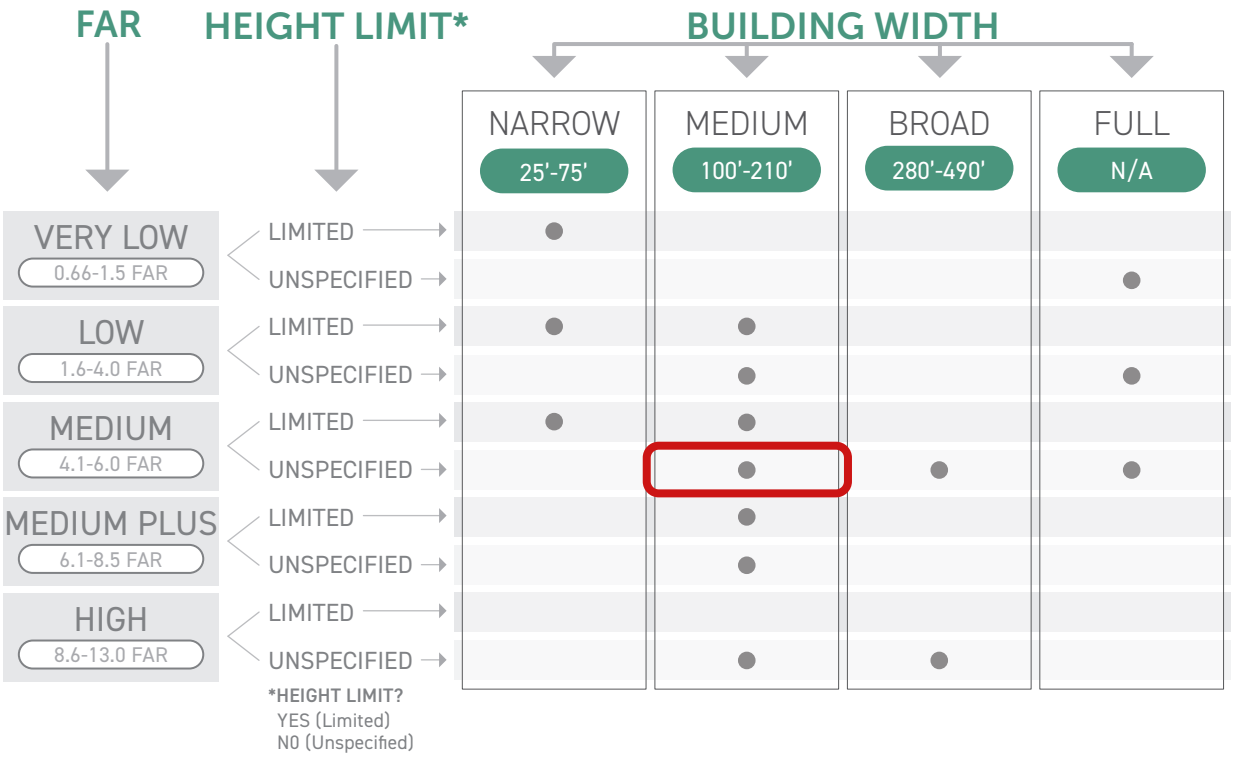
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 1.5 |
| A **Base height in stories** (max) | 15 |
| **Bonus FAR** (max) | 4.5 |
| B **Bonus height in stories** (max) | 18 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| C **Building width** (max) | 160' |
| Building break (min) | 15' |

# DIV. 2B.12. MEDIUM-UNSPECIFIED-MEDIUM FORM DISTRICTS

Each Medium-Unspecified-Medium Form District occurs within the ranges specified below. The "Medium" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.

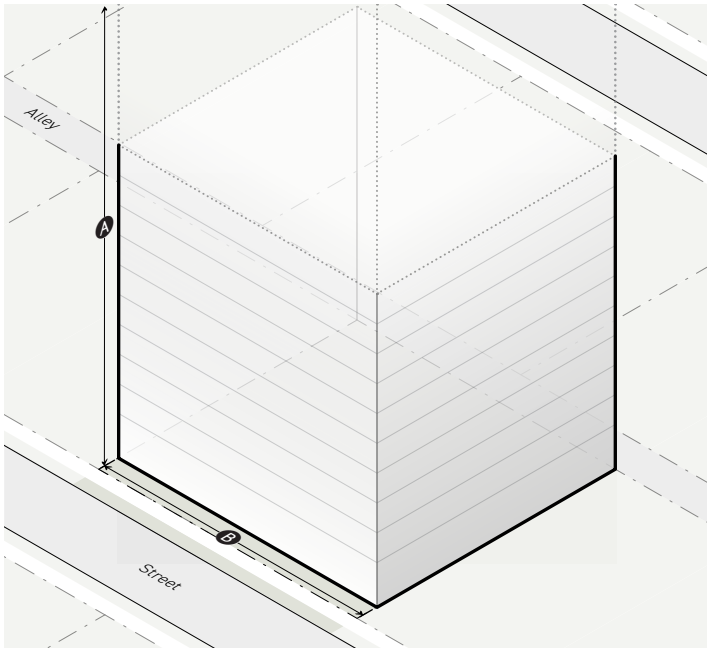


# SEC. 2B.12.1. MEDIUM-UNSPECIFIED-MEDIUM 1 (MUM1)

## A. Lot Parameters

| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 90% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 15% |
| **Residential amenity space** (min) | 10% |

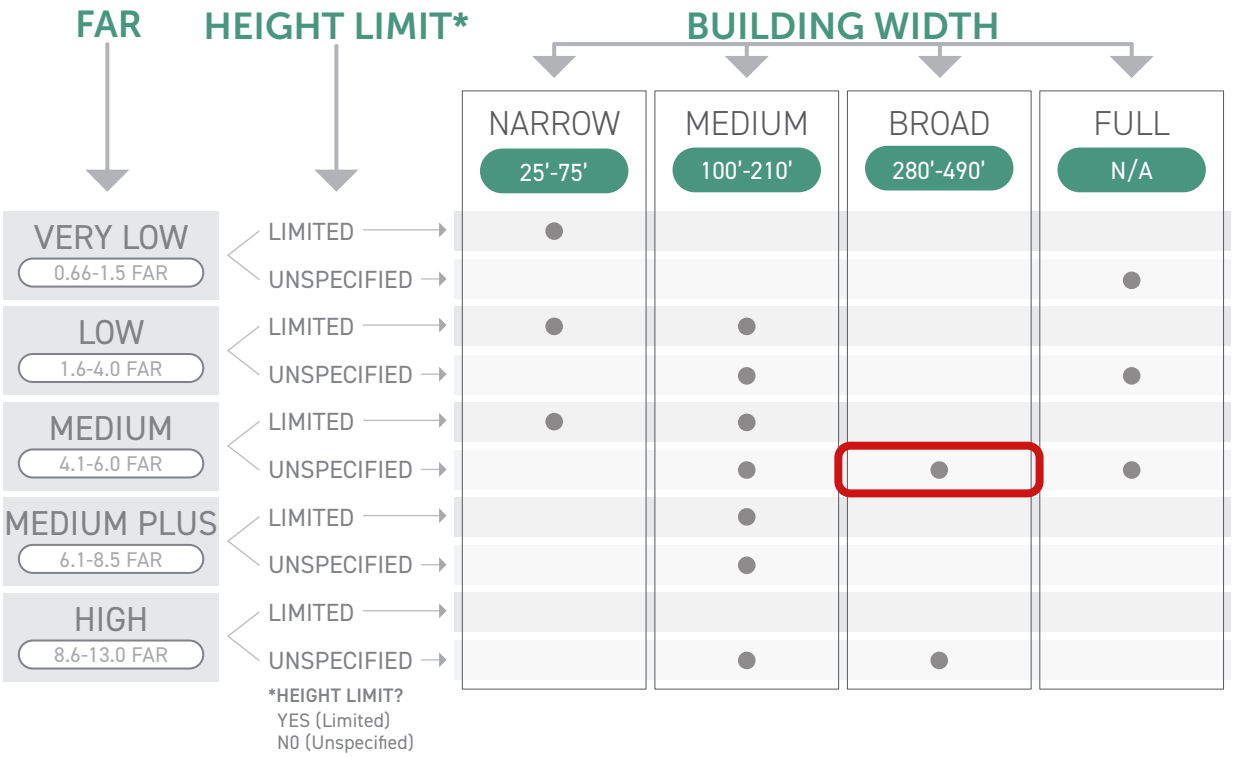
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **FAR** (max) | 4.5 |
| A **Height** (max) | n/a |
| **Bonus** | None |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| B **Building width** (max) | 160' |
| Building break (min) | 15' |

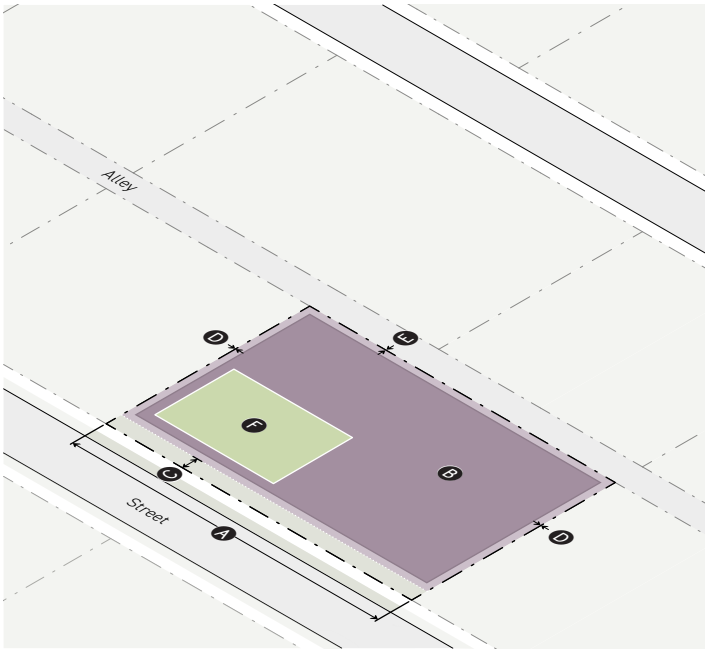
# DIV. 2B.13. MEDIUM-UNSPECIFIED-BROAD FORM DISTRICTS

Each Medium-Unspecified-Broad Form District occurs within the ranges specified below. The "Medium" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Broad" Building Width category allows a range of 280 to 490 feet of building width.



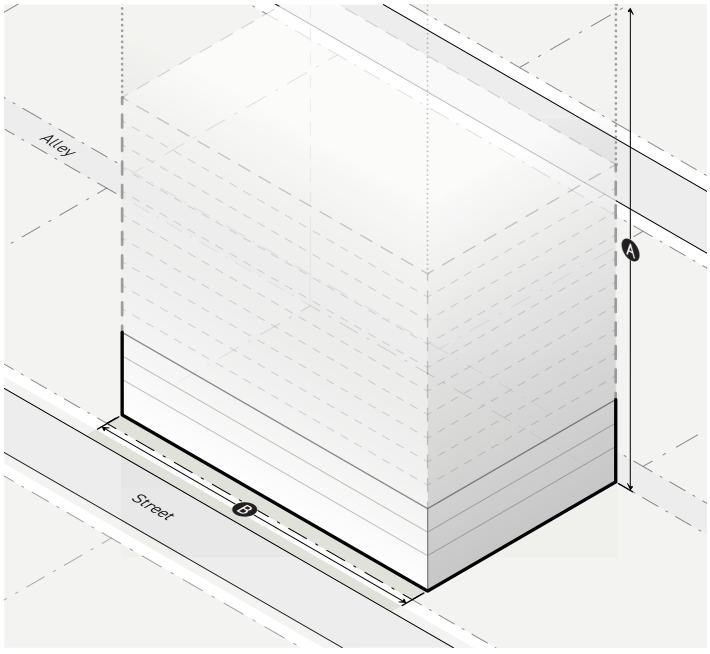
# SEC. 2B.13.1. MEDIUM-UNSPECIFIED-BROAD 1 (MUB1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| Lot area (min) | n/a |
| Ⓐ Lot width (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ Building coverage (max) | 90% |
| Building setbacks | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ Lot amenity space (min) | 15% |
| Residential amenity space (min) | 10% |

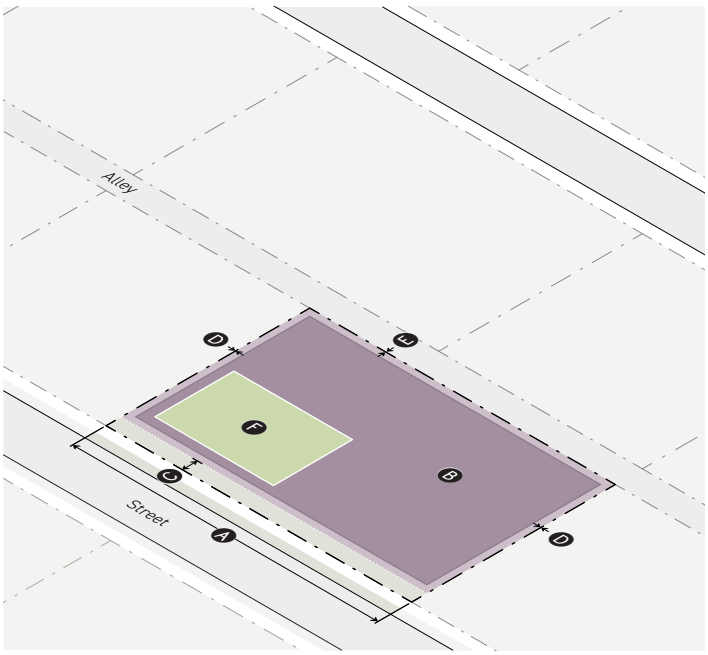
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| Base FAR (max) | 1.5 |
| Ⓐ Height (max) | n/a |
| Bonus FAR (max) | 6.0 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| Ⓑ Building width (max) | 280' |
| Building break (min) | 25' |

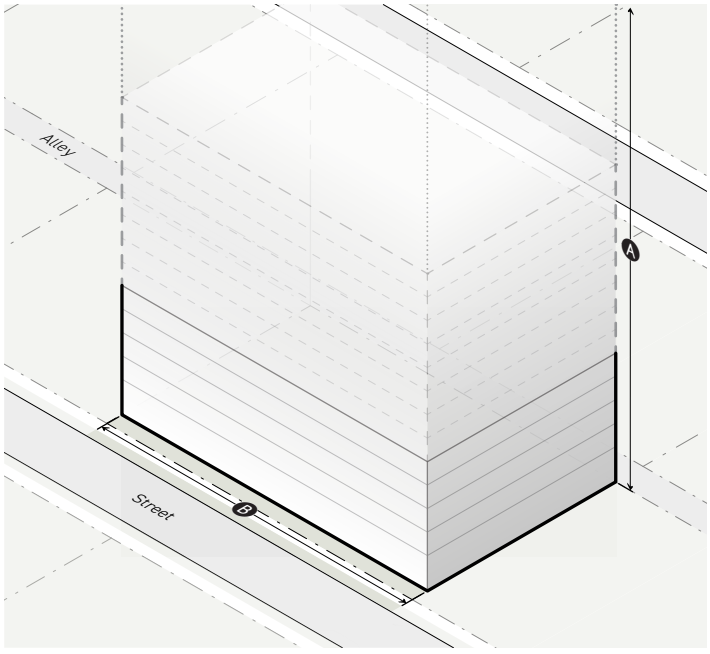
# SEC. 2B.13.2. MEDIUM-UNSPECIFIED-BROAD 2 (MUB2)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 90% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 15% |
| **Residential amenity space** (min) | 10% |

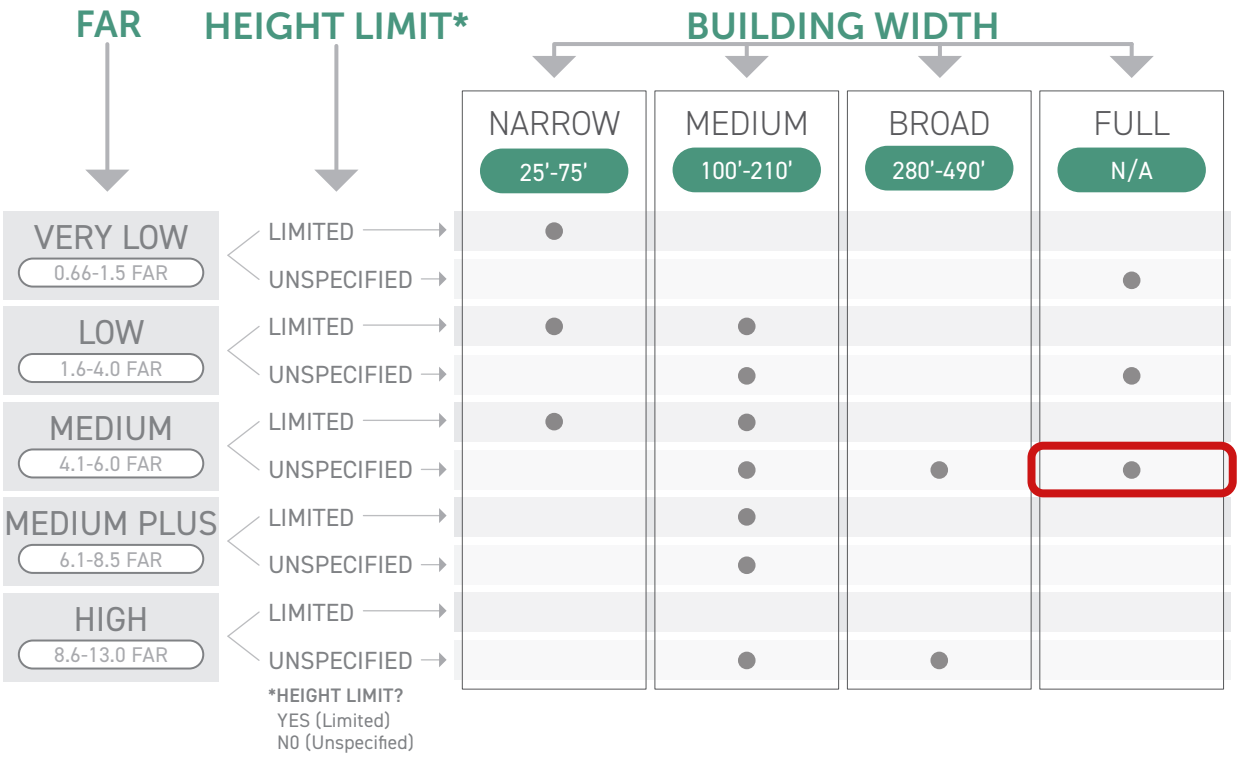
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 3.0 |
| A **Height** (max) | n/a |
| **Bonus FAR** (max) | 6.0 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| B **Building width** (max) | 280' |
| Building break (min) | 25' |

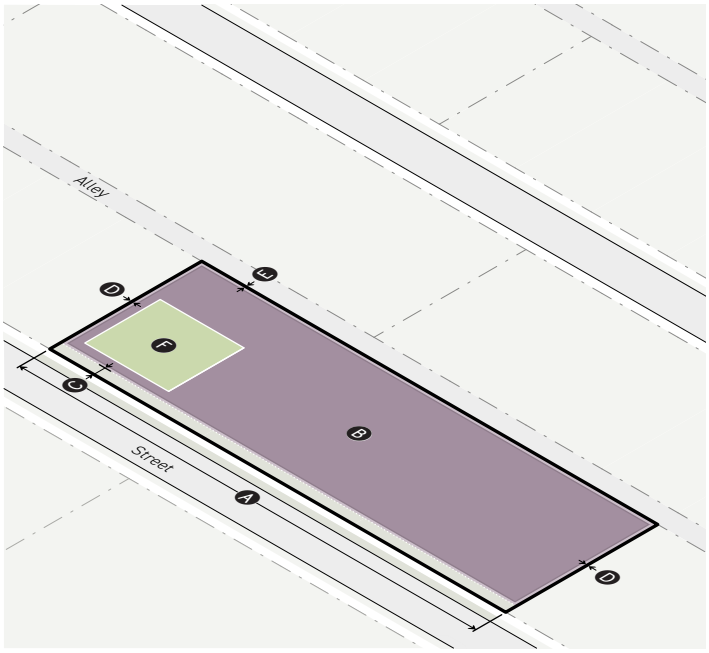
# DIV. 2B.14. MEDIUM-UNSPECIFIED-FULL FORM DISTRICTS

Each Medium-Unspecified-Full Form District occurs within the ranges specified below. The "Medium" FAR category allows a range of 4.1 FAR to 6.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Full" Building Width category has no maximum building width for the district.



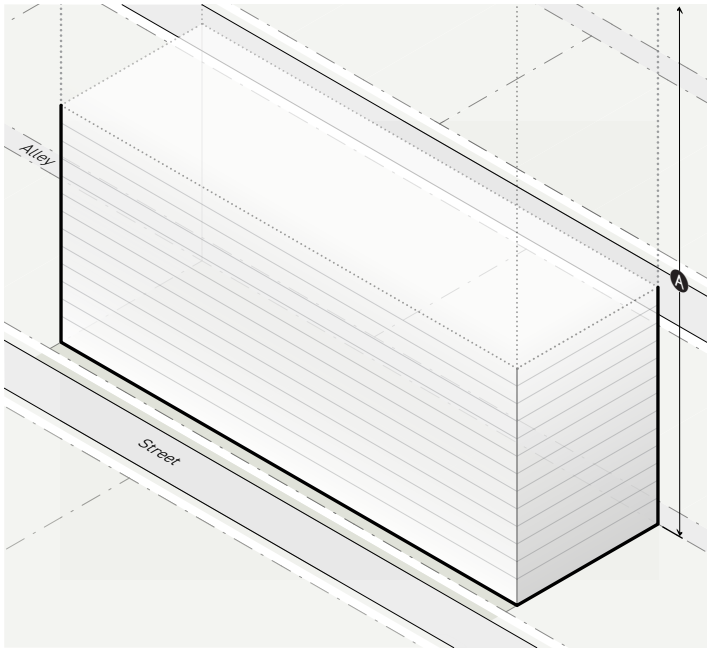
# SEC. 2B.14.1. MEDIUM-UNSPECIFIED-FULL 1 (MUF1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 95% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 10% |
| **Residential amenity space** (min) | 10% |

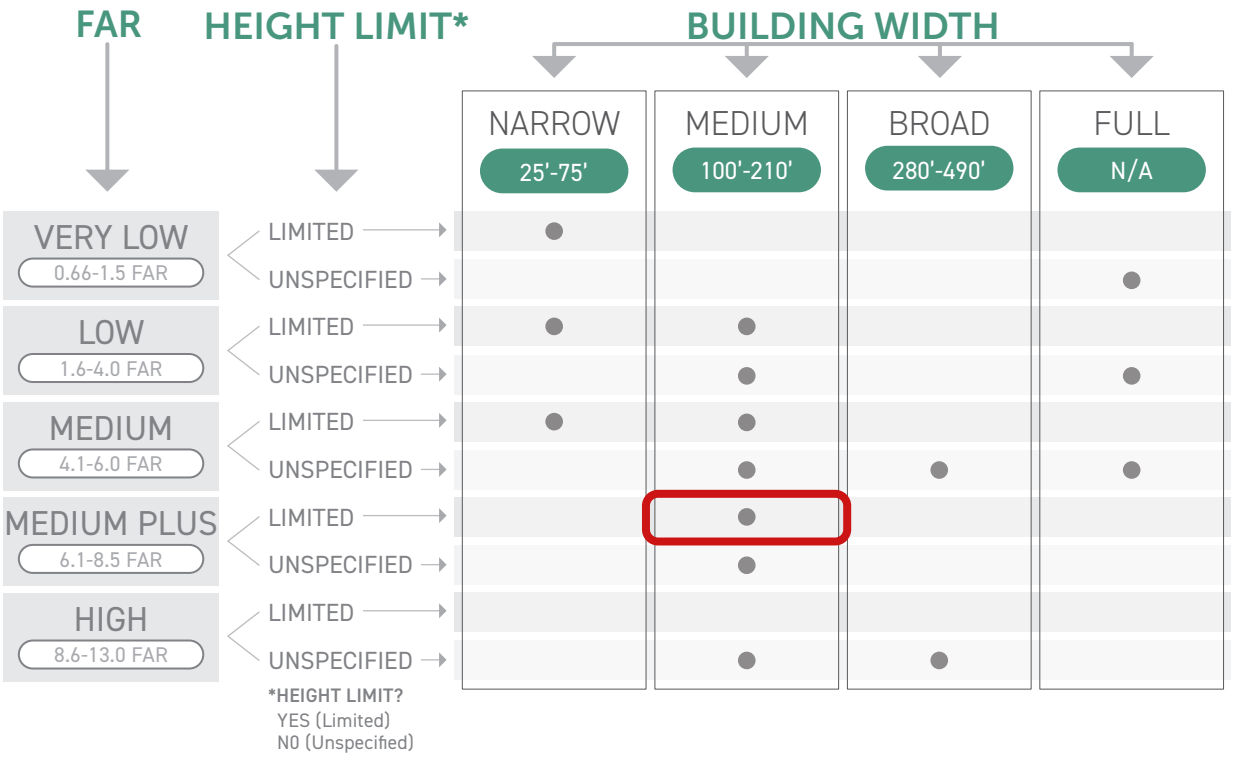
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **FAR** (max) | 6.5 |
| A **Height** (max) | n/a |
| **Bonus** | None |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| **Building width** (max) | n/a |
| Building break (min) | n/a |

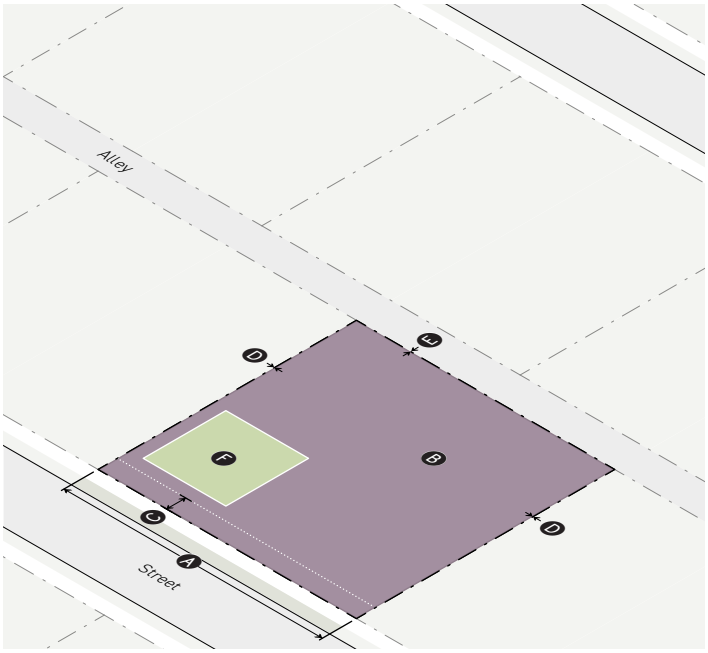
# DIV. 2B.15. MEDIUM PLUS-LIMITED-MEDIUM FORM DISTRICTS

Each Medium Plus-Limited-Medium Form District occurs within the ranges specified below. The "Medium Plus" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Limited" Height Limit category has a specific height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.



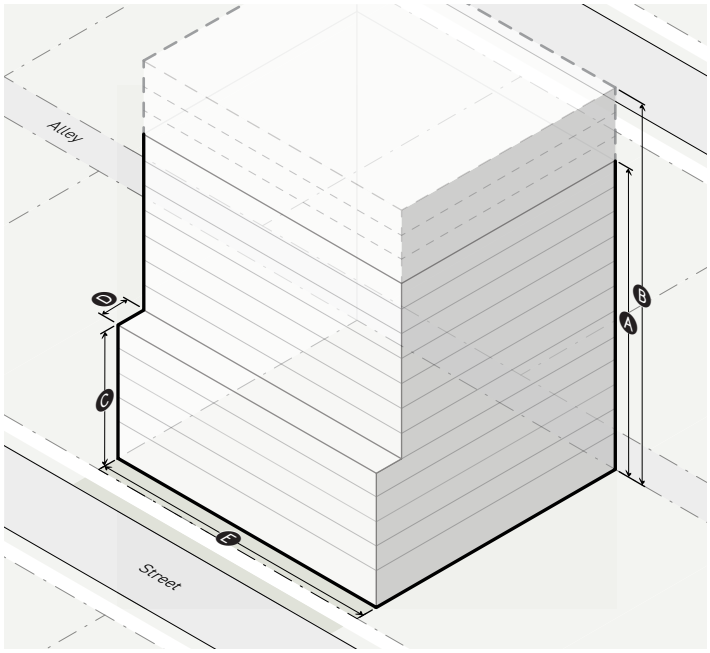
## SEC. 2B.15.1. MEDIUM PLUS-LIMITED-MEDIUM 1 (PLM1)

### A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| Ⓐ **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ **Building coverage** (max) | 100% |
| **Building setbacks** | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ **Lot Amenity space** (min) | 10% |
| **Residential amenity space** (min) | 10% |

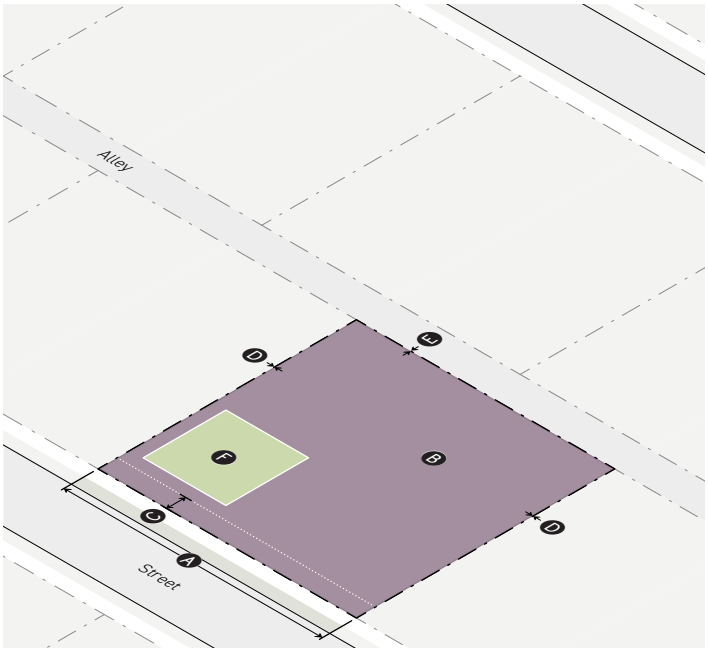
### B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 6.0 |
| Ⓐ **Base height in stories** (max) | 12 |
| **Bonus FAR** (max) | 8.5 |
| Ⓑ **Bonus height in stories** (max) | 15 |
| **2. UPPER-STORY BULK** | *Div. 2C.5.* |
| **Street step-back** | |
| Ⓒ Stories without street step-back (max) | 5 |
| Ⓓ Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | 10' |
| **3. BUILDING MASS** | *Div. 2C.6.* |
| Ⓔ **Building width** (max) | 160' |
| Building break (min) | 15' |

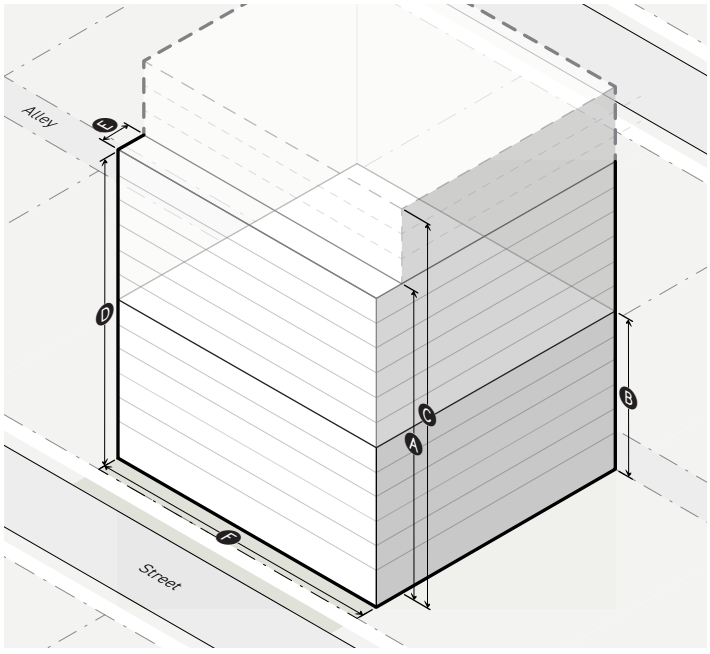
# SEC. 2B.15.2. MEDIUM PLUS-LIMITED-MEDIUM 2 (PLM2)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 100% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 10% |
| **Residential amenity space** (min) | 10% |

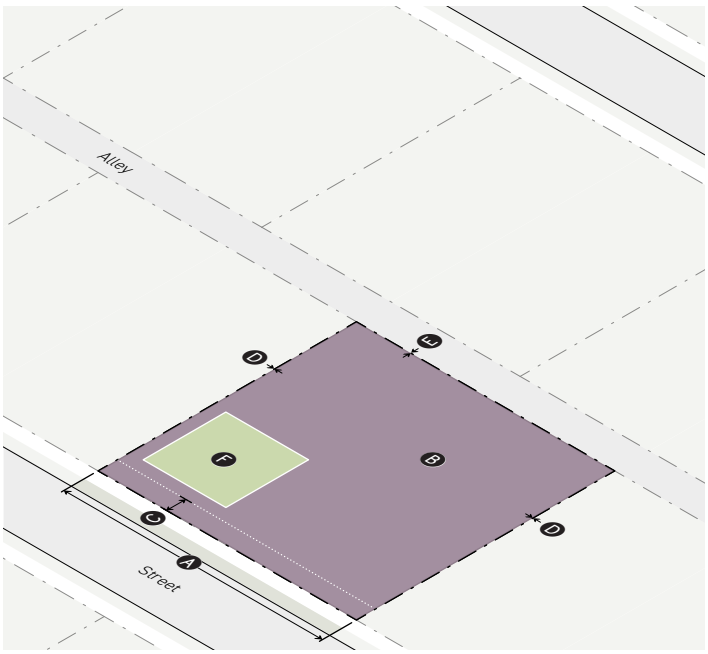
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 6.0 |
| A **Base height in stories** (max) | 12 |
| B **Minimum height in stories** | 6 |
| **Bonus FAR** (max) | 8.5 |
| C **Bonus height in stories** (max) | 15 |
| **2. UPPER-STORY BULK** | *Div. 2C.5.* |
| **Street step-back** | |
| D Stories without street step-back (max) | 12 |
| E Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | 10' |
| **3. BUILDING MASS** | *Div. 2C.6.* |
| F **Building width** (max) | 160' |
| Building break (min) | 15' |

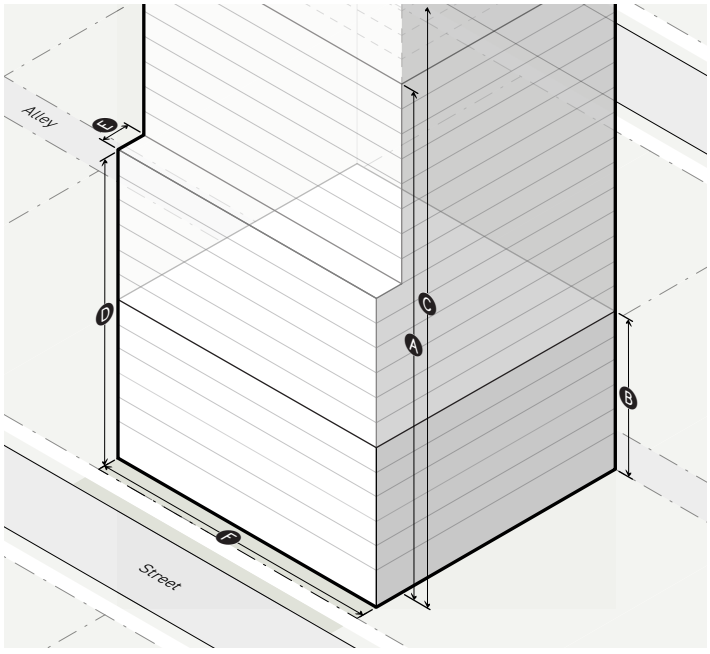
# SEC. 2B.15.3. MEDIUM PLUS-LIMITED-MEDIUM 3 (PLM3)

## A. Lot Parameters




| 1. LOT SIZE | Div. 2C.1. |
|---|---|
| Lot area (min) | n/a |
| A Lot width (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B Building coverage (max) | 100% |
| Building setbacks | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F Lot amenity space (min) | 10% |
| Residential amenity space (min) | 10% |

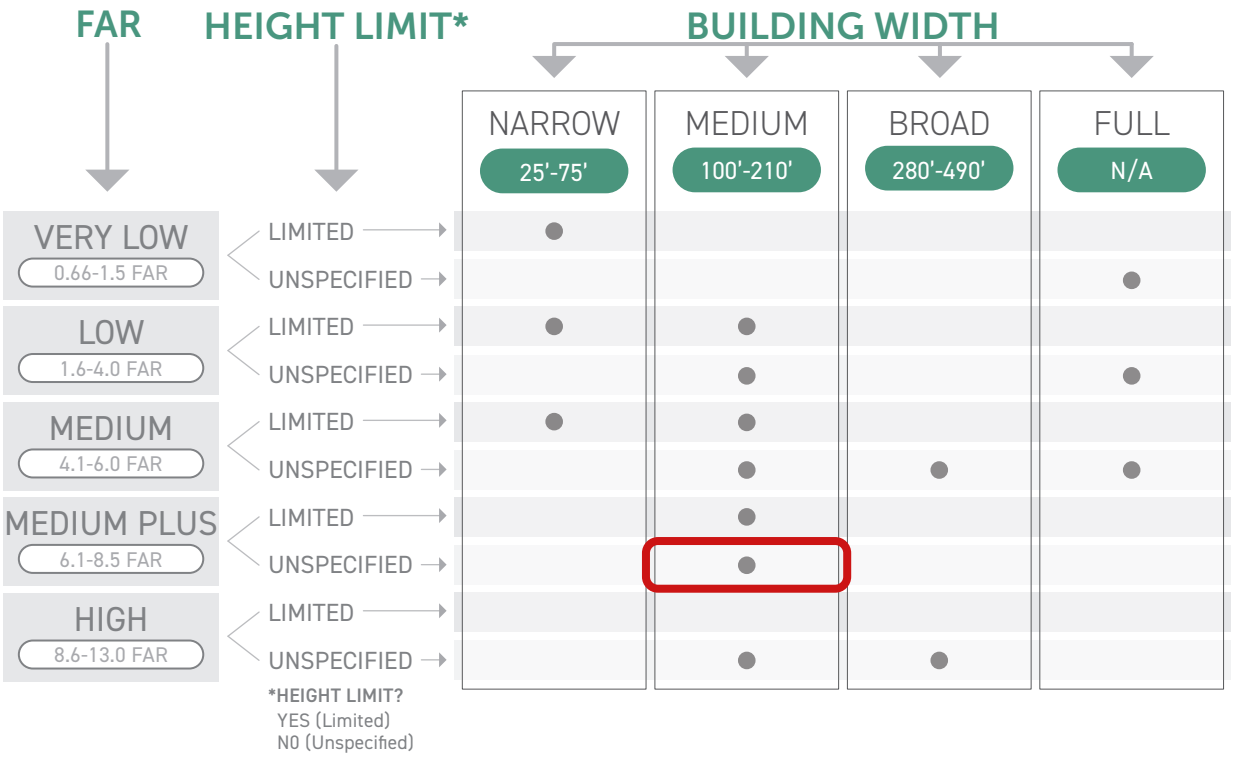
## B. Bulk and Mass




| 1. FAR & HEIGHT | Div. 2C.4. |
|---|---|
| Base FAR (max) | 6.0 |
| A Base height in stories (max) | 20 |
| B Minimum height in stories | 6 |
| Bonus FAR (max) | 8.5 |
| C Bonus height in stories (max) | 24 |
| **2. UPPER-STORY BULK** | *Div. 2C.5.* |
| Street step-back | |
| D Stories without street step-back (max) | 12 |
| E Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | 10' |
| **3. BUILDING MASS** | *Div. 2C.6.* |
| F Building width (max) | 210' |
| Building break (min) | 15' |

# DIV. 2B.16. MEDIUM PLUS-UNSPECIFIED-MEDIUM FORM DISTRICTS

Each Medium Plus-Unspecified-Medium Form District occurs within the ranges specified below. The "Medium Plus" FAR category allows a range of 6.1 FAR to 8.5 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.

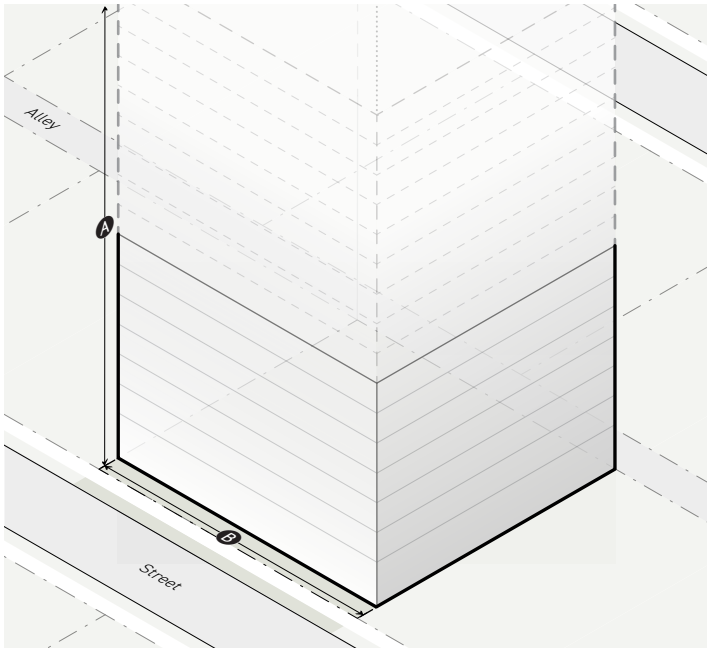


## SEC. 2B.16.1. MEDIUM PLUS-UNSPECIFIED-MEDIUM 1 (PUM1)

### A. Lot Parameters

| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| Ⓐ **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| Ⓑ **Building coverage** (max) | 90% |
| **Building setbacks** | |
| Ⓒ Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| Ⓕ **Lot amenity space** (min) | 15% |
| **Residential amenity space** (min) | 10% |

### B. Bulk and Mass



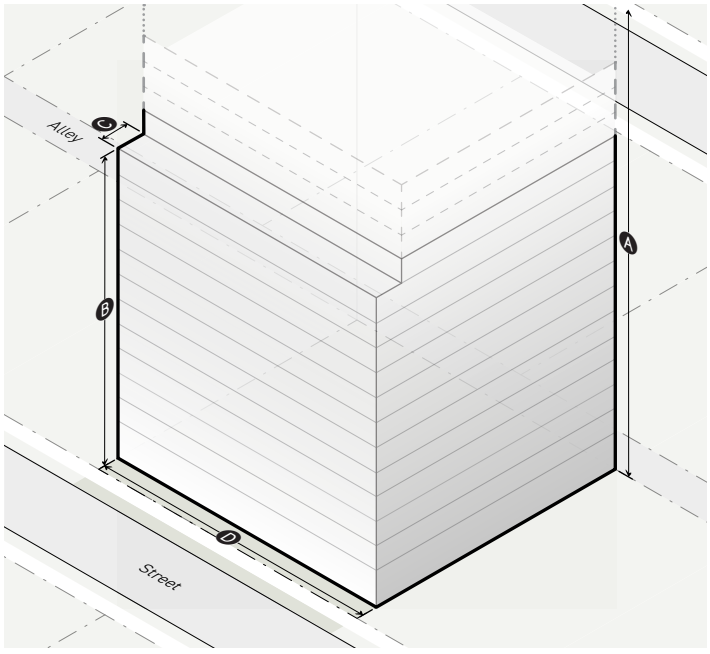

| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 4.0 |
| Ⓐ **Height** (max) | n/a |
| **Bonus FAR** (max) | 8.0 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| Ⓑ **Building width** (max) | 210' |
| Building break (min) | 15' |

# SEC. 2B.16.2. MEDIUM PLUS-UNSPECIFIED-MEDIUM 2 (PUM2)

## A. Lot Parameters

| | | |
|---|---|---|
| 1. LOT SIZE | | *Div. 2C.1.* |
| | **Lot area** (min) | n/a |
| A | **Lot width** (min) | 25' |
| 2. COVERAGE | | *Div. 2C.2.* |
| B | **Building coverage** (max) | 90% |
| | **Building setbacks** | |
| C | Primary street (min) | see Frontage |
| | Side street (min) | see Frontage |
| D | Side (min) | 0' |
| | Rear (min) | 0' |
| E | Alley (min) | 0' |
| | Special lot line (min) | see Frontage |
| 3. AMENITY | | *Div. 2C.3.* |
| F | **Lot amenity space** (min) | 15% |
| | **Residential amenity space** (min) | 10% |

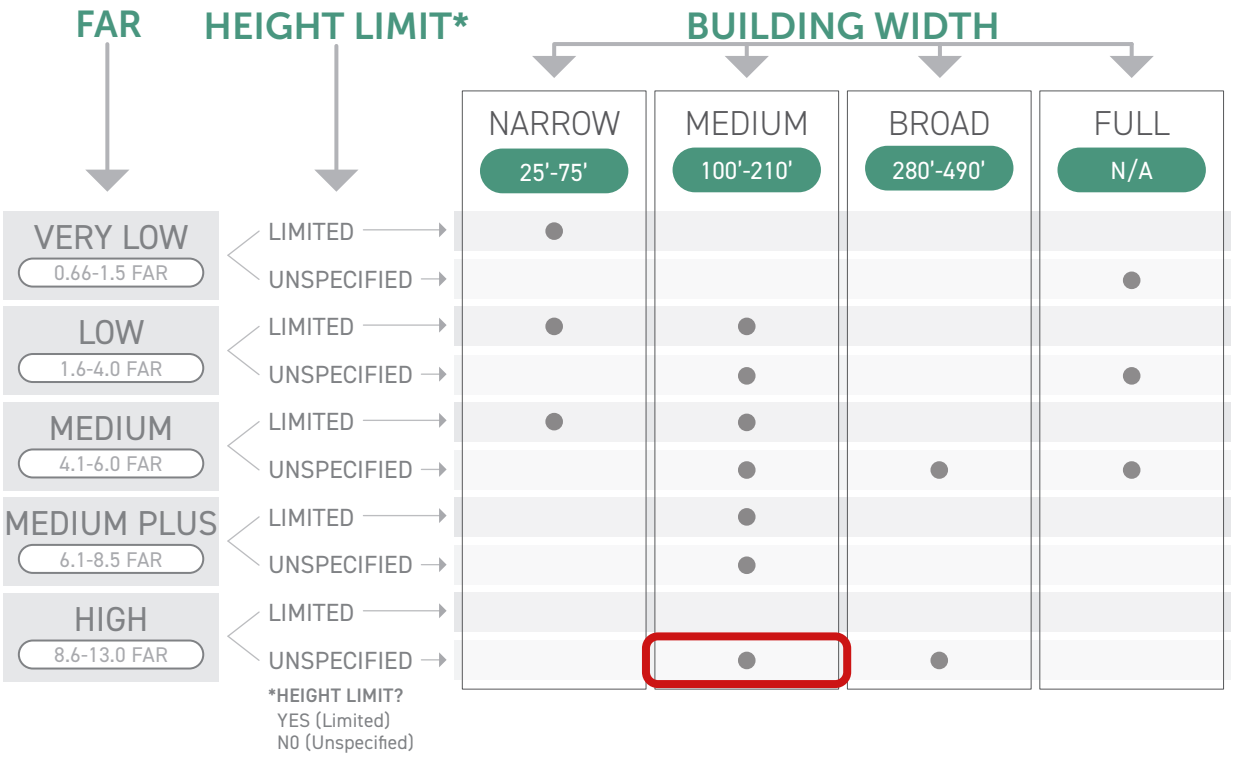
## B. Bulk and Mass




| | | |
|---|---|---|
| 1. FAR & HEIGHT | | *Div. 2C.4.* |
| | **Base FAR** (max) | 6.0 |
| A | **Height** (max) | n/a |
| | **Bonus FAR** (max) | 8.5 |
| 2. UPPER-STORY BULK | | *Div. 2C.5.* |
| | **Street step-back** | |
| B | Stories without street step-back (max) | 12 |
| C | Primary street step-back depth (min) | 10' |
| | Side street step-back depth (min) | 10' |
| 3. BUILDING MASS | | *Div. 2C.6.* |
| D | **Building width** (max) | 160' |
| | Building break (min) | 15' |

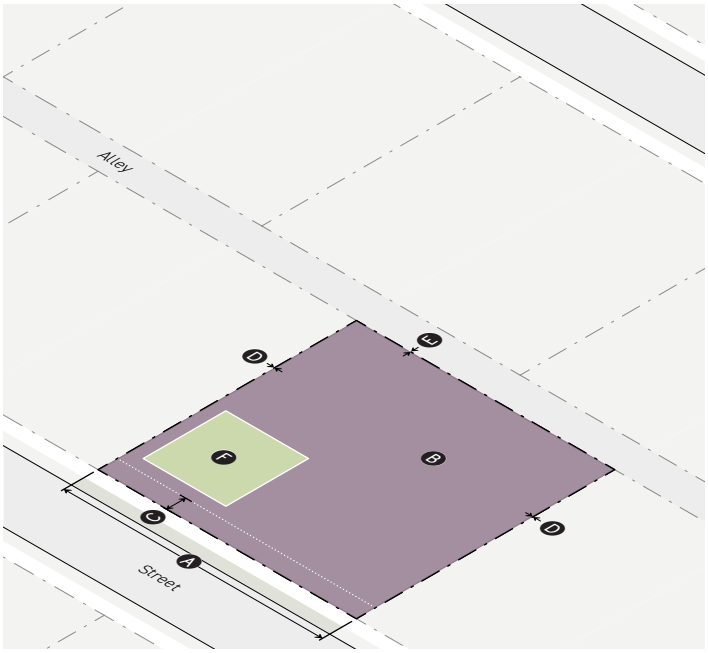
# DIV. 2B.17. HIGH-UNSPECIFIED-MEDIUM FORM DISTRICTS

Each High-Unspecified-Medium Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Medium" Building Width category allows a range of 100 to 210 feet of building width.



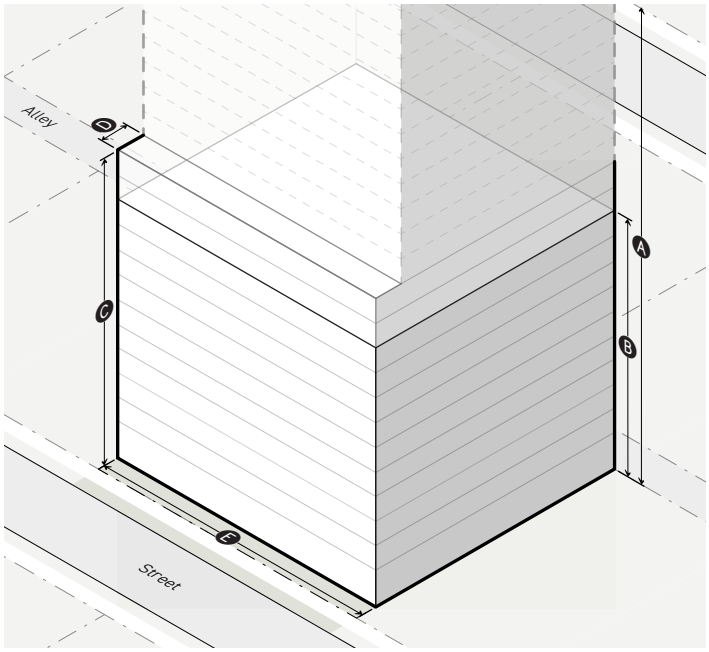
# SEC. 2B.17.1. HIGH-UNSPECIFIED-MEDIUM 1 (HUM1)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 100% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 10% |
| **Residential amenity space** (min) | 10% |

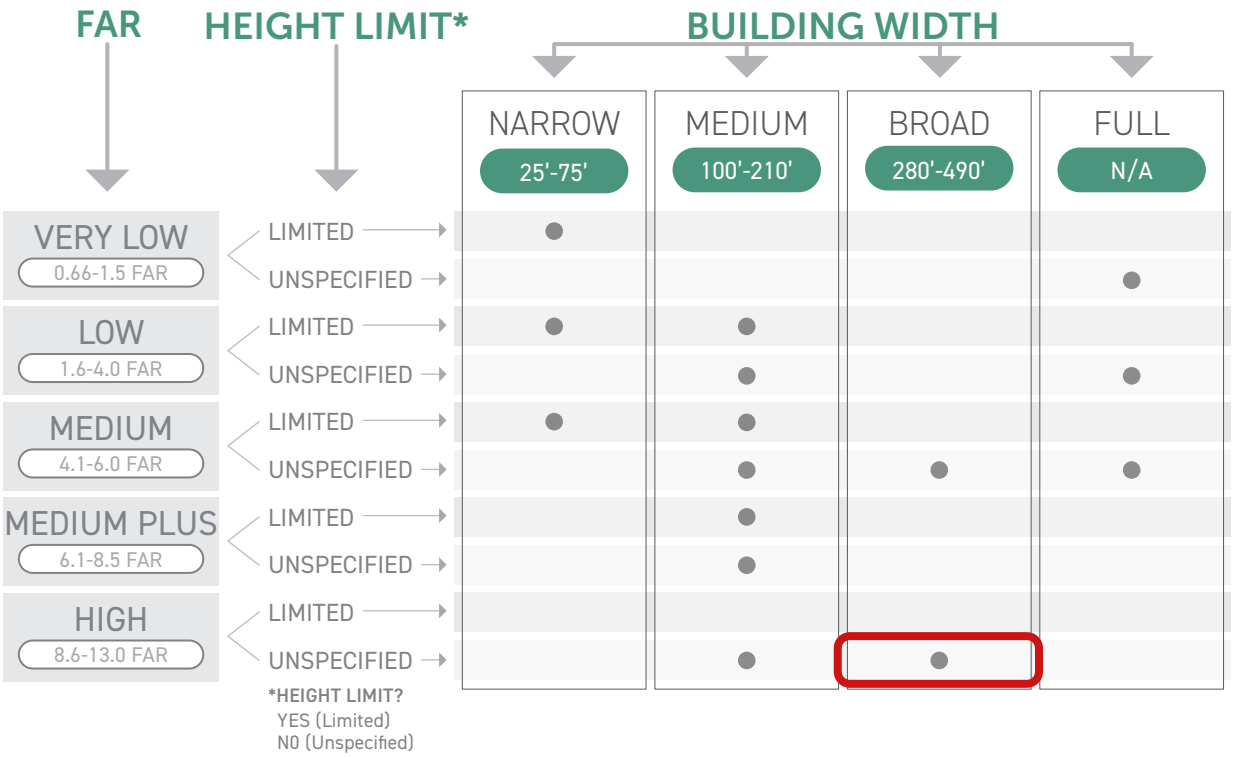
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 6.0 |
| A **Height in stories** (max) | n/a |
| B **Minimum height in stories** | 10 |
| **Bonus FAR** (max) | 13.0 |
| **2. UPPER-STORY BULK** | *Div. 2C.5.* |
| **Street step-back** | |
| C Stories without street step-back (max) | 12 |
| D Primary street step-back depth (min) | 10' |
| Side street step-back depth (min) | 10' |
| **3. BUILDING MASS** | *Div. 2C.6.* |
| E **Building width** (max) | 210' |
| Building break (min) | 15' |

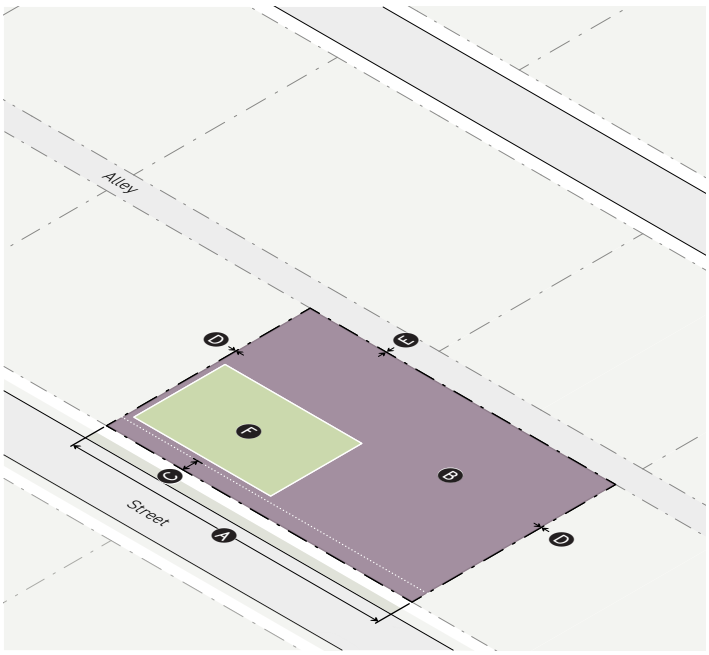
# DIV. 2B.18. HIGH-UNSPECIFIED-BROAD FORM DISTRICTS

Each High-Unspecified-Broad Form District occurs within the ranges specified below. The "High" FAR category allows a range of 8.6 FAR to 13.0 FAR. The "Unspecified" Height Limit category has no height limit for the district. The "Broad" Building Width category allows a range of 280 to 490 feet of building width.



# SEC. 2B.18.1. HIGH-UNSPECIFIED-BROAD 1 (HUB1)

## A. Lot Parameters



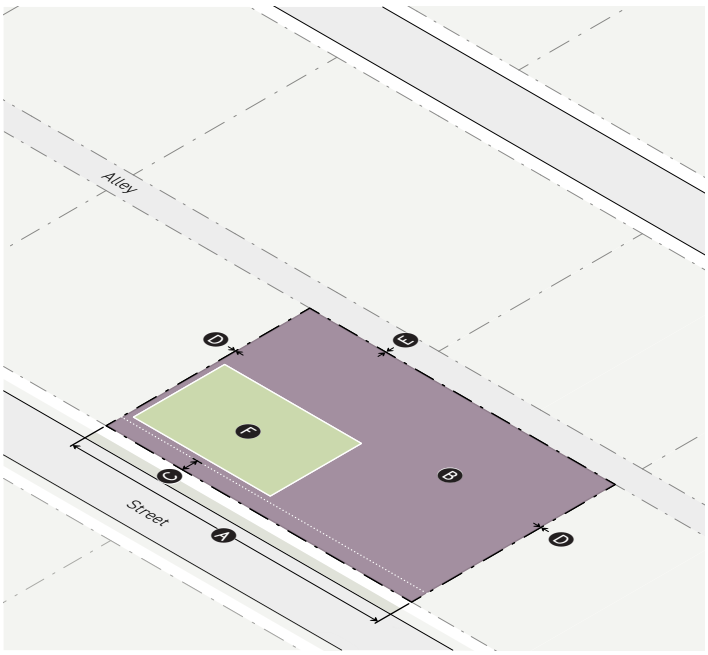

| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage (max)** | 100% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 20% |
| **Residential amenity space** (min) | 10% |

## B. Bulk and Mass

| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 6.0 |
| A **Height** (max) | n/a |
| B **Minimum height in stories** | 4 |
| **Bonus FAR** (max) | 10.0 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| C **Building width** (max) | 350' |
| Building break (min) | 25' |

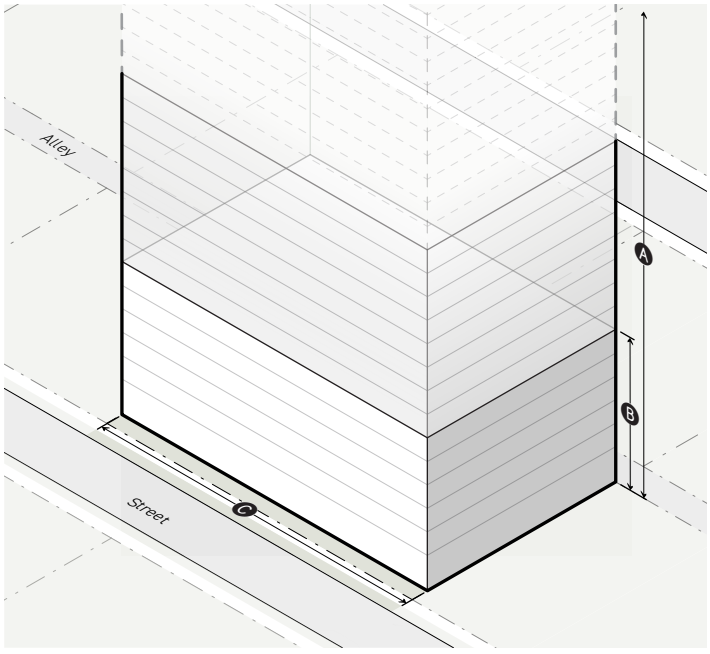
# SEC. 2B.18.2. HIGH-UNSPECIFIED-BROAD 2 (HUB2)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| **Lot area** (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 100% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 20% |
| **Residential amenity space** (min) | 10% |

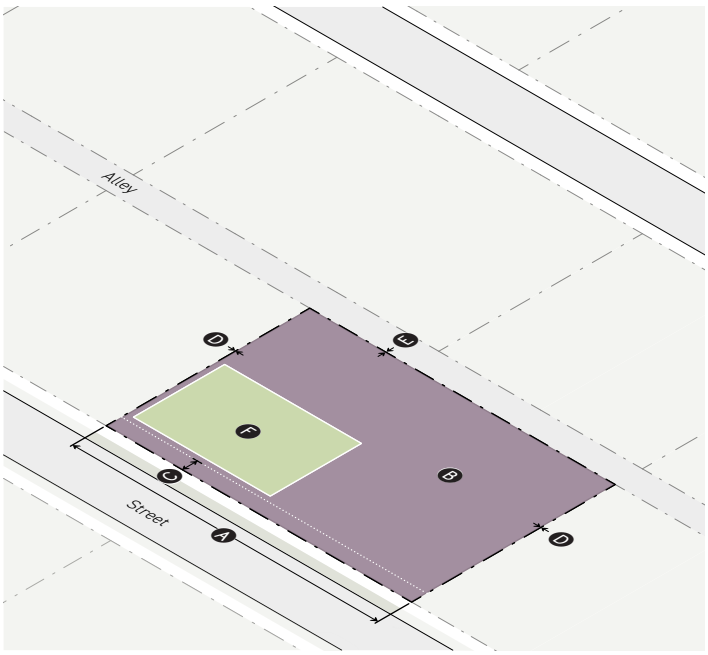
## B. Bulk and Mass




| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 7.0 |
| A **Height** (max) | n/a |
| B **Minimum height in stories** | 6 |
| **Bonus FAR** (max) | 13.0 |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| C **Building width** (max) | 350' |
| Building break (min) | 25' |

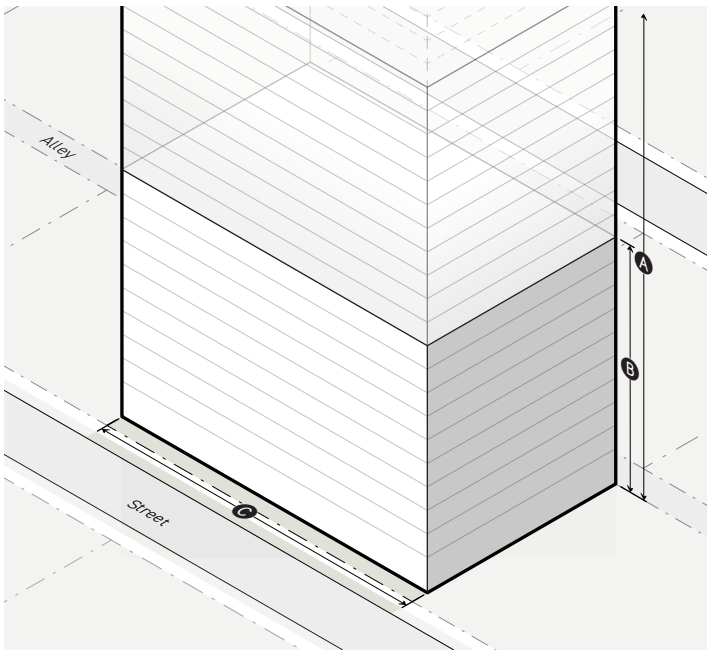
# SEC. 2B.18.3. HIGH-UNSPECIFIED-BROAD 3 (HUB3)

## A. Lot Parameters




| | | |
|---|---|---|
| 1. | LOT SIZE | *Div. 2C.1.* |
| | **Lot area** (min) | n/a |
| A | **Lot width** (min) | 25' |
| 2. | COVERAGE | *Div. 2C.2.* |
| B | **Building coverage** (max) | 100% |
| | **Building setbacks** | |
| C | Primary street (min) | see Frontage |
| | Side street (min) | see Frontage |
| D | Side (min) | 0' |
| | Rear (min) | 0' |
| E | Alley (min) | 0' |
| | Special lot line (min) | see Frontage |
| 3. | AMENITY | *Div. 2C.3.* |
| F | **Lot amenity space (min)** | 20% |
| | **Residential amenity space** (min) | 10% |

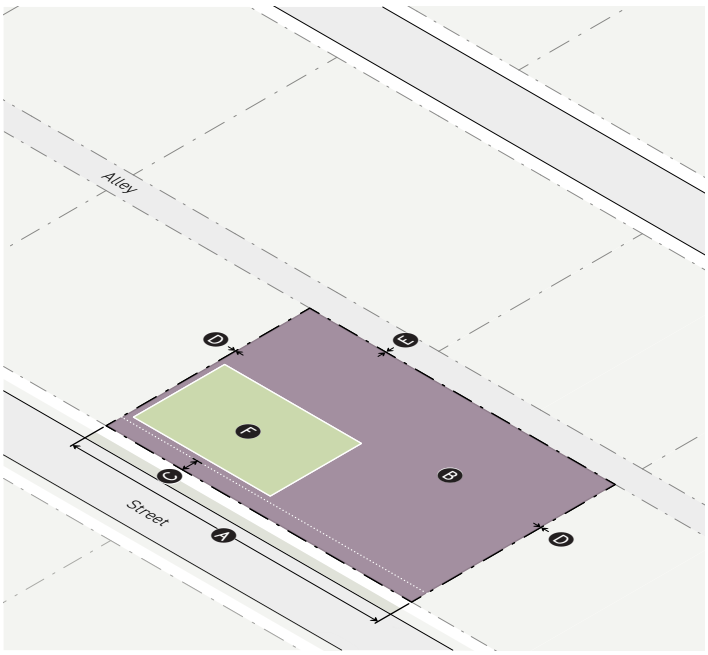
## B. Bulk and Mass




| | | |
|---|---|---|
| 1. | FAR & HEIGHT | *Div. 2C.4.* |
| | **Base FAR** (max) | 9.0 |
| A | **Height** (max) | n/a |
| B | **Minimum height in stories** | 10 |
| | **Bonus FAR** (max) | 13.0 |
| 2. | BUILDING MASS | *Div. 2C.6.* |
| C | **Building width** (max) | 350' |
| | Building break (min) | 25' |

# SEC. 2B.18.4. HIGH-UNSPECIFIED-BROAD 4 (HUB4)

## A. Lot Parameters




| 1. LOT SIZE | *Div. 2C.1.* |
|---|---|
| Lot area (min) | n/a |
| A **Lot width** (min) | 25' |
| **2. COVERAGE** | *Div. 2C.2.* |
| B **Building coverage** (max) | 100% |
| **Building setbacks** | |
| C Primary street (min) | see Frontage |
| Side street (min) | see Frontage |
| D Side (min) | 0' |
| Rear (min) | 0' |
| E Alley (min) | 0' |
| Special lot line (min) | see Frontage |
| **3. AMENITY** | *Div. 2C.3.* |
| F **Lot amenity space** (min) | 20% |
| **Residential amenity space** (min) | 10% |

## B. Bulk and Mass

| 1. FAR & HEIGHT | *Div. 2C.4.* |
|---|---|
| **Base FAR** (max) | 13.0 |
| A **Height** (max) | n/a |
| **Bonus** | None |
| **2. BUILDING MASS** | *Div. 2C.6.* |
| B **Building width** (max) | 350' |
| Building break (min) | 25' |

# PART 2C. FORM RULES


**Div. 2C.1. Lot Size . . . . . 2-51**

Sec. 2C.1.1. Lot Area . . . . . 2-51

Sec. 2C.1.2. Lot Width . . . . . 2-53

**Div. 2C.2. Coverage . . . . . 2-54**

Sec. 2C.2.1. Building Coverage . . . . . 2-54

Sec. 2C.2.2. Building Setbacks . . . . . 2-56

**Div. 2C.3. Amenity . . . . . 2-59**

Sec. 2C.3.1. Lot Amenity Space . . . . . 2-59

Sec. 2C.3.2. Residential Amenity Space . . . . . 2-60

Sec. 2C.3.3. Amenity Design Standards . . . . . 2-61

**Div. 2C.4. Floor Area Ratio & Height . . . . . 2-66**

Sec. 2C.4.1. Floor Area Ratio (FAR) . . . . . 2-66

Sec. 2C.4.2. Height in Feet . . . . . 2-67

Sec. 2C.4.3. Height in Stories . . . . . 2-70

Sec. 2C.4.4. Minimum Height in Stories . . . . . 2-73

**Div. 2C.5. Upper-Story Bulk . . . . . 2-74**

Sec. 2C.5.1. Bulk Plane. . . . . 2-74

Sec. 2C.5.2. Street Step-Back . . . . . 2-76

Sec. 2C.5.3. Height Transition . . . . . 2-79

**Div. 2C.6. Building Mass . . . . . 2-82**

Sec. 2C.6.1. Building Width . . . . . 2-82

Sec. 2C.6.2. Facade Width . . . . . 2-87

Sec. 2C.6.3. Facade Break . . . . . 2-88

# DIV. 2C.1. LOT SIZE

## SEC. 2C.1.1. LOT AREA

The amount of land area within the boundaries of a lot.

### A. Intent

To ensure that newly established lots are consistent in size with surrounding lots.

### B. Applicability

1. Lot area requirements do not apply to lots established before the effective date of this Zoning Code unless otherwise vested (see *Vesting Tentative Tract Maps Sec. 11.2.2.* and Government Code Section 66412.6 and 66412.7).

2. Multiple parcels can be grouped together as a lot for the purpose of development when a Lot Tie Affidavit is filed and approved by the Department of Building and Safety.

### C. Standards

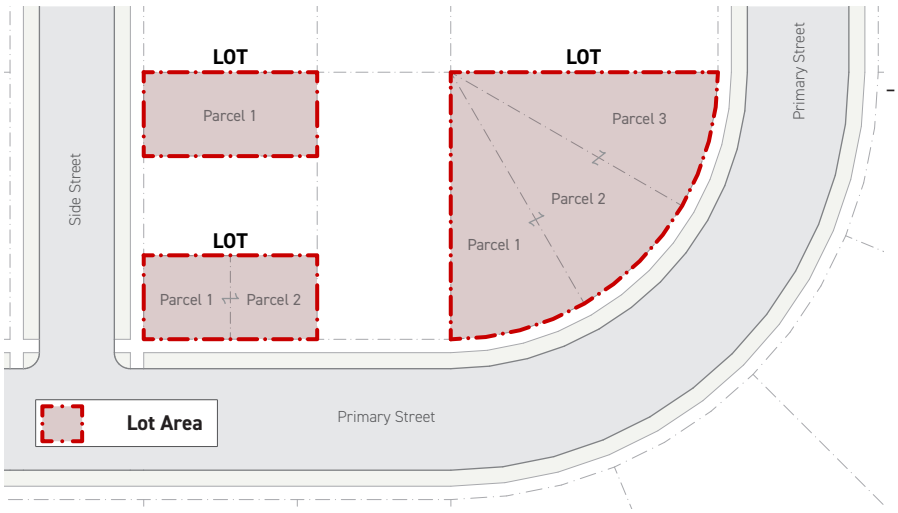
No lot may have an area less than the minimum established by Form District (Part 2B).

### D. Measurement

1. Lot area is measured as the total area within the boundary of a lot measured horizontally.

2. Lot area includes portions of a lot allocated for required easements.

3. Lot area includes all portions of a lot allocated to dedications of land (for example, additional right-of-way and required street corner dedications), except when such dedications occur during the subdivision process.



## E. Relief

1. A reduction in required lot size of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduction in required lot size may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.1.2. LOT WIDTH

The length of primary street lot lines bounding a lot.

### A. Intent

To ensure that newly established lots are consistent in width with surrounding lots.

### B. Applicability

1. Lot width requirements do not apply to lots established before the effective date of this Zoning Code unless otherwise vested (see *Vesting Tentative Tract Maps Sec. 11.2.2.* and Government Code Section 66412.6 and 66412.7).

2. Multiple parcels can be grouped together as a lot for the purpose of development when a Lot Tie Affidavit is filed and approved by the Department of Building and Safety.

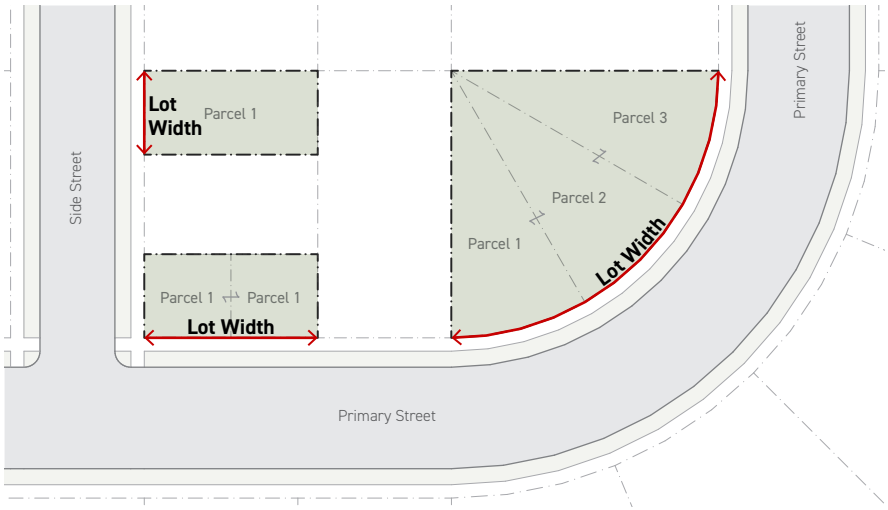
### C. Standards

No lot may have a width less than the minimum listed by Form District (Part 2B).

### D. Measurement

1. Lot width is measured following the geometry of all primary street lot lines that bound the lot.

2. Where a lot has two primary street lot lines facing different streets, both primary street lot lines shall meet the minimum lot width.




### E. Relief

1. A reduction in required lot width of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

2. A reduction in required lot width may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 2C.2. COVERAGE

## SEC. 2C.2.1. BUILDING COVERAGE

The area of a lot covered by buildings or structures.

### A. Intent

To preserve open area on a lot by limiting the amount of buildings or structures that can cover a lot.

### B. Applicability

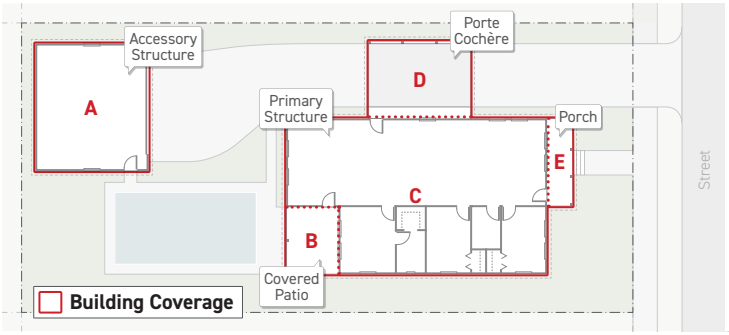
Building coverage requirements apply to all buildings and structures on a lot unless listed as an exception in *Sec. 2C.2.1.D (Exceptions)*.

### C. Standards

No lot may be covered with buildings or structures for an area greater than that listed by Form District.

### D. Measurement

**1.** Building coverage is measured by dividing the cumulative area of all buildings and structures on the lot by the lot area.



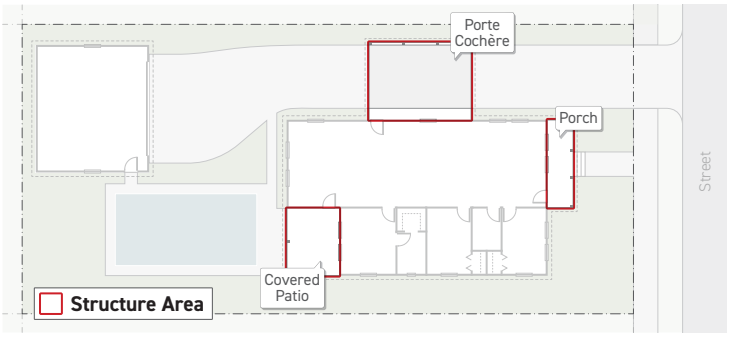

Area **A**
\+ Area **B**
\+ Area **C**
\+ Area **D**
\+ Area **E**

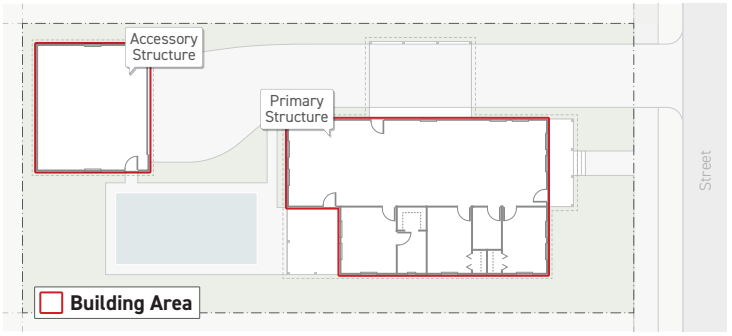
**Cumulative Area**

(Cumulative Area)
÷
(Total Site Area)

**Building Coverage**

**2.** Building or structure area is measured as the footprint of all buildings and structures more than 6 feet in height on the lot. For buildings, the area is measured from the outside face of the exterior wall of each building.



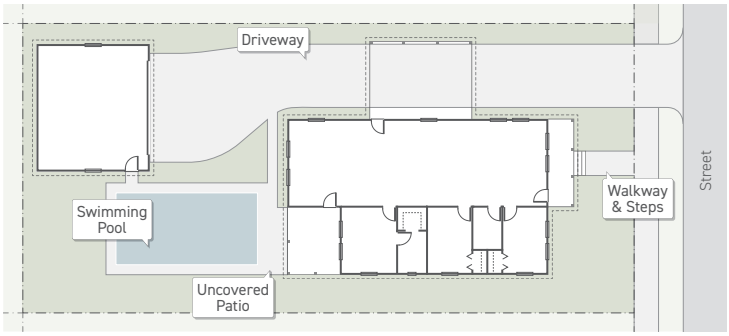



## E. Exceptions

1. Architectural details and roof projections that project 30 inches or less measured perpendicular from the exterior wall of a building are not included in the calculation of building or structure area.

2. Structures less than 6 feet in height, measured from adjacent grade are not included in the calculation of structure area.

3. Flatwork is not included in the calculation of building coverage.

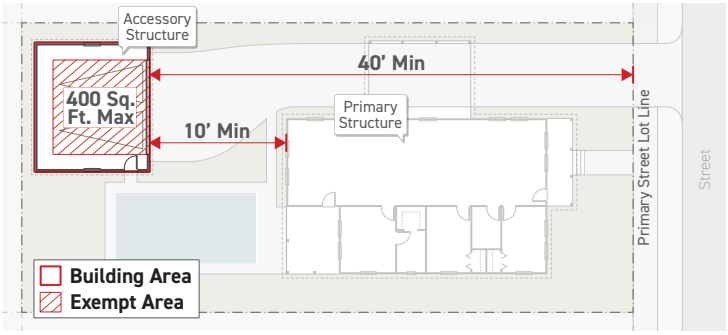



4. For one- or two-unit uses in an RL Use District, a maximum of 400 square feet per lot is exempt from the calculation of building or structure area provided the building or structure is:

   **a.** Used for parking;

   **b.** Detached from the primary building or structure a minimum of 10 feet; and

   **c.** Located a minimum of 40 feet from a primary street lot line.




## F. Relief

1. Increased building coverage of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. Increased building coverage may be requested or as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.2.2. BUILDING SETBACKS

The area on a lot not intended for buildings and structures, includes primary street setbacks, side street setbacks, side setbacks, rear setbacks, alley setbacks, and special lot line setbacks.

### A. Intent

To provide open areas on the lot and help reduce the impact of buildings or structures on abutting sidewalks or neighboring developments.

### B. Applicability

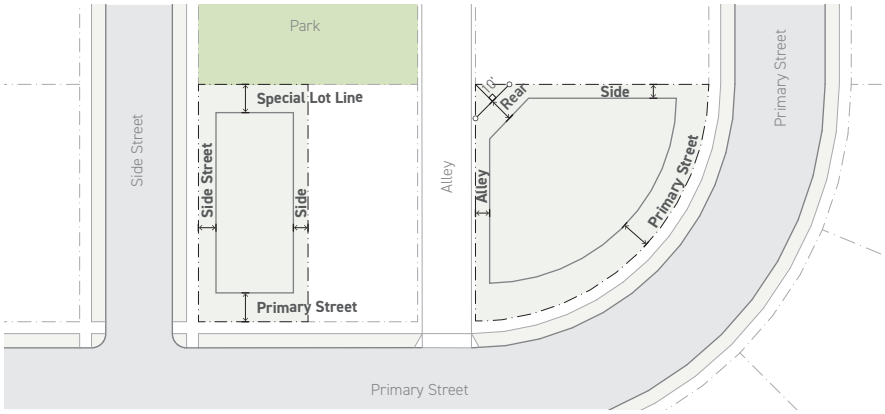
Building setback requirements apply to all buildings and structures on a lot unless listed as an exception in *Sec. 2C.2.2.E (Exceptions)*.

### C. Standards

All buildings and structures on the lot shall be located on or behind a minimum building setback, except where allowed in *Sec. 2C.2.2.E. (Exceptions)*.

### D. Measurement

All building setbacks are measured perpendicular to the applicable lot line:




1. A primary street setback is measured from the primary street lot line.
2. A side street setback is measured from the side street lot line.
3. A side setback is measured from the side lot line.
4. A rear setback is measured from the rear lot line.
    a. For the purpose of measuring rear setback on triangular or gore-shaped lots, the rear lot line is determined based on a line 10 feet wide, parallel to the primary street lot line that intersects two lot lines at its endpoints.
    b. Where the primary street lot line is not straight, the rear lot line must be parallel to a line connecting the end points of the primary street lot line.

5. A alley setback is measured from the alley lot line.

6. A special setback is measured from the special lot line.

## E. Exceptions

The following are allowed to encroach beyond the building setback as listed below:

| HORIZONTAL ENCROACHMENTS ALLOWED INTO SETBACKS | | | |
|---|---|---|---|
| | Primary / Side st, Special | Side / Rear | Alley |
| **Architectural Details** | | | |
| *Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys* | | | |
| Encroachment (max) | 2' | 2' | 2' |
| Distance from lot line (min) | 0' | 2.5' | 0' |
| **Roof Projections** | | | |
| *Examples include: eaves, roof overhangs, gutters, awnings and canopies* | | | |
| Encroachment (max) | 2.5' | 2.5' | 2.5' |
| Distance from lot line (min) | 0' | 2.5' | 0' |
| **Unenclosed Structures (ground story)** | | | |
| *Examples include: porch, deck, stoop, landing platforms, gazebo, trellis, arbor, pergola* | | | |
| Encroachment (max) | 7' | 5' | 7' |
| Distance from lot line (min) | 0' | 2.5' | 2.5' |
| **Unenclosed Structures (above ground story)** | | | |
| *Examples include: balcony, upper-story light shelves, exterior stairways* | | | |
| Encroachment (max) | 5' | 3' | 3' |
| Distance from lot line (min) | 0' | 5' | 2.5' |
| **Enclosed, Projecting Structures** | | | |
| *Examples include: bay window, oriel window, sleeping porch, overhanging volume, enclosed balcony* | | | |
| Encroachment (max) | 2.5' | 1.5' | 2.5' |
| Distance from lot line (min) | 0' | 2.5' | 2.5' |
| **Mechanical Equipment (ground mounted)** | | | |
| *Examples include: gas meters, water softeners, HVAC equipment, cisterns, wind turbines and solar panels* | | | |
| Encroachment (max) | 1.5' | 2.5' | 2.5' |
| Distance from lot line (min) | 15' | 2.5' | 0' |
| **Mechanical Equipment (wall mounted)** | | | |
| *Examples include: electric meters, electrical panels, water heaters, and HVAC equipment* | | | |
| Encroachment (max) | 1.5' | 1.5' | 1.5' |
| Distance from lot line (min) | 15' | 2.5' | 0' |
| **Waste Enclosures** | | | |
| *Examples include: trash compactors, garbage, recycling and food waste and their associated screening* | | | |
| Encroachment (max) | 0' | unlimited | unlimited |
| Distance from lot line (min) | 15' | 2.5' | 0' |
| **Utility Equipment, Underground Structures, Flatwork, Fences and walls, Plants, Outdoor Furniture** | | | |
| Encroachment (max) | unlimited | unlimited | unlimited |
| Distance from lot line (min) | 0' | 0' | 0' |

See Sec. 14.1.5. (Horizontal Encroachments)

## F. Relief

1. A reduction in required setback of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)* provided the resulting setback is at least 3 feet.

2. A setback reduction may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*..

# DIV. 2C.3. AMENITY

## SEC. 2C.3.1. LOT AMENITY SPACE

An area on a lot that is designated to be used for active or passive recreation, including common open space, private open space, pedestrian amenity space and privately-owned public space.

### A. Intent

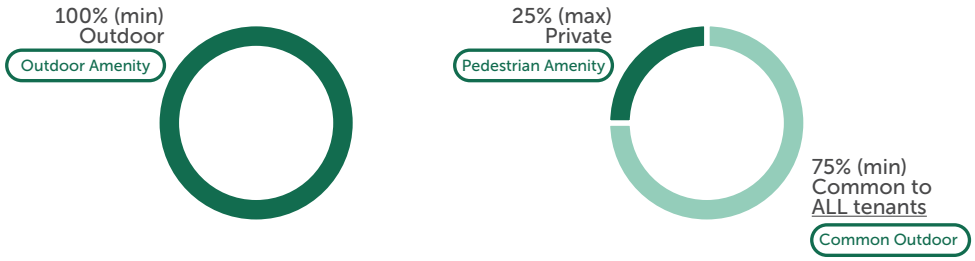
To provide adequate recreation and open space areas for residents and tenants, and to ensure such spaces are accessible, useable and safe.

### B. Applicability

1. Lot amenity space requirements apply to all portions of a lot.
2. If the lot amenity space requirement results in less than 400 square feet, no lot amenity space is required.

### C. Standards

1. The cumulative area of lot amenity space provided on a lot shall not be less than that listed by Form District.
2. Required lot amenity space shall be outdoors and meet the design standards in *Sec. 2C.3.3.A. (Outdoor Amenity Space)*.
3. A maximum of 25% of the total required lot amenity space can be private provided it meets the design standards in *Sec. 2C.3.3.E. (Pedestrian Amenity Space)*.
4. All required lot amenity space that is not private shall be readily accessible to all tenants and meet the design standards in *Sec. 2C.3.3.B. (Common Outdoor Amenity Space)*.




### D. Measurement

1. Lot amenity space is a percentage calculated by dividing the cumulative area of all lot amenity spaces by the lot area.
2. The minimum required lot amenity space is calculated by multiplying the minimum percentage listed in the Form District by the lot area.

3. Outdoor amenity space area meeting *Sec. 2C.3.3.F. (Privately-Owned Public Space)* counts as 1.25 square feet for every 1 square foot of required outdoor amenity space area.

### E. Relief

1. A reduction in required lot amenity space of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduction in required lot amenity space may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.3.2. RESIDENTIAL AMENITY SPACE

An area which is designed and intended to be used by occupants of dwelling units for recreational, domestic, or vocational purposes.

### A. Intent

To provide opportunities for residential amenities through shared facilities, activating outdoor areas and common indoor areas.

### B. Applicability

Residential amenity space requirements apply to all applications including 5 or more dwelling units on a lot.

### C. Standards

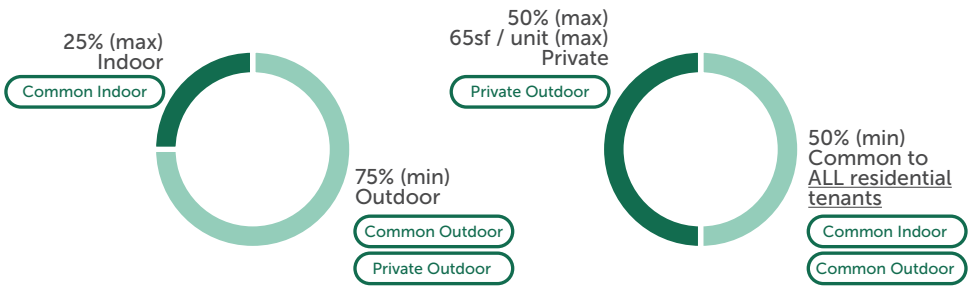
1. The cumulative area of residential amenity space provided on a lot shall not be less than that listed by Form District.

2. At least 75% of the required residential amenity space shall be outdoors and meet the design standards of either *Sec. 2C.3.3.B. (Common Outdoor Space)* or *Sec. 2C.3.3.C. (Private Outdoor Amenity Space)*.

3. A maximum of 65 square feet per dwelling unit of required residential amenity space may be private provided it meets the design standards in *Sec. 2C.3.3.C. (Private Outdoor Amenity Space)*.

4. No more than 50% of the total required residential amenity space may be private.

5. All required residential amenity space that is not private shall be readily accessible to all residential tenants and meet the design standards in either *Sec. 2C.3.3.B. (Common Outdoor Amenity Space)* or *Sec. 2C.3.3.D. (Common Indoor Amenity Space)*.



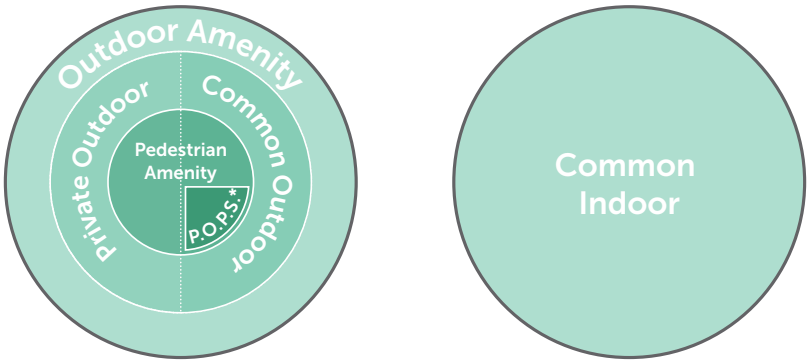
### D. Measurement

1. Residential amenity space is a percentage calculated by dividing the cumulative area of all residential amenity spaces by the total floor area allocated to dwelling units.
2. The minimum required residential amenity space is calculated by multiplying the total floor area allocated to dwelling units by the minimum percentage listed in Form District.
3. All lot amenity space provided may be credited towards the residential amenity space requirement.
4. Residential amenity space meeting *Sec. 2C.3.3.F. (Privately-Owned Public Space)* counts at a rate of 1.25 square feet for every 1 square foot of privately owned public space provided.

### E. Relief

1. A reduction in required residential amenity space of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. A reduction in required residential amenity space may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.3.3. AMENITY DESIGN STANDARDS



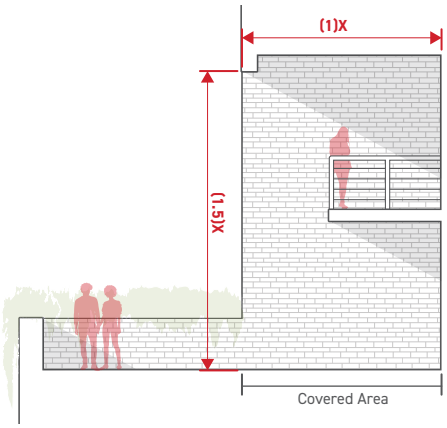

*P.O.P.S. = Privately-Owned Public Space

# A. Outdoor Amenity Space

## 1. General

**a.** Where an outdoor amenity space is enclosed, it cannot be covered. Where the outdoor amenity space is covered, it cannot be enclosed.

**b.** Outdoor amenity space that is covered shall have a minimum clear height of 1.5 times the depth of the covered area.




**c.** Outdoor amenity space located above the ground story may be required to set back from the roof edge - see *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

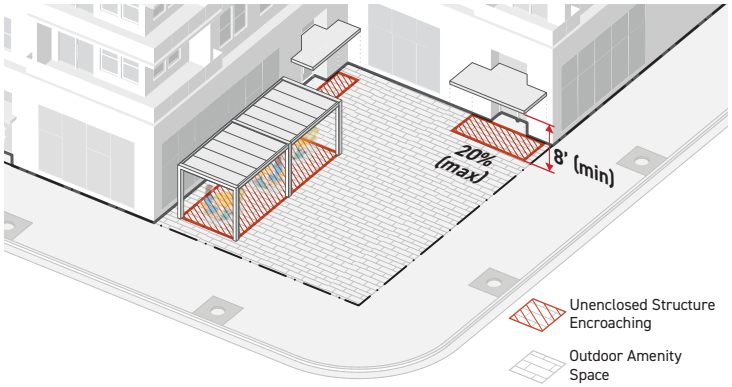
## 2. Encroachments

**a.** Only the following structures may encroach into an outdoor amenity space:

| ALLOWED HORIZONTAL ENCROACHMENTS | |
|---|---|
| **Architectural Details** | |
| *Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys* | |
| Encroachment (max) | 2' |
| **Roof Projections** | |
| *Examples include: eaves, roof overhangs, gutters, awnings and canopies* | |
| Encroachment (max) | unlimited |
| **Unenclosed Structures** | |
| *Examples include: porch, deck, stoop, landing platforms, gazebo, trellis, arbor, pergola* | |
| Encroachment (max) | unlimited |
| **Enclosed, Projecting Structures** | |
| *Examples include: bay window, oriel window, sleeping porch, overhanging volume, enclosed balcony* | |
| Encroachment (max) | 2' |
| See Sec. 14.1.5. (Horizontal Encroachments) | |

**b.** Allowed encroachments shall cumulatively cover no more than 20% of any individual outdoor amenity space.

**c.** No allowed encroachment shall have a clear height of less than 8 feet, measured from the finished ground surface of the outdoor amenity space.




## B. Common Outdoor Amenity Space

**1.** Common outdoor amenity space shall meet *Sec. 2C.3.3.A. (Outdoor Amenity Space)*.

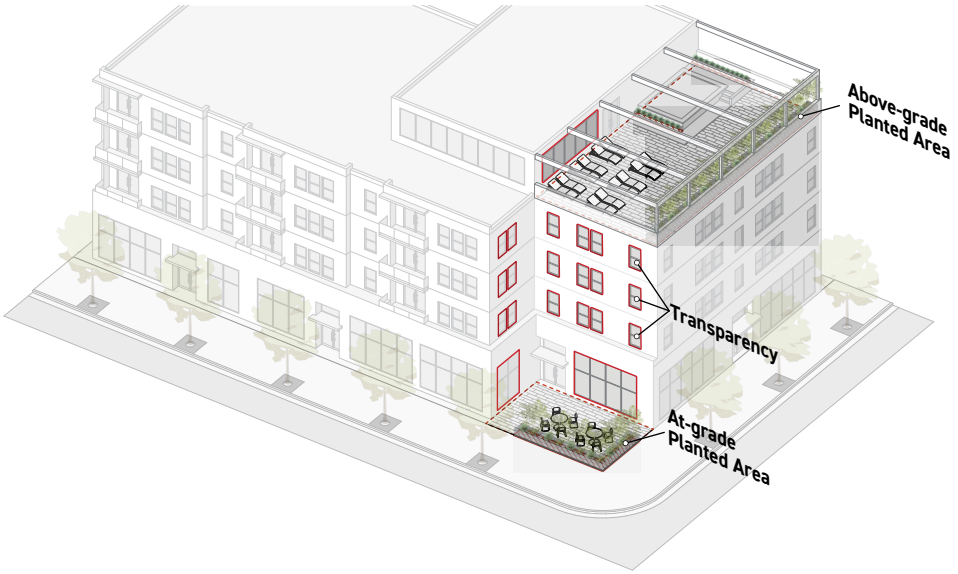
**2.** Common outdoor amenity space shall have a minimum area of 400 square feet and have no horizontal dimension less than 15 feet, measured perpendicular to any boundary of the space.

**3.** Building facades adjacent to common outdoor amenity space shall have a minimum transparency of 15% for each story. For measurement of transparency see *Sec. 3C.5. (Transparency)*.

**4.** At-grade, a minimum of 25% of the surface area of the common outdoor amenity space shall be planted area.

**5.** Above-grade, a minimum of 15% of the surface area of the common outdoor amenity space shall be planted area.

**6.** For every 400 square feet of common outdoor amenity space, 2 seats shall be provided. Seats may be permanent or movable. Two linear feet of bench or seat wall are counted as 1 seat.



## C. Pedestrian Amenity Space

[*See Div. 3C.2. (Build-To)* for additional provisions related to pedestrian amenity spaces].

**1.** Pedestrian amenity space shall meet *Sec. 2C.3.3.B. (Common Outdoor Amenity Space)* or *Sec. 2C.3.3.C. (Private Outdoor Amenity Space)*.

**2.** Pedestrian amenity space shall abut, and be directly accessible from, a public sidewalk or public way. The space shall not be separated from the public sidewalk or public access way by any structure or landscaping, with the exception of an A1 or A2 front yard privacy barrier - see *Sec. 4C.3.7.A. (Front Yard Privacy Screens)*.

**3.** Building facades adjacent to a pedestrian amenity space shall meet the applicable Frontage District standards - see *Article 3 (Frontage)*.

**4.** All non-planted areas shall be located within the allowed ground floor elevation range *(Sec. 3C.7. 2.)* listed by Form District - see *Part 2B (Form Districts)*.

**5.** Mechanical and utility equipment shall not be located within a pedestrian amenity space, or between a pedestrian amenity space and the adjacent building facade.

**6.** All mechanical exhaust outlets shall be located a minimum horizontal distance of 10 feet and a minimum vertical distance of 15 feet from a pedestrian amenity space.

**7.** The following lighting standards are required in any pedestrian amenity space.

**a.** A minimum average horizontal illumination of .75 footcandles.

**b.** A uniformity ratio of 3:1.

**c.** Luminaires shall be mounted no more than 10 feet above the finished floor or finished surface of the pedestrian amenity space.

## D. Privately-Owned Public Space

**1.** Privately-owned public space shall meet *Sec. 2C.3.3.E. (Pedestrian Amenity Space)*.

**2.** Privately-owned public space shall be made permanently available to the general public, at no cost, between the hours of 5:00 AM and 10:30 PM daily.

**3.** Signs shall be posted at every public entrance to the space in accordance with the Privately Owned Public Space Sign Standards as established by the City Planning Commission, pursuant to *Sec. 13.3.5. (Policy Action)*. Standards include, but are not limited to the following:

**a.** Minimum sign dimension, no less than 16 inches by 20 inches;

**b.** Sign location requirements;

**c.** Required posting of the hours of operation; and

**d.** Mandatory language regarding public access.

4. Privately-Owned Public Space may be eligible for credits towards the fee and dedication requirements outlined in *Div. 10.4 (Park Fee and Land Dedication)*.

## E. Relief

1. A deviation from any amenity space dimensional standard of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A deviation from any amenity space standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## F. Private Outdoor Amenity Space

1. Private outdoor amenity space shall meet *Sec. 2C.3.3.A. (Outdoor Amenity Space)*.

2. Private outdoor amenity space shall abut, and be directly accessible from, the assigned unit or units.

3. Unenclosed private outdoor amenity space shall have a minimum area of 50 square feet, and have no horizontal dimension less than 5 feet, measured perpendicular to any boundary of the space.

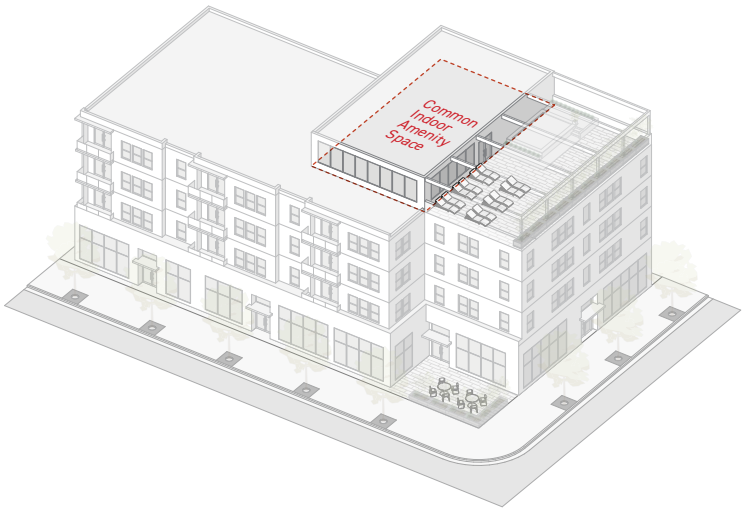
4. Enclosed private outdoor amenity space shall have no horizontal dimension less than 8 feet, measured perpendicular to any boundary of the space.

## G. Common Indoor Amenity Space

1. Common indoor amenity space can be covered and enclosed.

2. Common indoor amenity space shall have a minimum area of 400 square feet and no horizontal dimension less than 10 feet when measured perpendicular from any boundary of the open space.

3. Common indoor amenity space shall include amenities for residents.



# DIV. 2C.4. FLOOR AREA RATIO & HEIGHT

## SEC. 2C.4.1. FLOOR AREA RATIO (FAR)

Floor area ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot that the building is located on.

### A. Intent

To regulate the bulk and massing of a buildings on a lot.

### B. Applicability

Floor area ratio standards apply to all portions of a lot and buildings and structures located on a lot provided it counts as floor area *Sec. 14.1.7. (Floor Area)*.

### C. Standards

#### 1. Base

A lot cannot exceed the maximum base floor area ratio without meeting *Article 9 (Pubic Benefit System)*.

#### 2. Bonus

A lot may exceed the base floor area ratio according to the maximum bonus floor area ratio as allowed in *Article 9 (Pubic Benefit System)*.

### D. Measurement

**1.** Floor area ratio is calculated by dividing the floor area on a lot by the lot area.

**2.** Generally, floor area is calculated as the sum of all interior floor space for each story of a building. For the measurement of floor area see *Sec. 14.1.7. (Floor Area)*.

**3.** For the purpose of calculating FAR, portions of a lot designated for private streets may be counted as lot. For measuring lot area see *Sec. 2C.1.1. (Lot Area)*.

**4.** In this Chapter (1A), lot area is the same as buildable area referred to in Section 104 (e) (Floor Area Restriction) of the City of Los Angeles Charter.

**5.** The Downtown Community Plan Implementation Overlay (CPIO) may define and measure buildable area differently than is outlined in this Section for the purpose of calculating the maximum floor area using bonus FAR.

### E. Relief

**1.** For Form Districts that do not include a bonus FAR, an increased FAR of no more than 10% may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

**2.** An increased FAR may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.4.2. HEIGHT IN FEET

The maximum height in feet of a building or structure.

### A. Intent

To provide adequate light and air, safety, and to protect the character of an area and the interests of the general public.

### B. Applicability

Building height in feet requirements apply to all buildings and structures on a lot where the Form District includes a height in feet standard unless listed as an exception in *Sec. 2C.4.3.E (Exceptions)*.

### C. Standards

#### 1. Base

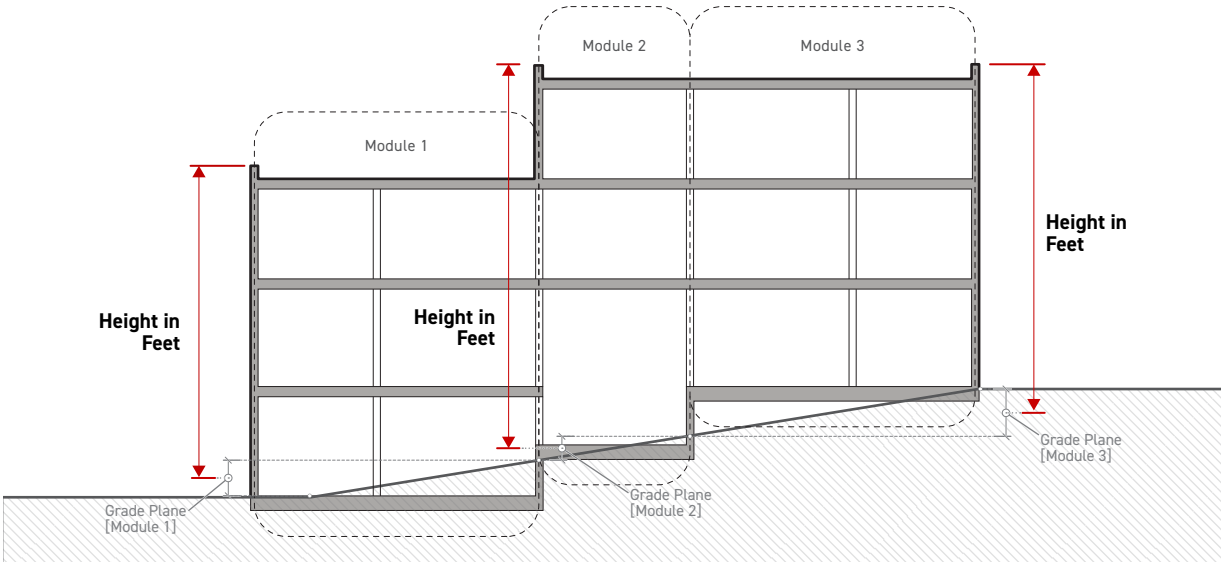
A building or structure cannot exceed the maximum base height in feet without meeting *Article 9 (Community Benefits Program)*.

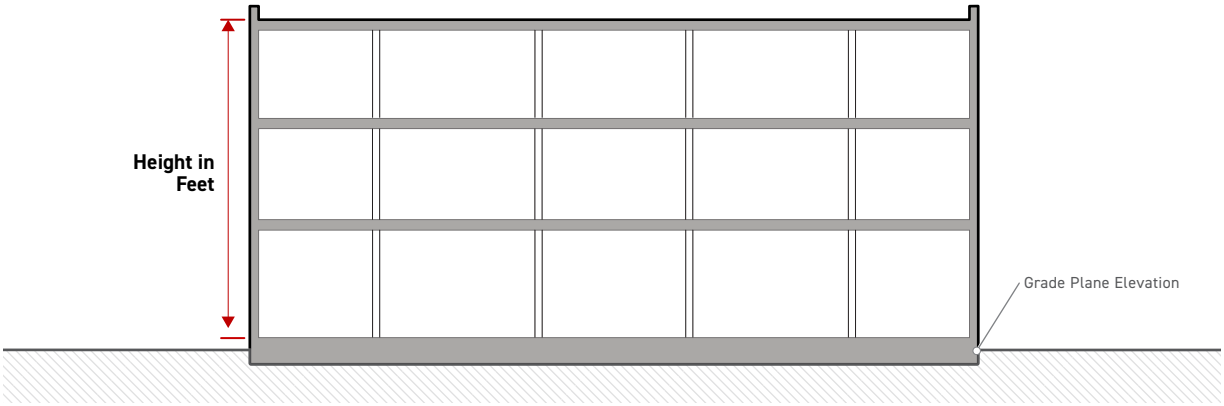
#### 2. Bonus

A building or structure may exceed the maximum base height in feet according to the maximum height in feet as allowed in *Article 9 (Community Benefits Program)*.

## D. Measurement

**1.** Maximum height in feet is measured as the vertical distance from *grade plane (Sec. 14.1.9.)* to the top of the roof structure. One or more grade plane module may be established for each building as shown below. See also *Sec. 14.1.9.2. (Grade Plane Module)*.




**2.** Regardless of established grade plane, buildings shall also comply with ground floor elevation standards in Frontage.

## E. Exceptions

The following are allowed to encroach beyond the maximum height in feet as listed below:

| ALLOWED VERTICAL ENCROACHMENTS | | | |
|---|---|---|---|
| | Form District Max Height | | |
| | 45' or less | 45' to 75' | 75' or More |
| **Mechanical Equipment (roof mounted)** | | | |
| *Examples include: HVAC equipment, water tanks, solar panels, exhaust ducts, and communication equipment* | | | |
| Encroachment (max) | 3' | 5' | 10' |
| Setback from roof edge (min) | 3' | 3' | 5' |
| **Architectural Elements** | | | |
| *Examples include: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, and lighting* | | | |
| Encroachment (max) | 5' | 5' | 10' |
| Setback from roof edge (min) | 3' | 3' | 5' |
| **Vertical Circulation** | | | |
| *Examples include: Elevator room, and associated equipment, and stairway access to roof* | | | |
| Encroachment (max) | 10' | 10' | 10' |
| Setback from roof edge (min) | 5' | 5' | 5' |
| **Safety Barriers** | | | |
| *Examples include: Fencing, walls, parapets, railing, stairs* | | | |
| Encroachment (max) | 6' | 6' | 6' |
| Setback from roof edge (min) | 0' | 0' | 0' |
| **Unenclosed Structures** | | | |
| *Examples include: Shade structures, pergolas, rooftop bar, permanent seating, beehives, and cooking facilities* | | | |
| Encroachment (max) | 8 | 8 | 8' |
| Setback from roof edge (min) | 5' | 5' | 5' |
| **Flatwork** | | | |
| *Examples include: Decking, walkways, patios, planters* | | | |
| Encroachment (max) | 2.5' | 2.5' | 2.5 |
| Setback from roof edge (min) | 1' | 1' | 1' |
| **Plants** | | | |
| *Examples include: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, moss* | | | |
| Encroachment (max) | unlimited | unlimited | unlimited |
| Setback from roof edge (min) | 1' | 1' | 1' |
| See Sec. 14.1.6. (Vertical Encroachments) | | | |

## F. Relief

1. Increased building height in feet of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. Increased vertical encroachments of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. Increased building height in feet or vertical encroachments may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.4.3. HEIGHT IN STORIES

The allowed height of a building measured in stories.

### A. Intent

To provide adequate light and air, safety, and to protect the character of an area and the interests of the general public. Intended to help provide a variety in building heights and to help ensure that story heights are not reduced to fit within a maximum height in feet.

### B. Applicability

Building height in stories requirements apply to all buildings and structures on a lot where the Form District includes a height in stories standard unless listed as an exception in *Sec. 2C.4.3.E (Exceptions)*.

### C. Standards

#### 1. Base

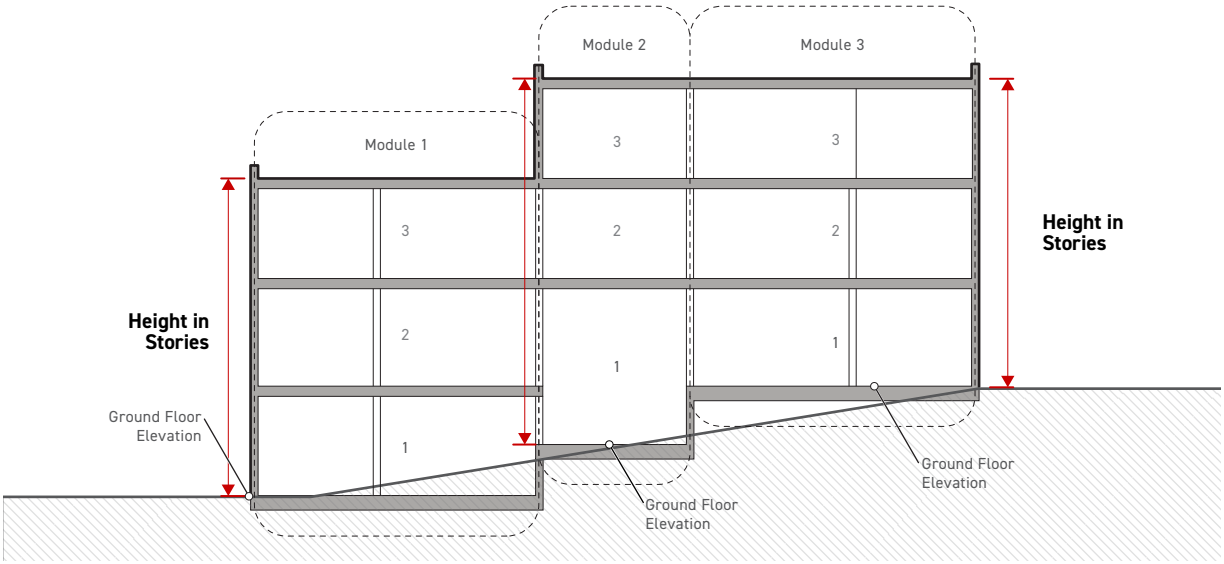
A building cannot exceed the maximum base height in stories without meeting *Article 9 (Community Benefits Program)*.

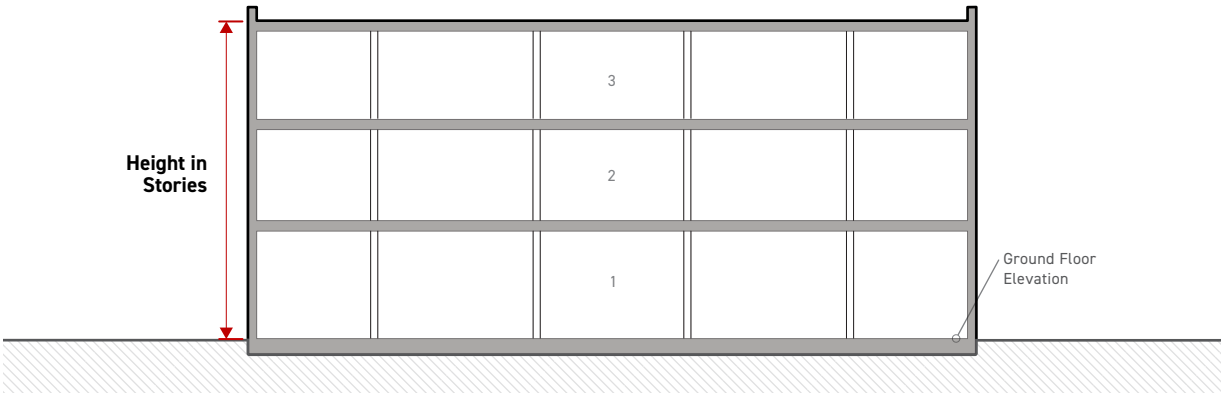
#### 2. Bonus

A building may exceed the maximum base height in stories according to the maximum height in stories as allowed in *Article 9 (Community Benefits Program)*.

## D. Measurement

**1.** The maximum height in stories is measured as the number of stories above the ground floor elevation for each module of the building as shown below. See also *Sec. 14.1.9.2. (Grade Plane Module)*.




**2.** For determining ground story see *Sec. 14.1.10. (Ground Story Determination)*.

## E. Exceptions

The following are allowed to encroach beyond the maximum height in stories as listed below:

| ALLOWED VERTICAL ENCROACHMENTS | | | |
|---|---|---|---|
| | Form District Max Height | | |
| | 6 Stories or More | 3 to 6 Stories | 3 Stories or Less |
| **Mechanical Equipment (roof mounted)** | | | |
| *Examples include: HVAC equipment, water tanks, solar panels, exhaust ducts, and communication equipment* | | | |
| Encroachment (max) | 10' | 5' | 3' |
| Setback from edge (min) | 5' | 3' | 3' |
| **Architectural Elements** | | | |
| *Examples include: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, and lighting* | | | |
| Encroachment (max) | 10' | 5' | 5' |
| Setback from edge (min) | 5' | 5' | 3' |
| **Vertical Circulation** | | | |
| *Examples include: Elevator room, and associated equipment, and stairway access to roof* | | | |
| Encroachment (max) | 10' | 10' | 10' |
| Setback from edge (min) | 5' | 5' | 5' |
| **Safety Barriers** | | | |
| *Examples include: Fencing, walls, parapets, railing, stairs* | | | |
| Encroachment (max) | 6' | 6' | 6' |
| Setback from edge (min) | 0' | 0' | 0' |
| **Unenclosed Structures** | | | |
| *Examples include: Shade structures, pergolas, rooftop bar, permanent seating, beehives, and cooking facilities* | | | |
| Encroachment (max) | 8' | 8' | 8' |
| Setback from edge (min) | 5' | 5' | 5' |
| **Flatwork** | | | |
| *Examples include: Decking, walkways, patios, planters* | | | |
| Encroachment (max) | 2.5 | 2.5' | 2.5' |
| Setback from edge (min) | 1' | 1' | 1' |
| **Plants** | | | |
| *Examples include: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, moss* | | | |
| Encroachment (max) | unlimited | unlimited | unlimited |
| Setback from edge (min) | 1' | 1' | 1' |
| See Sec. 14.1.6. (Vertical Encroachments) | | | |

## F. Relief

An increase in maximum height in stories may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.4.4. MINIMUM HEIGHT IN STORIES

The minimum height in stories of a building.

### A. Intent

To provide a method of establishing a minimum level of intensity on a lot, and ensure that lots are not underdeveloped.

### B. Applicability

Minimum height in stories requirements apply to all buildings on a lot where the Form District includes a minimum height in stories standard.

### C. Standards

At least some portion of the lot shall contain floor area within a story according to the minimum story height.

### D. Measurement

For measurement of minimum height in stories see *Sec. 2C.4.3. (Height in Stories)*

### E. Relief

1. A reduction in minimum height in stories of 1 story may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Reduced minimum height in stories may be requested only as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 2C.5. UPPER-STORY BULK

## SEC. 2C.5.1. BULK PLANE

A series of planes that limit the allowable volume of space a building or structure can occupy.

### A. Intent

To push taller buildings and structures towards the center of a lot and reduce looming impacts on neighboring properties, promoting privacy and solar access.

### B. Applicability

Bulk plane requirements apply to all buildings and structures on a lot.

### C. Standards

All buildings and structures shall fit entirely within the bulk plane, no encroachments are allowed. For encroachments into the maximum height in feet see *Sec. 2C.4.2.E. (Exceptions)*.

### D. Measurement

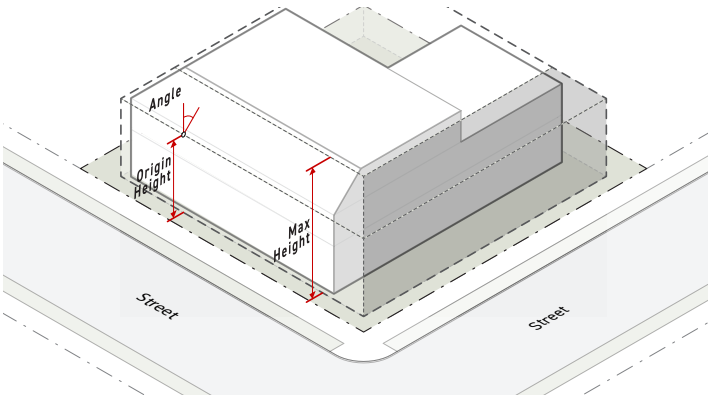
A bulk plane is measured vertically from all applicable lot line setbacks upwards to the origin height. Above the bulk plane origin height, the plane slopes inward at the angle specified by the bulk plane angle.

#### 1. Origin Height

The origin height is measured vertically from the minimum setback. Where no minimum setback is required, the origin height is measured vertically from the lot line.

#### 2. Angle

The angle of elevation is measured upward, where 0° would prohibit any height above the origin height and 90° allows continuous vertical height from a minimum setback to the maximum height allowed.



## E. Exceptions

Encroachments into the bulk plane are not allowed. For encroachments into the maximum height in feet see *Sec. 2C.4.2.E (Exceptions)*.

## F. Relief

1. Increased bulk plane origin height of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)* or as a variance in accordance with *Sec. 13.7.3 (Variance)*.

2. Increased bulk plane angle may be requested only as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.5.2. STREET STEP-BACK

A step-like recess in the massing of a building that requires that upper stories to pushed back from the lower stories from the street.

### A. Intent

To reduce the perceived bulk and mass of a building along facades facing public ways, ensuring a height along the street that is appropriate to its neighboring context, while allowing for additional building height.

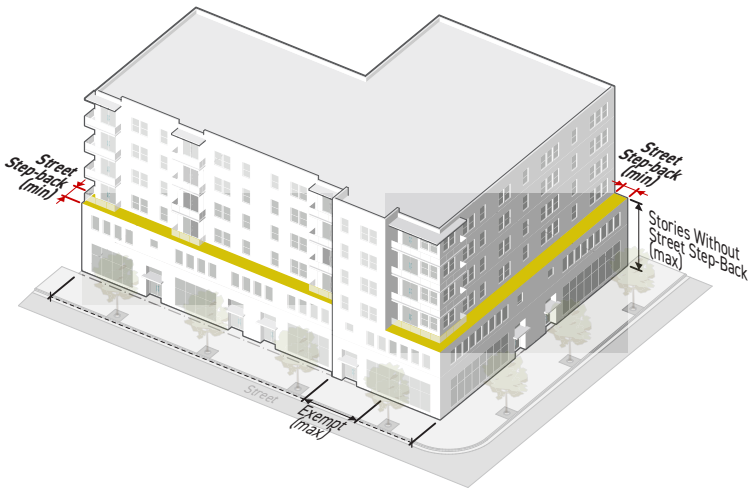
### B. Applicability

Street step-back requirements apply to all buildings or structures on a lot that face a frontage lot line unless listed as an exception in *Sec. 2C.5.2.E (Exceptions)*.

### C. Standards

The following standards shall be met for a minimum of 85% of the building length:

1. All stories above the maximum stories without street step-back shall be stepped back from the street-facing facade by at least the minimum street step-back depth.
2. No building or structure can extend into a minimum street step-back depth, except where allowed in *Sec. 2C.5.2.E. (Exceptions)*.
3. Buildings having a height less than the maximum stories without street step-back are not required to provide a street step-back.
4. Where a street step-back is required, no less than 2 stories without street step-back shall be provided.



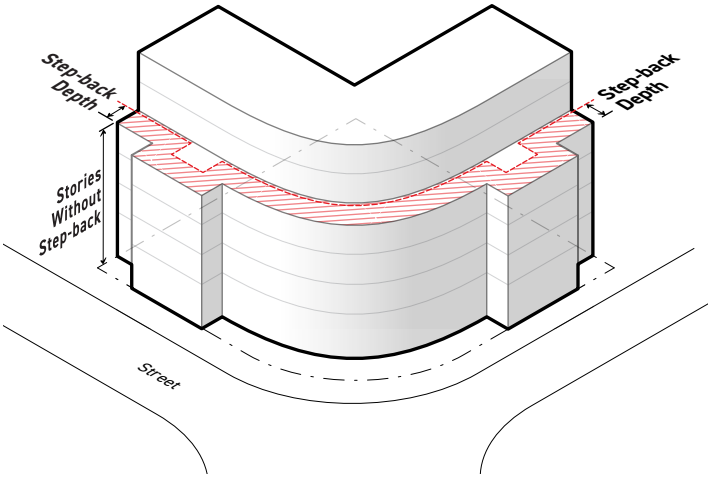
## D. Measurement

### 1. Stories Without Street Step-back

Stories without street step-back is measured according to *Sec. 2C.4.3. (Height in Stories)*.

### 2. Street Step-back Depth

The minimum street step-back depth is measured as the horizontal distance from the outermost edge of the building facade to the outermost edge of the facade of the stepped back stories.




## E. Exceptions

The following are allowed to encroach beyond the street step-back as listed below:

| ALLOWED HORIZONTAL ENCROACHMENTS | |
|---|---|
| **Architectural Details** | |
| *Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys* | |
| Encroachment (max) | 2' |
| **Roof Projections** | |
| *Examples include: eaves, roof overhangs, gutters, awnings and canopies* | |
| Encroachment (max) | 2.5' |
| **Unenclosed Structures** | |
| *Examples include: porch, deck, stoop, landing platforms, gazebo, trellis, arbor, pergola* | |
| Encroachment (max) | 5' |
| **Enclosed, Projecting Structures** | |
| *Examples include: bay window, oriel window, sleeping porch, overhanging volume, enclosed balcony* | |
| Encroachment (max) | 2.5' |
| **Mechanical Equipment (wall and ground mounted)** | |
| *Examples include: gas meters, water softeners, HVAC equipment, cisterns, wind turbines and solar panels* | |
| Encroachment (max) | 1.5' |

See Sec. 14.1.5. (Horizontal Encroachments)

| ALLOWED VERTICAL ENCROACHMENTS | |
|---|---|
| **Mechanical Equipment** | |
| *Examples include: HVAC equipment, water tanks, solar panels, exhaust ducts, and communication equipment* | |
| Encroachment (max) | 5' |
| Setback from edge (min) | 3' |
| **Architectural Elements** | |
| *Examples include: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, and lighting* | |
| Encroachment (max) | 5' |
| Setback from edge (min) | 2' |
| **Safety Barriers** | |
| *Examples include: Fencing, walls, parapets, railing, stairs* | |
| Encroachment (max) | 4' |
| Setback from edge (min) | 0' |
| **Unenclosed Structures** | |
| *Examples include: Shade structures, pergolas, rooftop bar, permanent seating, beehives, and cooking facilities* | |
| Encroachment (max) | 8 |
| Setback from edge (min) | 2' |
| **Flatwork** | |
| *Examples include: Decking, walkways, patios, planters* | |
| Encroachment (max) | 2.5' |
| Setback from edge (min) | 1' |
| **Plants** | |
| *Examples include: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, moss* | |
| Encroachment (max) | unlimited |
| Setback from edge (min) | 1' |
| See Sec. 14.1.6. (Vertical Encroachments) | |

## F. Relief

1. A reduced street step-back depth of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)* or as a variance in accordance with *Sec. 13.7.3 (Variance)*.

2. Increased stories without street step-back may be requested only as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.5.3. HEIGHT TRANSITION

A reduction in the maximum height of building for a limited depth along shared lot lines.

### A. Intent

To prevent looming impacts and reduce the perceived bulk and mass of buildings from neighboring lots, while allowing for additional building height.

### B. Applicability

Height transition requirements apply to all buildings or structures on a lot that face an alley or common lot line unless listed as an exception in *Sec. 2C.5.3.E (Exceptions)*.

### C. Standards

**1.** All stories above the maximum stories without a height transition shall be setback from the from the applicable lot line by at least the minimum height transition depth.

**2.** If the entire building is set back from the applicable lot line by at least the minimum height transition depth, the facade may continue to the maximum allowed height without a setting back.

**3.** No building or structure can extend into a minimum height transition depth, except where allowed in *Sec. 2C.5.3.E. (Exceptions)*.

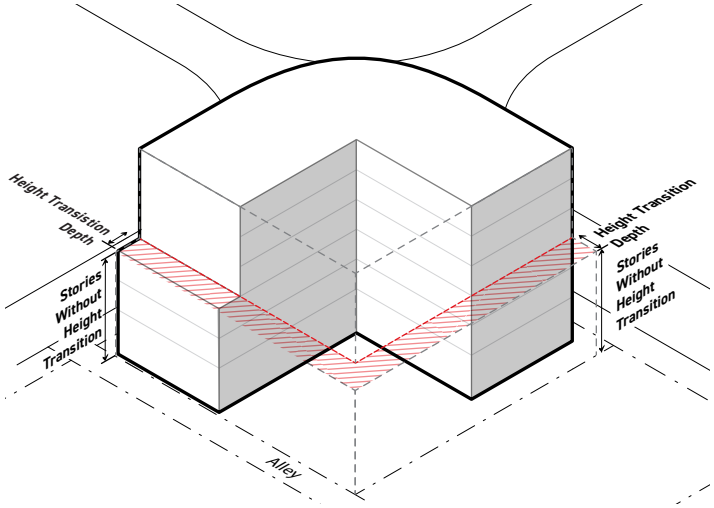
### D. Measurement

#### 1. Stories Without Height Transition

Stories without height transition is measured according to *Sec. 2C.4.3. (Height in Stories)*.

#### 2. Height Transition Depth

The minimum height transition depth is measured as the horizontal distance from the applicable lot line to the outer facade of stories above the maximum stories without height transition.



## E. Exceptions

The following are allowed to encroach beyond the height transition as listed below:

| ALLOWED HORIZONTAL ENCROACHMENTS | |
|---|---|
| **Architectural Details** | |
| *Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys* | |
| Encroachment (max) | 2' |
| **Roof Projections** | |
| *Examples include: eaves, roof overhangs, gutters, awnings and canopies* | |
| Encroachment (max) | 2.5' |
| **Unenclosed Structures (all stories)** | |
| *Examples include: porch, deck, stoop, balcony, light shelves, exterior stairways* | |
| Encroachment (max) | 5' |
| **Enclosed, Projecting Structures** | |
| *Examples include: bay window, oriel window, sleeping porch, overhanging volume, enclosed balcony* | |
| Encroachment (max) | 2.5' |
| **Mechanical Equipment (ground and wall mounted)** | |
| *gas and electric meters, HVAC equipment, cisterns, wind turbines and solar panels, and water heaters* | |
| Encroachment (max) | 1.5' |
| See Sec. 14.1.5. (Horizontal Encroachments) | |

| ALLOWED VERTICAL ENCROACHMENTS | |
|---|---|
| **Mechanical Equipment** | |
| *Examples include: HVAC equipment, water tanks, solar panels, exhaust ducts, and communication equipment* | |
| Encroachment (max) | 5' |
| Setback from edge (min) | 3' |
| **Architectural Elements** | |
| *Examples include: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, and lighting* | |
| Encroachment (max) | 5' |
| Setback from edge (min) | 2' |
| **Safety Barriers** | |
| *Examples include: Fencing, walls, parapets, railing, stairs* | |
| Encroachment (max) | 4' |
| Setback from edge (min) | 0' |
| **Unenclosed Structures** | |
| *Examples include: Shade structures, pergolas, rooftop bar, permanent seating, beehives, and cooking facilities* | |
| Encroachment (max) | 8 |
| Setback from edge (min) | 2' |
| **Flatwork** | |
| *Examples include: Decking, walkways, patios, planters* | |
| Encroachment (max) | 2.5' |
| Setback from edge (min) | 1' |
| **Plants** | |
| *Examples include: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, moss* | |
| Encroachment (max) | unlimited |
| Setback from edge (min) | 1' |
| See Sec. 14.1.6. (Vertical Encroachments) | |

## F. Relief

1. A reduced height transition depth of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduced height transition depth may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

3. Increased stories without height transition may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 2C.6. BUILDING MASS

## SEC. 2C.6.1. BUILDING WIDTH

The maximum allowed width of any building or collection of buildings on a on a lot.

### A. Intent

1. To promote fine-grained patterns of development and prevent long buildings that are significantly out of context with traditional patterns, by breaking wide buildings into multiple, clearly distinguished building widths.

2. To encourage larger projects to provide open space for pedestrians and recreation.

### B. Applicability

1. Building width requirements apply to all frontage lot line-facing buildings or structures on a lot.

2. Building width requirements apply only to portions of buildings or structures located above the ground floor elevation

3. Building width requirements do not apply to exceptions listed in *Sec. 2C.6.3.F (Exceptions*).

### C. Standards

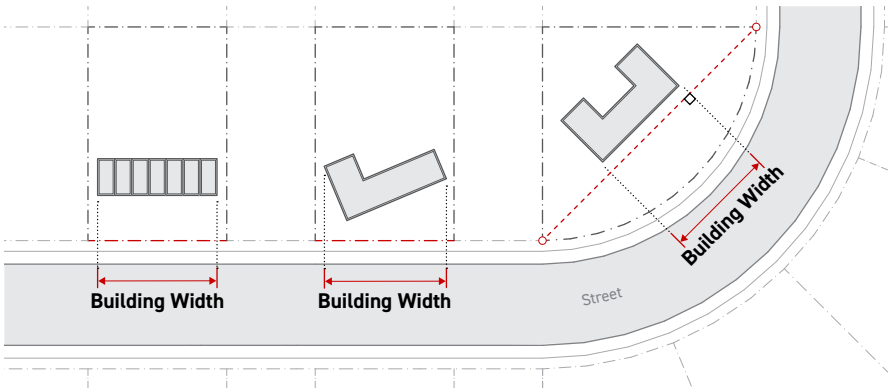
1. No applicable building or collection of buildings shall be wider than the maximum building width.

2. Any building on a corner lot, located within the build-to range area of overlap is allowed to exceed the maximum building width by a maximum of 40 feet along both primary and side street lot lines.

3. In order to establish buildings on a lot as separate buildings for the purpose of measuring building width, a building break meeting the standards in *Sec. 2C.2.6.1.E. (Building Break)* shall be provided between the structures.

### D. Measurement

Building width is measured horizontally and parallel to each street lot line from one end of a an applicable building or collection of buildings to the opposite end.

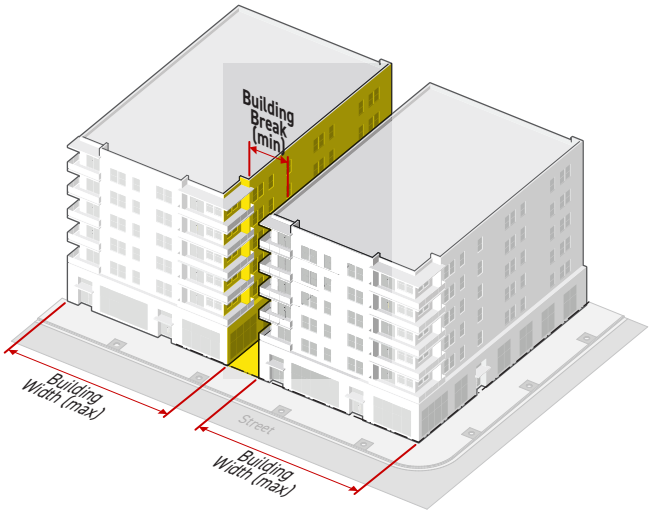


## E. Building Break

### 1. Standards

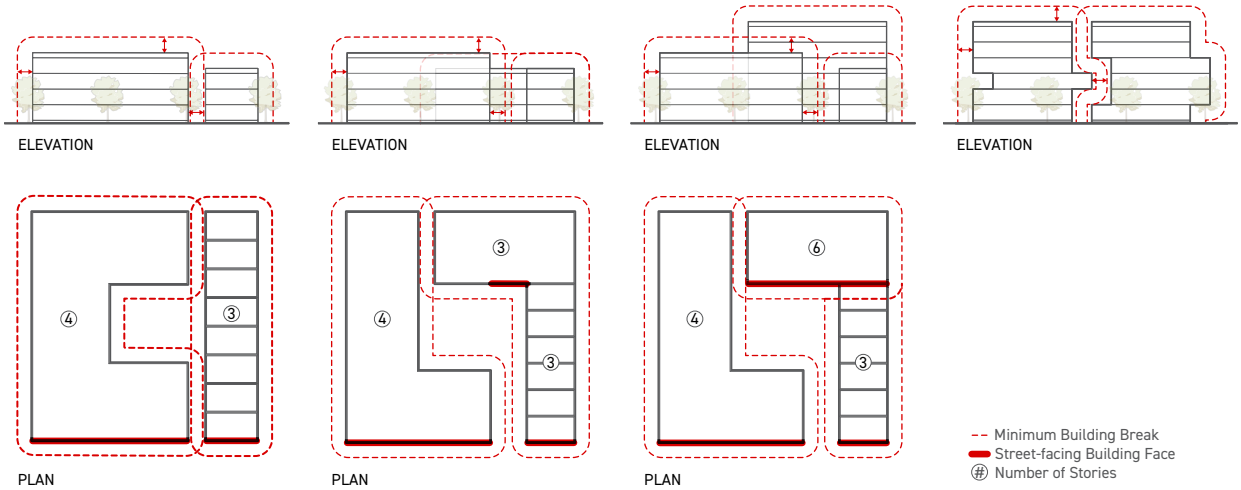
**a.** All buildings and collections of buildings shall be separated by at least the minimum building break dimension in order to establish them as separate buildings for the purpose of measuring building width.

**b.** No building or structure shall encroach into the building break, except where allowed in *Sec. 2C.6.2.F. (Exceptions)*.




### 2. Measurement

Building break is measured perpendicularly from all applicable building faces vertically and horizontally.



## F. Exceptions

### 1. Encroachments

The following are allowed to encroach beyond the building break as listed below:

| ALLOWED HORIZONTAL ENCROACHMENTS | |
|---|---|
| **Architectural Details** | |
| *Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys* | |
| Encroachment (max) | 2′ |
| Clear width (min) | 3′ |
| **Roof Projections** | |
| *Examples include: eaves, roof overhangs, gutters, awnings and canopies* | |
| Encroachment (max) | 2.5′ |
| Clear width (min) | 3′ |
| **Unenclosed Structures** | |
| *Examples include: porch, deck, stoop, landing platforms, gazebo, trellis, arbor, pergola* | |
| Encroachment (max) | 5′ |
| Clear width (min) | 3′ |
| **Mechanical Equipment (ground and wall mounted)** | |
| *gas and electric meters, HVAC equipment, cisterns, wind turbines and solar panels, and water heaters* | |
| Encroachment (max) | 1.5′ |
| Clear width (min) | 3′ |
| See Sec. 14.1.5. (Horizontal Encroachments) | |

## 2. Building Break Open Space Alternative

As an alternative to a building break, a street-facing open space meeting the following standards shall be used to establish buildings or collections of buildings as separate buildings for the purpose of measuring building width:

**a.** Open space width shall be at least 2 times the minimum building break dimension listed in Form, measured parallel to the applicable street lot line.

**b.** Open space width shall not be greater than the maximum building width, measured parallel to the applicable street lot line.

**c.** Open space depth shall be at least 5 times the minimum building break dimension listed in Form, measured perpendicular to the applicable street lot line.

**d.** A minimum of 75% the open space area shall meet the design standards for *Sec. 2C.3.3.E. (Pedestrian Amenity Space)*.

**e.** Any portion of the open space may count toward lot amenity space *(Sec. 2C.3.1.)* and residential amenity space *(Sec. 2C.3.2.)* provided it meets all applicable standards.

## G. Relief

1. Increased building width of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Increased building width may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.
3. Reduced building break of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
4. Reduced building break may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 2C.6.2. FACADE WIDTH

The width of a street-facing building facade that is uninterrupted by a facade break.

### A. Intent

To add visual interest and reduce the perceived horizontal scale of facades along public ways by limiting the length of uninterrupted facades and breaking wide facades into multiple, clearly-distinguished facade widths, encouraging large projects to provide areas for pedestrians away from the clear path of the public sidewalk.

### B. Applicability

Facade width requirements apply to all buildings or structures on a lot that both face a frontage lot line and are located within 30 feet of the frontage lot line unless listed as an exception in *Sec. 2C.5.3.E (Exceptions)*.

### C. Standards

1. When a Form District limits facade width, no building facade shall be wider than the maximum facade width indicated by the Form District.

2. In order to establish facades as separate facades for the purpose of facade width, a facade break meeting the standards of *Sec. 2C.6.2.E. (Facade Break)*. shall be provided.

### D. Measurement

Facade width is measured horizontally, parallel to street lot lines, from the edge of each street-facing facade to the opposite edge of the facade.

## SEC. 2C.6.3. FACADE BREAK

The minimum recess required to establish a building width as separate facades for the purpose of measuring facade width.

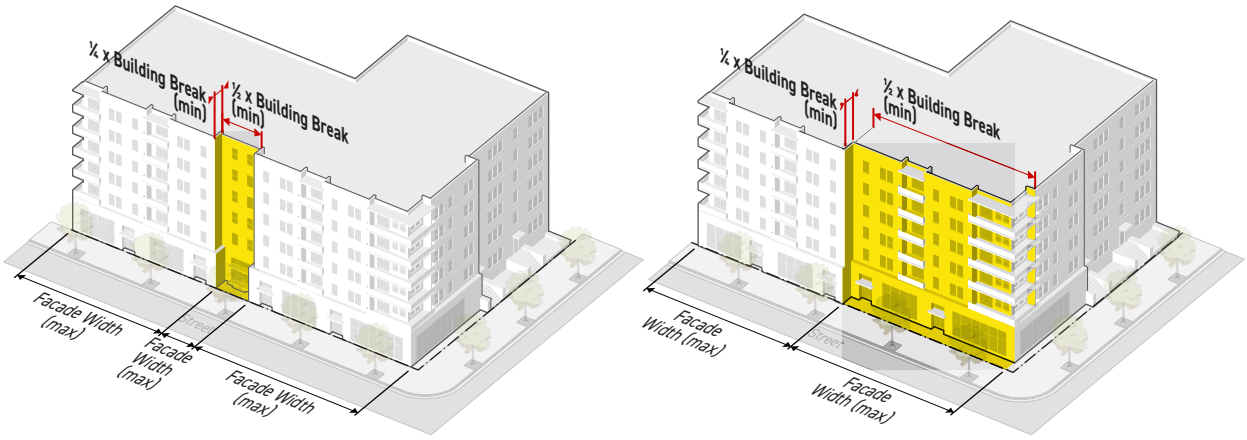
### 1. Standards

**a.** A facade break width shall be at least 0.5 the minimum building break.

**b.** A facade break width shall not be greater than the maximum facade width.

**c.** A facade break depth shall be at least 0.25 the minimum building break.

**d.** No structure or equipment shall encroach into a facade break, except where allowed in *Sec. 2C.6.2.F. (Exceptions)*.




### 2. Measurement

**a.** Facade break width is measured horizontally, parallel to street lot lines.

**b.** Facade break depth is measured horizontally, perpendicular to street lot lines.

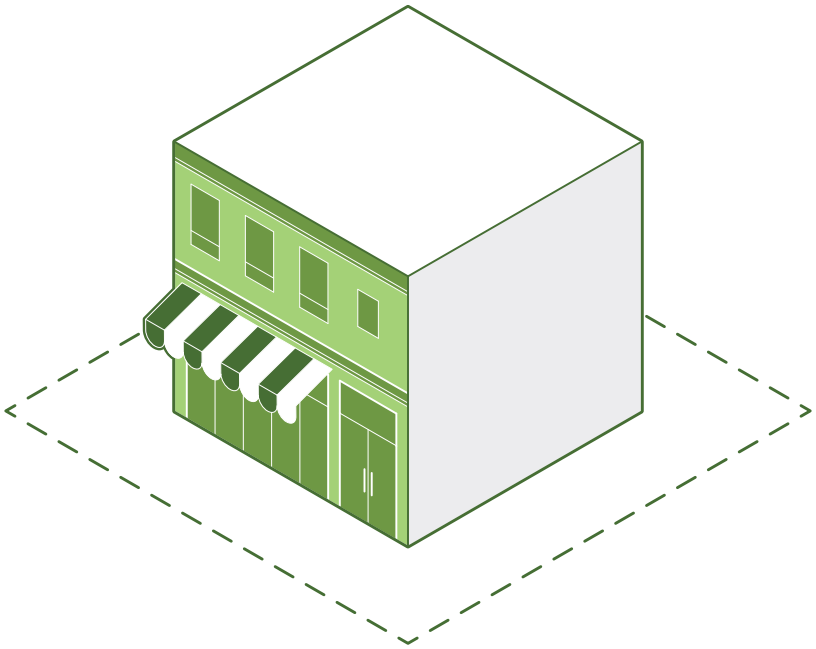
## A. Exceptions

Roof projections may encroach into a facade break a maximum of 2.5 feet in depth, measured from the facade break-facing building face.

## B. Relief

**1.** Increased maximum facade width or reduction in minimum facade break of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**2.** Deviation from maximum facade width and minimum facade break may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*



# ARTICLE 3. **FRONTAGE**

[ FORM - **FRONTAGE** - STANDARDS ] [ USE - DENSITY ]


Part 3A. **Introduction**

Part 3B. **Frontage Districts**

Part 3C. **General Frontage Rules**

Part 3D. **Character Frontage Rules**

# CONTENTS

**Part 3A. Introduction . . . . . 3-3**
Div. 3A.1. Introduction . . . . . 3-4

**Part 3B. Frontage Districts . . . . . 3-13**
Div. 3B.1. Drive Frontages . . . . . 3-14
Div. 3B.2. Multi-Unit Frontages . . . . . 3-15
Div. 3B.3. General Frontages . . . . . 3-18
Div. 3B.4. Shopfront Frontages . . . . . 3-20
Div. 3B.5. Market Frontages . . . . . 3-23
Div. 3B.6. Large Format Frontages . . . . . 3-25
Div. 3B.7. Warehouse Frontages . . . . . 3-26
Div. 3B.8. Dual Frontages . . . . . 3-28
Div. 3B.9. Character Frontages . . . . . 3-31

**Part 3C. General Frontage Rules . . . . . 3-45**
Div. 3C.1. Build-To . . . . . 3-46
Div. 3C.2. Parking . . . . . 3-56
Div. 3C.3. Landscaping . . . . . 3-58
Div. 3C.4. Transparency . . . . . 3-60
Div. 3C.5. Entrances . . . . . 3-74
Div. 3C.6. Ground Story . . . . . 3-85

**Part 3D. Character Frontage Rules . . . . . 3-89**
Div. 3D.1. Build-to . . . . . 3-90
Div. 3D.2. Parking . . . . . 3-90
Div. 3D.3. Landscaping . . . . . 3-90
Div. 3D.4. Ground Floor elevation . . . . . 3-90
Div. 3D.5. Story Height . . . . . 3-90
Div. 3D.6. Articulation . . . . . 3-92
Div. 3D.7. Features . . . . . 3-101
Div. 3D.8. Entrances . . . . . 3-102
Div. 3D.9. Transparency . . . . . 3-107
Div. 3D.10. Exterior Materials . . . . . 3-112
Div. 3D.11. Roof Design . . . . . 3-116

# PART 3A. INTRODUCTION

**Div. 3A.1. Introduction . . . . . 3-4**
Sec. 3A.1.1. Purpose . . . . . 3-4
Sec. 3A.1.2. Frontage Applicability . . . . . 3-4
Sec. 3A.1.3. Relationship to Zone String . . . . . 3-9
Sec. 3A.1.4. How to Use This Article . . . . . 3-9
Sec. 3A.1.5. Frontage District Naming Convention . . . . . 3-12

## SEC. 3B.6.1. PURPOSE

The purpose of this Article is to regulate the portions of a lot and exterior building facades that impact the public realm. Frontage Districts help ensure that projects respond to the public realm in a contextually appropriate manner. Districts range from minimal standards for Warehouse Frontages to a robust set of standards for Shopfront Frontages which require projects to support a high-quality public realm that is active, comfortable, safe and visually interesting, with strong connections between the public realm and uses inside buildings.

## SEC. 3B.6.2. FRONTAGE APPLICABILITY

### A. Project Applicability

All projects filed after the effective date of this Zoning Code must comply with the Frontage Standards in this Article, as further specified below.

#### 1. Project Activities

**a.** Frontage District standards apply to project activities as shown in the table below:

| | PROJECT ACTIVITIES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GENERAL FRONTAGE DISTRICT RULE | Subdivision | New Construction | Addition | Facade Alteration | Site Alteration | Relocation | Major Renovation | Minor Renovation | Change/Expansion of Use | Ordinary Maintenance and Repair |
| *Div. 3C.1* Build-To | ○ | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 3C.2* Parking | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 3C.3* Landscaping | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 3C.4* Transparency | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3C.5* Entrances | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3C.6* Ground Story | ○ | ● | ● | ○ | ○ | ● | ● | ○ | ○ | ○ |

● = Rule generally applies to this project activity

○ = Rule is not applicable

**b.** Character Frontage District standards apply to project activities as shown in the table below:

| CHARACTER FRONTAGE DISTRICT RULE | | PROJECT ACTIVITIES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Subdivision | New Construction | Addition | Facade Alteration | Site Alteration | Relocation | Major Renovation | Minor Renovation | Change/Expansion of Use | Ordinary Maintenance and Repair |
| *Div. 3D.1* | Build-To | ○ | ● | ● | ○ | ○ | ● | ○ | ○ | ○ | ○ |
| *Div. 3D.2* | Parking | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 3D.3* | Landscaping | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 3D.4* | Ground Floor Elevation | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.5* | Story Height | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.6* | Articulation | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.7* | Features | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.8* | Entrances | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.9* | Transparency | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.10* | Exterior Materials | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |
| *Div. 3D.11* | Roof Design | ○ | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ |

● = Rule generally applies to this project activity

○ = Rule is not applicable

**c.** More than one project activity may apply to a project (for example, an addition may also include an expansion of use).

**d.** Where a rule is listed as generally applicable in the table below, the project activity shall meet the Frontage District rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 3C* (Frontage Rules). Project applicability may also be modified by *Article 12* (Nonconformities). Where a Division of the Frontage District rules is listed as not applicable in the table below, the standards within the Division do not apply to the project activity.

**e.** For more information about project activities see *Sec. 14.1.17*.

### 2. Nonconformity

For nonconforming lots, and lots with nonconforming site design, buildings, structures, or uses, no project activity may decrease the conformance with any Frontage standard in Article 3 unless otherwise specified by *Division 12.3 (Nonconforming Frontage)*. See the following examples:

**a.** Closing in an existing window opening: Where this proposed facade modification reduces the amount of transparency below the minimum transparency required by the applicable Frontage District the facade modification is not allowed.

**b.** An addition or new detached structure to the side of a building: Where the applicable facades on the existing structure do not meet the Frontage District minimum transparency standard, all applicable facades of the addtion or new structure shall meet the minimum transparency standard but no modification is required to the existing facades.

## B. Applicable Components of Buildings and Lots

### 1. General

Frontage standards apply only to the applicable facades, applicable portions of a lot and applicable building depth as specified below. Specific Frontage standards may further limit which components of buildings and lots are required to comply with the standard within *Part 3C.* (Frontage Rules) and *Part 3D.* (Character Frontage Rules).

## 2. Applicable Facades

Frontage Standards may apply to the following facades:

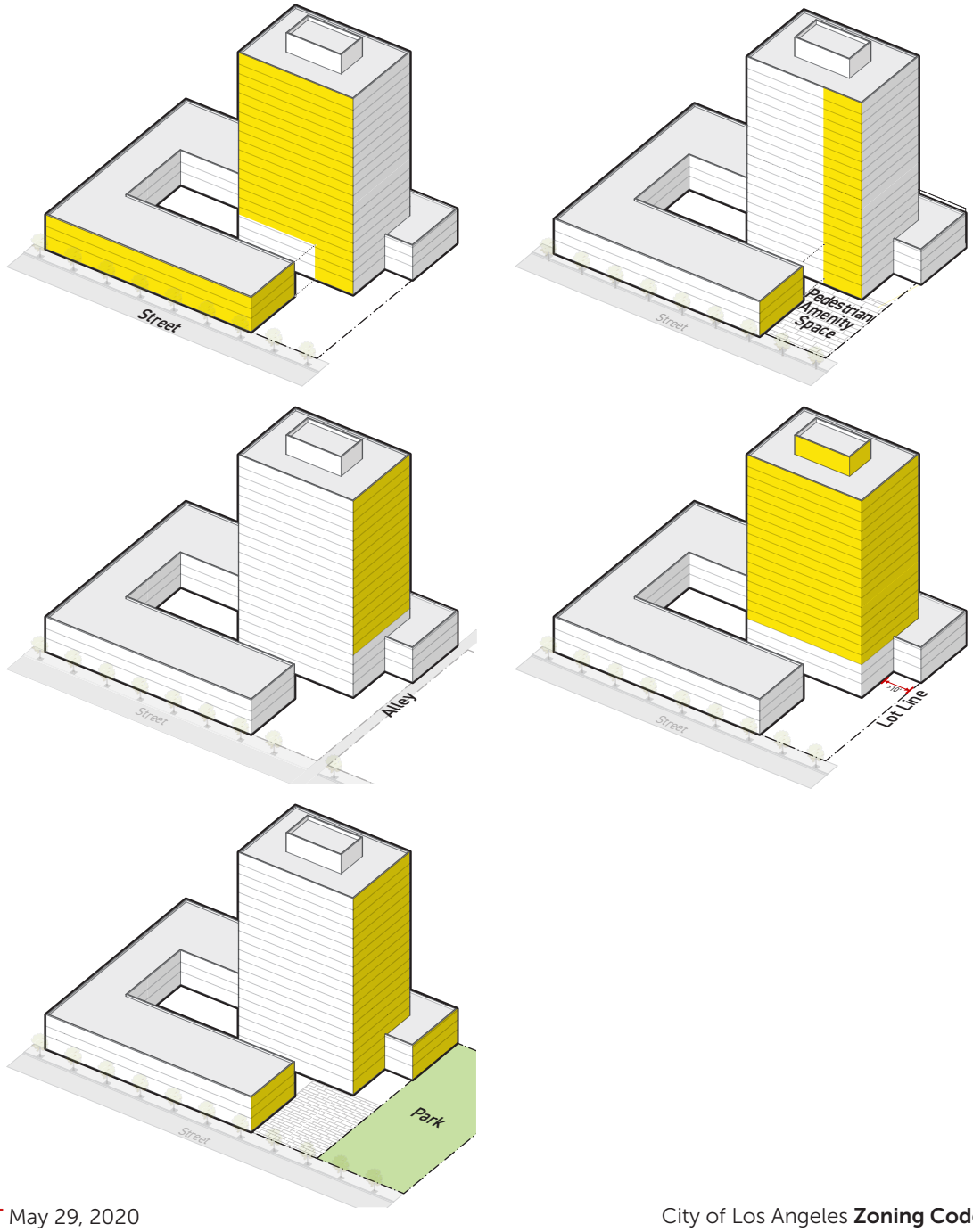
**a.** All street-facing facades. See also *Sec. 14.1.18 (Street-Facing)*.

**b.** All pedestrian amenity space-facing facades. See also *Sec. 14.1.16 (Pedestrian Amenity-Facing Facade)*.

**c.** All alley lot line-facing facades above 4 stories. *Sec. 14.1.13 (Lot Line-Facing)*.

**d.** All lot line-facing facades located 10 feet or more from the lot line above 3 stories. *Sec. 14.1.13 (Lot Line-Facing)*.

**e.** All special lot line-facing facades. *Sec. 14.1.13 (Lot Line-Facing)*.



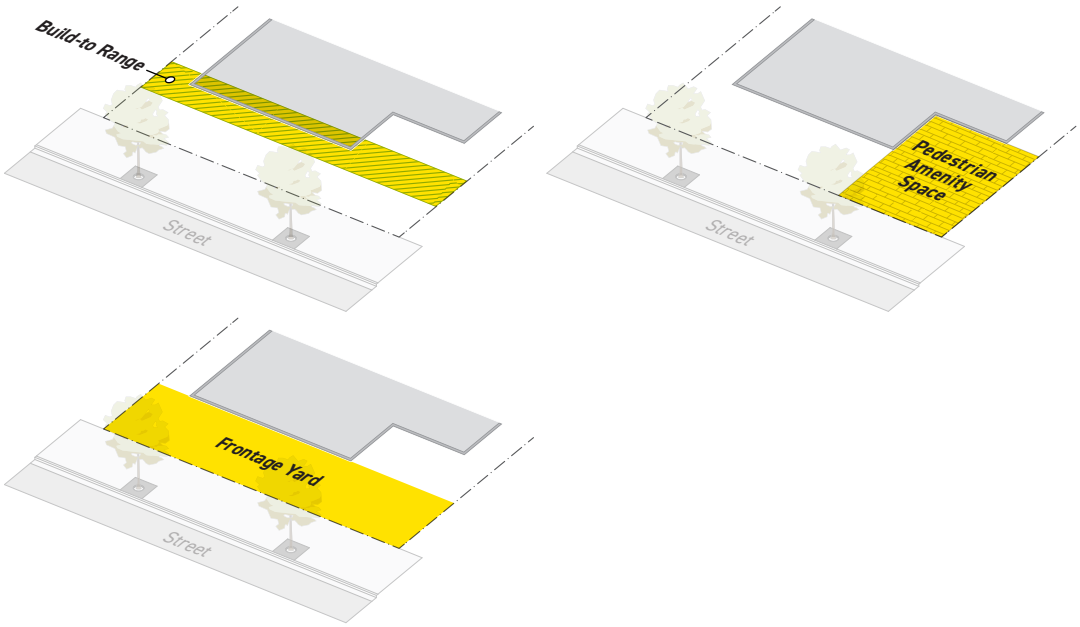
### 3. Applicable Portions of a Lot

Frontage Standards apply to the following portions of a lot:

**a.** Frontage yards. See also *Sec. 14.1.20.G. (Frontage Yard, Yard Designation)*.

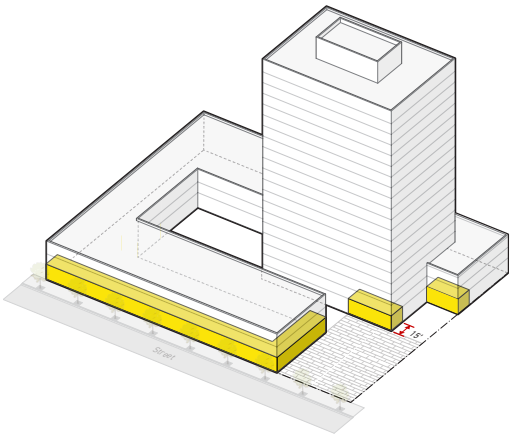
**b.** Pedestrian amenity spaces.

**c.** Build-to ranges




### 4. Applicable Building Depth

Frontage Standards apply to portions of a building interior located on ground story and within 15 feet of a frontage applicable facade.



## SEC. 3B.6.3. RELATIONSHIP TO ZONE STRING

A zone is comprised of the following districts:

The frontage district is a separate and independent component of each zone.

## SEC. 3B.6.4. HOW TO USE THIS ARTICLE

### A. Identify the Frontage District

The second component in a zone string identifies the Frontage District for a property.

### B. Frontage District Standards

Frontage District standards are outlined in *Part 3B* (Frontage Districts). Each Frontage District page identifies the standards specific to that Frontage District.

### C. Interpreting Frontage District Standards

Each standard on a Frontage District page in *Part 3B* (Frontage Districts) provides a reference to *Part 3C* (General Frontage Rules) or *Part 3D* (Character Frontage Rules), where the standard is explained in detail. *Part 3D* (Character Frontage Rules) may reference Part 3C (General Frontage Rules) for standards that are common to both Character Frontages and General Frontages.

# Frontage District Example:

## Zone String

[ LLM2-**MU2**-5] [RG1-FA]

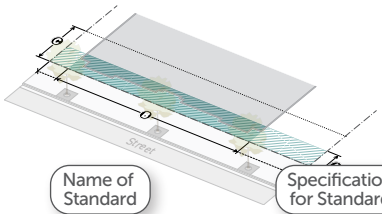
Find Your Frontage District

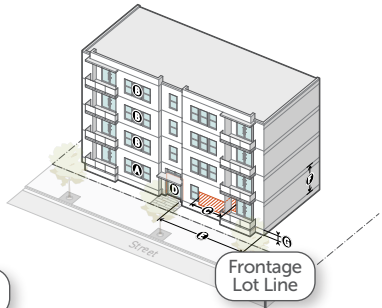
## **Part 3B** (Frontage Districts)

SEC. 3B.2.3. **MULTI-UNIT 2 (MU2)**

**A.** Lot

**B.** Facade




Name of Standard

Specification for Standard

Frontage Lot Line

Link to Rules

Label on Graphic

No Label on Graphic

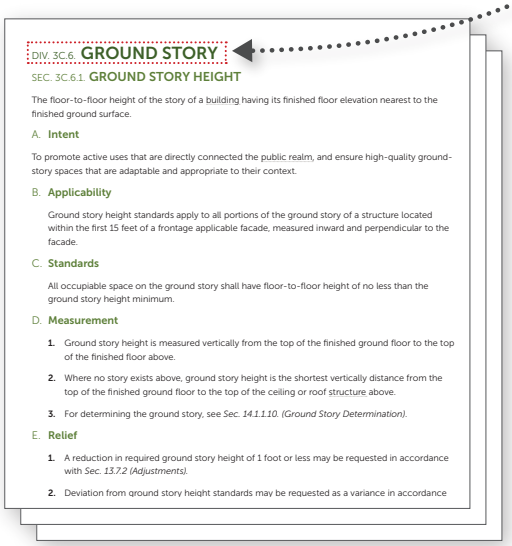
Standard Does Not Apply

| | Primary | Side |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 1 | 1 |
| Ⓐ Build-to range (min/max) | 0'/10' | 0'/15' |
| Ⓑ Build-to width (min) | 70% | 40% |
| Pedestrian amenity allowance (max) | n/a | n/a |
| **PARKING** | *Div. 3C.2.* | |
| Ⓒ Frontage setback (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A2 | A2 |

| | Primary | Side |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 30% | 30% |
| Ⓑ Upper stories (min) | 20% | 20% |
| Ⓒ Dead wall width (max) | 35' | 45' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | n/a |
| Ⓔ Entrance spacing (max) | 50' | 100' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 10' | 10' |
| Nonresidential (min) | 10' | 10' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/5' | -2'/5' |
| Nonresidential (min) | -2'/2' | -2'/2' |

Learn More About Your Rules

## **Part 3C** (General Frontage Rules)



DIV. 3C.6. **GROUND STORY**

SEC. 3C.6.1. **GROUND STORY HEIGHT**

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished ground surface.

A. **Intent**

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

B. **Applicability**

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

C. **Standards**

All occupiable space on the ground story shall have floor-to-floor height of no less than the ground story height minimum.

D. **Measurement**

1. Ground story height is measured vertically from the top of the finished ground floor to the top of the finished floor above.
2. Where no story exists above, ground story height is the shortest vertically distance from the top of the finished ground floor to the top of the ceiling or roof structure above.
3. For determining the ground story, see *Sec. 14.1.1.10. (Ground Story Determination).*

E. **Relief**

1. A reduction in required ground story height of 1 foot or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*
2. Deviation from ground story height standards may be requested as a variance in accordance

# Character Frontage District Example:

## Zone String

[ LLM1-**CDF1**-5] [IH2-FA]

Find Your Frontage District

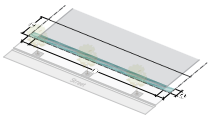
## **Part 3B** (Frontage Districts)

SEC. 3B.9.2. **HISTORIC CORE (CHC1)**

**A.** Intent

The Historic Core Character Frontage provides standards intended to reinforce the prevailing architectural characteristics of Downtown's Historic Core. With an architectural character established in the late 19th and early 20th centuries, key architectural characteristics of the Historic Core include grand entrances adorned with pillars and archways, highly decorative facades that clearly articulate the base, middle, and top layers of a building, deeply recessed windows, and flat roofs with prominent cornices. Buildings in the Historic Core adhere to a well-defined street wall with high ground floor activation. The Historic Core Character Frontage ensures new development contributes to the established architectural character of Downtown's Historic Core.

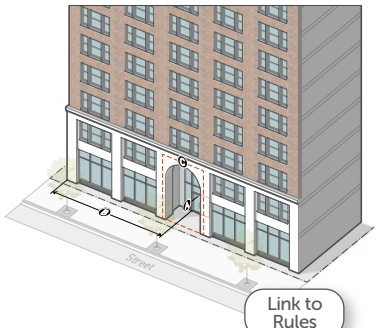
**B.** Lot



| | Primary | Side |
|---|---|---|
| BUILD-TO *Div. 3D.1.* | | |
| Applicable stories (min) | 12 | 12 |
| A Build-to range (min/max) | 0'/5' | 0'/10' |
| B Build-to width (min) | 90% | 70% |
| Pedestrian amenity allowance (max) | 15% | 10% |
| PARKING *Div. 3D.2.* | | |
| C Frontage setback (min) | 20' | 5' |
| LANDSCAPING *Div. 3D.3.* | | |
| Planting area (min) | 0% | 0% |
| Frontage yard fence & wall type allowed: | A1 | A1 |

**E.** Doors

**F.** Windows



Link to Rules

Frontage Lot Line

Label on Graphic

No Label on Graphic

| ENTRANCES *Div. 3D.8.* | Primary | Side |
|---|---|---|
| A Street-facing entrance | Required | Required |
| B Entrance spacing (max) | 50' | 50' |
| Entry feature | Required | Required |
| Options | • Recessed entry<br>• At-grade entry<br>• Storefront bay | |
| C Focal entry feature | 1 | 0 |

Name of Standard

Specification for Standard

| TRANSPARENCY *Div. 3D.9.* | Primary | Side |
|---|---|---|
| A Ground story (min/max) | 50%/70% | 50%/70% |
| Dead wall width (max) | 20' | 20' |
| Window recession (min) | 12" | 12" |
| Bulkhead | Required | Required |
| Symmetrical lite pattern | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |
| B Upper stories (min/max) | 30%/60% | 30%/60% |
| Window recession (min) | 6" | 6" |
| Symmetrical lite pattern | Required | Required |
| Sill | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |

Learn More About Your Rules

## **Part 3D** (Character Frontage Rules)

References to Part 3C

DIV. 3C.4. **TRANSPARENCY**

SEC. 3C.4.1. **TRANSPARENT AREA**

The amount of transparent area on a building facade.

A. **Intent**

To provide visual interest along the public realm and promote natural surveillance by encouraging visual connections between the public realm and the interior of a building.

B. **Applicability**

Transparency standards apply to all portions of a building or structure where frontage standards apply (*Sec. 3A.1.2.B*) with the exception of parking structure facades.

C. **Standards**

1. Each applicable facade shall provide no less than the minimum transparency listed in a Frontage district.
2. Window and door openings meeting the following requirements count toward transparent area:
   a. Interior walls, furniture and other interior visual obstructions shall not be located within 5 feet of any facade area counting toward transparent area. Distance from transparent area is measured perpendicular to the exterior face of the transparent area. Visual obstructions may be located five feet or greater from facade area counting toward transparent area.

DIV. 3D.9. **TRANSPARENCY**

SEC. 3D.9.1. **GROUND STORY**

A. **Intent**

To ensure projects are designed with ground story windows that reflect contributing buildings within their Survey LA Planning District or Historic District.

B. **Applicability**

Ground story transparency standards apply to all ground story frontage applicable facades (*Sec. 3A.1.2.B.2.*) with the exception of parking structure facades.

C. **Standards**

1. **Transparent Area**

   See *Sec. 3C.4.1. (Transparent Area)*

2. **Blank wall Width**

   See *Sec. 3C.4.2. (Blank wall Width)*.

3. **Window Recession**

   a. **Standards**

   All windows provided on applicable facades shall be recessed no less than the minimum depth specified in the Frontage District.

   b. **Measurement**

   Window recession depth is measured inward from the immediately surrounding facade surface, exclusive of trim or accessory projecting architectural details, to the outermost element of the window assembly.

4. **Bulkhead**

   A wall located beneath a display window on the ground story facade that serves to elevate a window above the exterior finished grade and the interior finished floor surface.

## SEC. 3B.6.5. FRONTAGE DISTRICT NAMING CONVENTION

All Frontage District names are composed of two components: frontage category and variation number.

### A. Frontage Category

The first component of each Frontage District is a Frontage category. Frontage categories group all districts with similar characteristics. Frontage categories are organized as follows:

1. Drive
2. Multi-Unit
3. General
4. Shopfront
5. Market
6. Large Format
7. Warehouse
8. Dual
9. Character

### B. Variation Number

The last component of each Frontage District is a Variation Number. All Frontage Districts are numbered in the order they fall within this article.

# PART 3C. FRONTAGE DISTRICTS

**Div. 3B.1. Drive Frontages . . . . . 3-14**
Sec. 3B.1.1. Description . . . . . 3-14
**Div. 3B.2. Multi-Unit Frontages . . . . . 3-15**
Sec. 3B.2.1. Description . . . . . 3-15
**Div. 3B.3. General Frontages. . . . . 3-18**
Sec. 3B.3.1. Description . . . . . 3-18
**Div. 3B.4. Shopfront Frontages . . . . . 3-20**
Sec. 3B.4.1. Description . . . . . 3-20
**Div. 3B.5. Market Frontages . . . . . 3-23**
Sec. 3B.5.1. Description . . . . . 3-23
**Div. 3B.6. Large Format Frontages . . . . . 3-25**
Sec. 3B.6.1. Description . . . . . 3-25
**Div. 3B.7. Warehouse Frontages . . . . . 3-26**
Sec. 3B.7.1. Description . . . . . 3-26
**Div. 3B.8. Dual Frontages. . . . . 3-28**
Sec. 3B.8.1. Description . . . . . 3-28
**Div. 3B.9. Character Frontages . . . . . 3-31**
Sec. 3B.9.1. Description . . . . . 3-31

# DIV. 3C.1. DRIVE FRONTAGES

## SEC. 3C.1.1. DESCRIPTION

Drive Frontages control the location of vehicular access, require planted front yards and provide flexible provisions for privacy through a combination of setbacks and frontage yard fences and wall standards.

[Reserved]

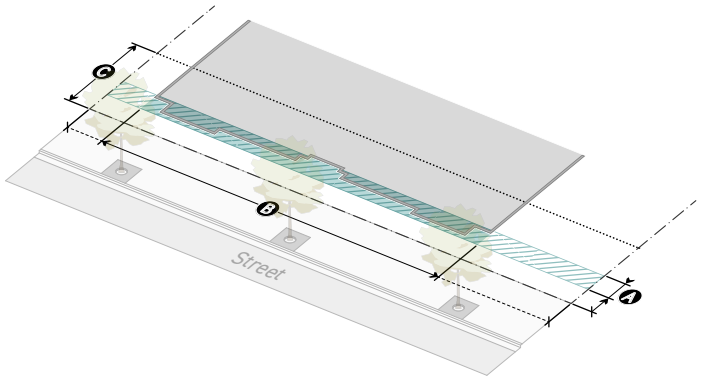
# DIV. 3C.2. MULTI-UNIT FRONTAGES

## SEC. 3C.2.1. DESCRIPTION

Multi-Unit Frontages require higher ground floor elevations, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for ground floor tenants while promoting natural surveillance of the public realm. Frequent entrances activate the public realm with pedestrian activity and visual interest.

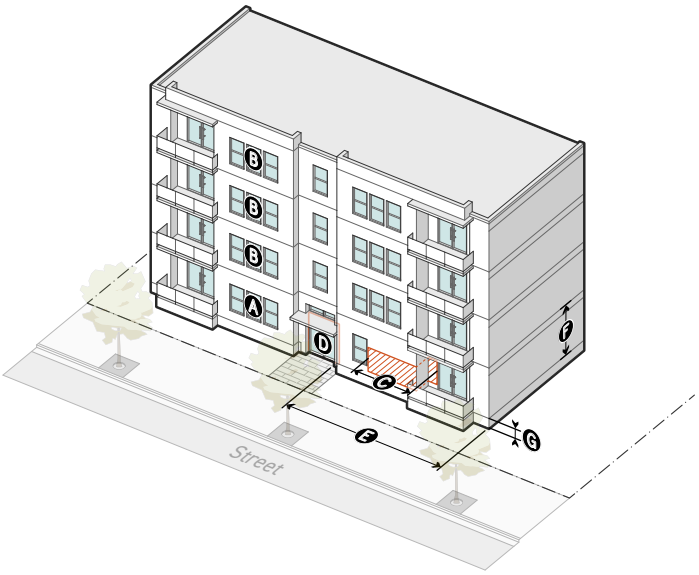
## SEC. 3C.2.2. MULTI-UNIT 1 (MU1)

### A. Lot




| | Primary | Side |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 1 | 1 |
| Ⓐ Build-to range (min/max) | 5'/10' | 5'/10' |
| Ⓑ Build-to width (min) | 70% | 40% |
| Pedestrian amenity allowance (max) | n/a | n/a |
| **PARKING** | *Div. 3C.2.* | |
| Ⓒ Frontage setback (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A2 | A2 |

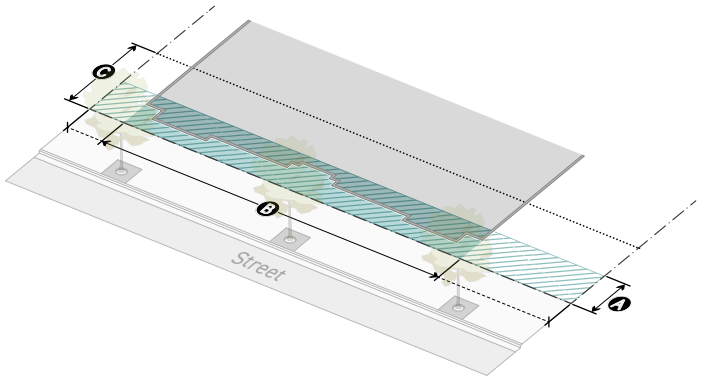
### B. Facade




| | Primary | Side |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 30% | 30% |
| Ⓑ Upper stories (min) | 20% | 20% |
| Ⓒ Dead wall width (max) | 35' | 45' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | n/a |
| Ⓔ Entrance spacing (max) | 50' | 100' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 10' | 10' |
| Nonresidential (min) | 10' | 10' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/5' | -2'/5' |
| Nonresidential (min) | -2'/2' | -2'/2' |

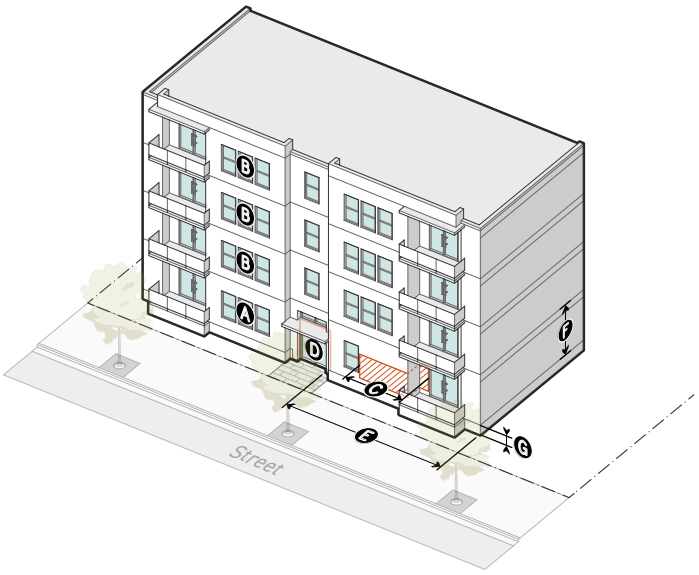
# SEC. 3C.2.3. MULTI-UNIT 2 (MU2)

## A. Lot




| | Primary | Side |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 1 | 1 |
| Ⓐ Build-to range (min/max) | 0'/10' | 0'/15' |
| Ⓑ Build-to width (min) | 70% | 40% |
| Pedestrian amenity allowance (max) | n/a | n/a |
| **PARKING** | *Div. 3C.2.* | |
| Ⓒ Frontage setback (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A2 | A2 |

## B. Facade




| | Primary | Side |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 30% | 30% |
| Ⓑ Upper stories (min) | 20% | 20% |
| Ⓒ Dead wall width (max) | 35' | 45' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | n/a |
| Ⓔ Entrance spacing (max) | 50' | 100' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 10' | 10' |
| Nonresidential (min) | 10' | 10' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/5' | -2'/5' |
| Nonresidential (min) | -2'/2' | -2'/2' |

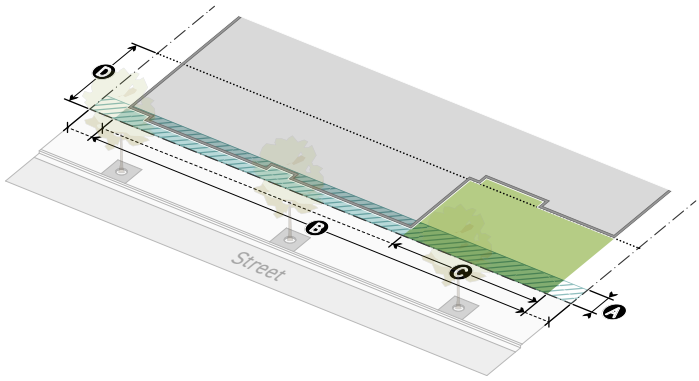
# DIV. 3C.3. GENERAL FRONTAGES

## SEC. 3C.3.1. DESCRIPTION

General Frontages require moderate to high build-to widths while allowing a wide range of modifications for pedestrian amenity spaces. These frontage districts have a moderate transparency requirement with flexible entrance spacing standards while ensuring a high-quality pedestrian environment and providing flexibly for a variety of ground story tenants.

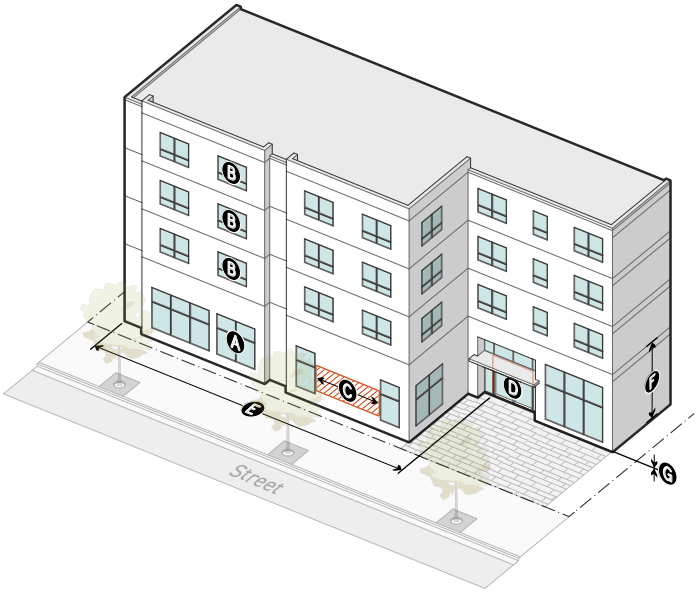
# SEC. 3C.3.2. GENERAL 1 (G1)

## A. Lot




| | Primary St. | Side St. |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 5 | 5 |
| Ⓐ Build-to range (min/max) | 0'/10' | 0'/15' |
| Ⓑ Build-to width (min) | 90% | 70% |
| Ⓒ Pedestrian amenity allowance (max) | 30% | 20% |
| **PARKING** | *Div. 3C.2.* | |
| Ⓓ Frontage setback (min) | 15' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A1 | A1 |

## B. Facade




| | Primary St. | Side St. |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 50% | 40% |
| Ⓑ Upper stories (min) | 30% | 30% |
| Ⓒ Dead wall width (max) | 30' | 30' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | Required |
| Ⓔ Entrance spacing (max) | 75' | 100' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 10' | 10' |
| Nonresidential (min) | 16' | 16' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/5' | -2'/5' |
| Nonresidential (min) | -2'/5' | -2'/5' |

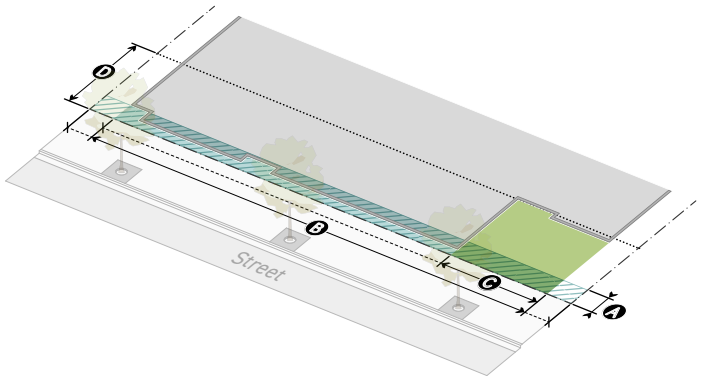
# DIV. 3C.4. SHOPFRONT FRONTAGES

## SEC. 3C.4.1. DESCRIPTION

Shopfront Frontages require high build-to widths, high levels of transparency, frequent entrance spacing and ground floor elevations at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space.

# SEC. 3C.4.2. SHOPFRONT 1 (SH1)

## A. Lot



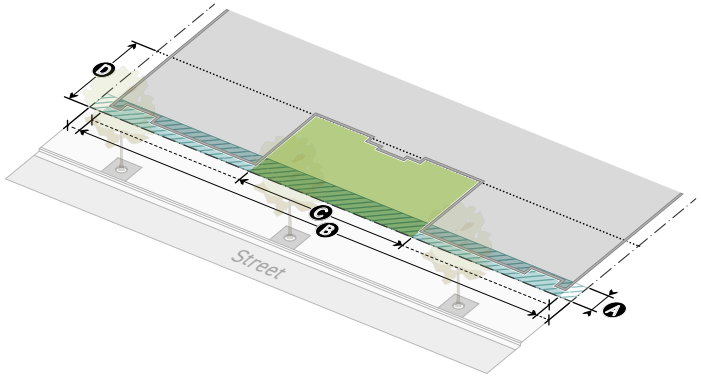

| | Primary St. | Side St. |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 5 | 5 |
| Ⓐ Build-to range (min/max) | 0'/5' | 0'/10' |
| Ⓑ Build-to width (min) | 90% | 70% |
| Ⓒ Pedestrian amenity allowance (max) | 20% | 10% |
| **PARKING** | *Div. 3C.2.* | |
| Ⓓ Frontage setback (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A1 | A1 |

## B. Facade

| | Primary St. | Side St. |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 70% | 50% |
| Ⓑ Upper stories (min) | 30% | 30% |
| Ⓒ Dead wall width (max) | 20' | 30' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | Required |
| Ⓔ Entrance spacing (max) | 50' | 75' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 16' | 16' |
| Nonresidential (min) | 16' | 16' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/2' | -2'/2' |
| Nonresidential (min) | -2'/2' | -2'/2' |

## SEC. 3C.4.3. SHOPFRONT 2 (SH2)

### A. Lot




| | Primary St. | Side St. |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 5 | 5 |
| Ⓐ Build-to range (min/max) | 0'/5' | 0'/10' |
| Ⓑ Build-to width (min) | 95% | 70% |
| Ⓒ Pedestrian amenity allowance (max) | 35% | 10% |
| **PARKING** | *Div. 3C.2.* | |
| Ⓓ Frontage setback (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A1 | A1 |

### B. Facade

| | Primary St. | Side St. |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ⓐ Ground story (min) | 60% | 40% |
| Ⓑ Upper stories (min) | 30% | 30% |
| Ⓒ Dead wall width (max) | 20' | 30' |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓓ Street-facing entrance | Required | Required |
| Ⓔ Entrance spacing (max) | 50' | 75' |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ⓕ Ground story height (min) | | |
| Residential (min) | 16' | 16' |
| Nonresidential (min) | 16' | 16' |
| Ⓖ Ground floor elevation (min/max) | | |
| Residential (min) | -2'/2' | -2'/2' |
| Nonresidential (min) | -2'/2' | -2'/2' |

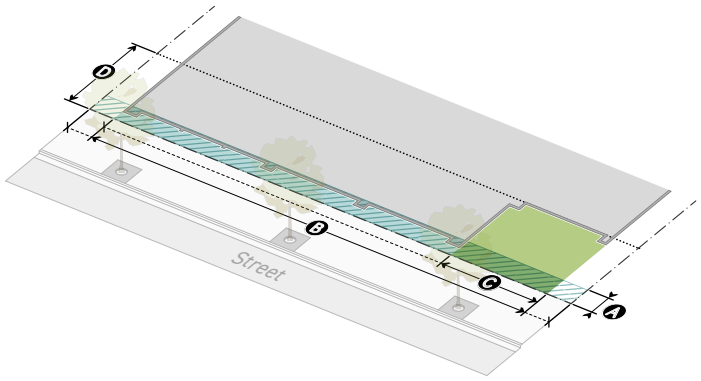
# DIV. 3C.5. MARKET FRONTAGES

## SEC. 3C.5.1. DESCRIPTION

Market Frontages require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activates the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern.

## SEC. 3C.5.2. MARKET 1 (MK1)

### A. Lot




| | | Primary St. | Side St. |
|---|---|---|---|
| **BUILD-TO** | | *Div. 3C.1.* | |
| | Applicable stories (min) | 5 | 5 |
| A | Build-to range (min/max) | 0'/5' | 0'/10' |
| B | Build-to width (min) | 90% | 70% |
| C | Pedestrian amenity allowance (max) | 20% | 10% |
| **PARKING** | | *Div. 3C.2.* | |
| D | Street/alley setback (min) | 20' | 5' |
| **LANDSCAPING** | | *Div. 3C.3.* | |
| | Planting area (min) | 30% | 30% |
| | Frontage yard fence & wall type allowed: | A1 | A1 |

### B. Facade

| | | Primary St. | Side St. |
|---|---|---|---|
| **TRANSPARENCY** | | *Div. 3C.4.* | |
| A | Ground story (min) | 60% | 40% |
| B | Upper stories (min) | 20% | 20% |
| C | Dead wall width (max) | 20' | 35' |
| **ENTRANCES** | | *Div. 3C.5.* | |
| D | Street-facing entrance | Required | Required |
| E | Entrance spacing (max) | 25' | 50' |
| | Entry feature | Required | Required |
| | Options | • Market Stall<br>• Shopfront Bay | |
| **GROUND STORY** | | *Div. 3C.6.* | |
| F | Ground story height (min) | | |
| | Residential (min) | 16' | 16' |
| | Nonresidential (min) | 16' | 16' |
| G | Ground floor elevation (min/max) | | |
| | Residential (min) | n/a | n/a |
| | Nonresidential (min) | -2'/2' | -2'/2' |

# DIV. 3C.6. LARGE FORMAT FRONTAGES

## SEC. 3C.6.1. DESCRIPTION

Large Format Frontages require moderate build-to widths and infrequent entrance spacing. These frontage districts are designed to accommodate large tenants and controlled access in a manner that promotes a walkable street edge.

[Reserved]

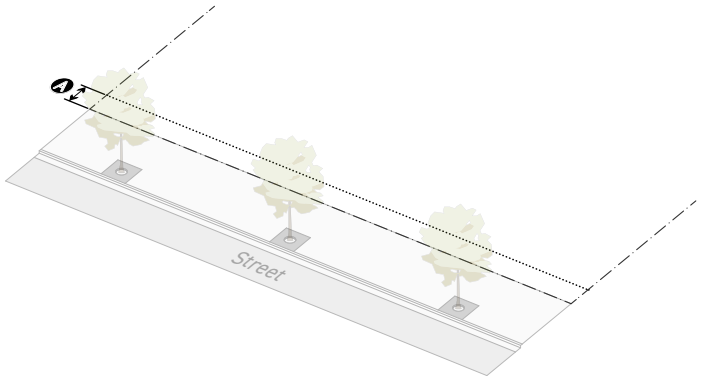
# DIV. 3C.7. WAREHOUSE FRONTAGES

## SEC. 3C.7.1. DESCRIPTION

The Warehouse Frontages have few standards and allow for a high level of flexibility. These frontage districts are designed for freight service. Warehouse Frontages are intended for areas where pedestrian-friendly environments are not a priority.

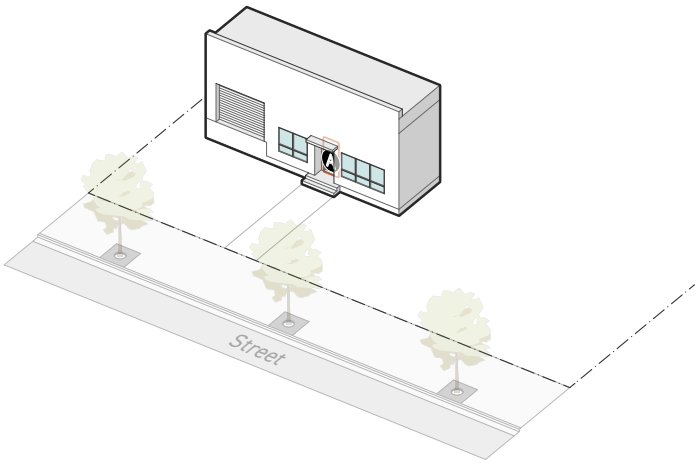
## SEC. 3C.7.2. WAREHOUSE 1 (WH1)

### A. Lot




| | Primary St. | Side St. |
|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | |
| Applicable stories (min) | 2 | 1 |
| Build-to range (min/max) | n/a | n/a |
| Build-to width (min) | n/a | n/a |
| Pedestrian amenity allowance (max) | n/a | n/a |
| **PARKING** | *Div. 3C.2.* | |
| Ⓐ Frontage setback (min) | 5' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | |
| Planting area (min) | 30% | 30% |
| Frontage yard fence & wall type allowed: | A4 | A4 |

### B. Facade




| | Primary St. | Side St. |
|---|---|---|
| **TRANSPARENCY** | *Div. 3C.4.* | |
| Ground story (min) | n/a | n/a |
| Dead wall width (max) | n/a | n/a |
| Upper stories (min) | n/a | n/a |
| **ENTRANCES** | *Div. 3C.5.* | |
| Ⓑ Street-facing entrance | Required | n/a |
| Entrance spacing (max) | n/a | n/a |
| Required entry feature | No | No |
| **GROUND STORY** | *Div. 3C.6.* | |
| Ground story height (min) | | |
| Residential (min) | n/a | n/a |
| Nonresidential (min) | n/a | n/a |
| Ground floor elevation (min/max) | n/a | n/a |

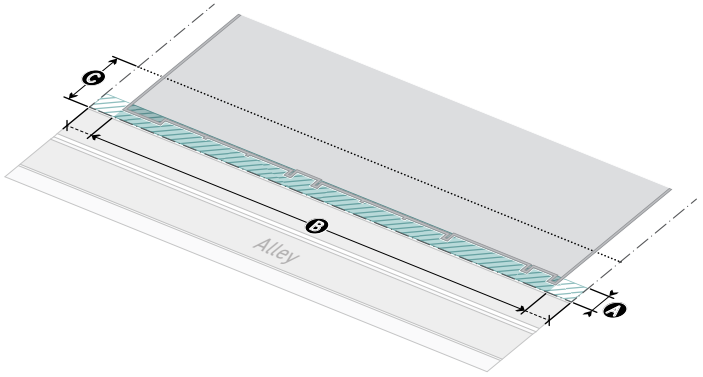
# DIV. 3C.8. DUAL FRONTAGES

## SEC. 3C.8.1. DESCRIPTION

The Dual Frontages are required to address primary, side and special frontage lot lines. This allows for activation of the frontage lot line with increased standards.

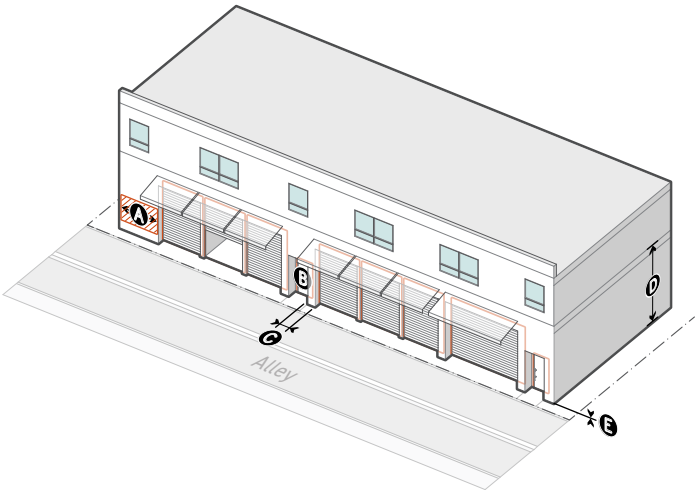
# SEC. 3C.8.2. ALLEY MARKET (AL1)

## A. Lot




| | Special | Primary | Side |
|---|---|---|---|
| **BUILD-TO** | *Div. 3C.1.* | | |
| Applicable stories (min) | 5 | 5 | 5 |
| Ⓐ Build-to range (min/max) | 0'/10' | 0'/5' | 0'/10' |
| Ⓑ Build-to width (min) | 90% | 90% | 70% |
| Pedestrian amenity allowance (max) | 10% | 20% | 10% |
| **PARKING** | *Div. 3C.2.* | | |
| Ⓒ Setback (min) | 15' | 20' | 5' |
| **LANDSCAPING** | *Div. 3C.3.* | | |
| Planting area (min) | 10% | 20% | 30% |
| Frontage yard fence & wall type allowed: | A1 | A1 | A1 |

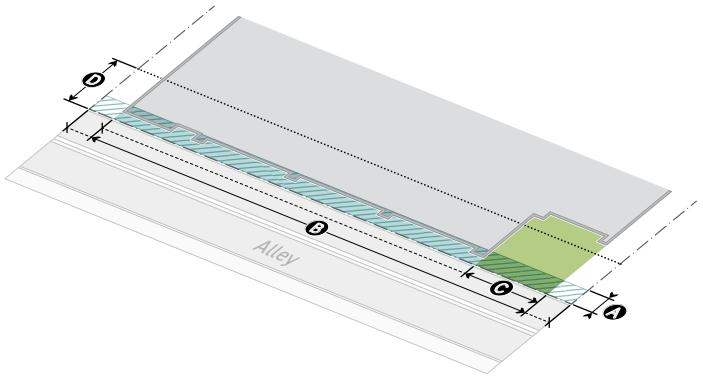
## B. Facade




| | Special | Primary | Side |
|---|---|---|---|
| **TRANSPARENCY** | | *Div. 3C.4.* | |
| Ground story (min) | n/a | 60% | 40% |
| Upper stories (min) | n/a | 20% | 20% |
| Ⓐ Dead wall width (max) | 30' | 20' | 35' |
| **ENTRANCES** | | *Div. 3C.5.* | |
| Ⓑ Street-facing entrance | Required | Required | Required |
| Ⓒ Entrance spacing (max) | 25' | 25' | 50' |
| Entry feature | Required | Required | Required |
| Options | • Shopfront bay<br>• Market stall | | |
| **GROUND STORY** | | *Div. 3C.6.* | |
| Ⓓ Ground story height | | | |
| Residential (min) | 16' | 16' | n/a |
| Nonresidential (min) | 16' | 16' | 16' |
| Ⓔ Ground floor elevation (min/max) | -1/1' | -2/2' | -2/2' |

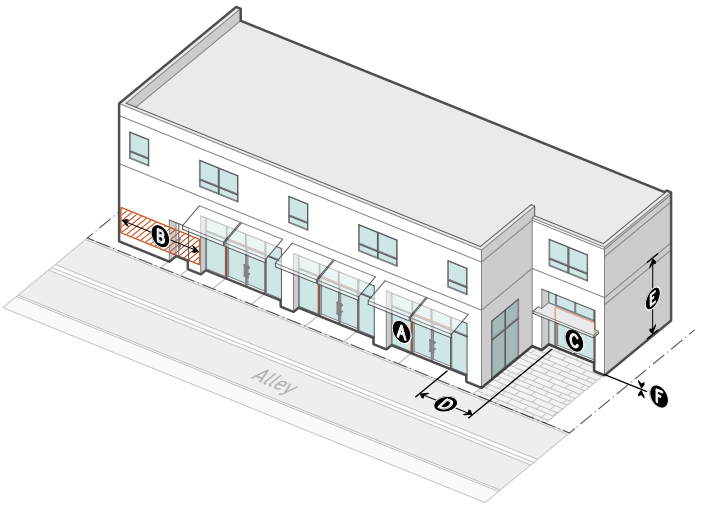
# SEC. 3C.8.3. ALLEY SHOPFRONT (AL2)

## A. Lot




| | | Special | Primary | Side |
|---|---|---|---|---|
| **BUILD-TO** | | | *Div. 3C.2.* | |
| | Applicable stories (min) | 5 | 5 | 5 |
| A | Build-to range (min/max) | 0'/10' | 0'/5' | 0'/10' |
| B | Build-to width (min) | 90% | 95% | 70% |
| C | Pedestrian amenity allowance (max) | 15% | 35% | 10% |
| **PARKING** | | | *Div. 3C.2.* | |
| D | Setback (min) | 15' | 20' | 5' |
| **LANDSCAPING** | | | *Div. 3C.3.* | |
| | Planting area (min) | 10% | 20% | 30% |
| | Frontage yard fence & wall type allowed: | A1 | A1 | A1 |

## B. Facade




| | | Special | Primary | Side |
|---|---|---|---|---|
| **TRANSPARENCY** | | | *Div. 3C.4.* | |
| A | Ground story (min) | 60% | 60% | 40% |
| | Upper stories (min) | n/a | 30% | 30% |
| B | Dead wall width (max) | 30' | 20' | 30' |
| **ENTRANCES** | | | *Div. 3C.5.* | |
| C | Street-facing entrance | Required | Required | Required |
| D | Entrance spacing (max) | 25' | 50' | 75' |
| | Entry feature | Required | n/a | n/a |
| | Options | • Storefront bay | | |
| **GROUND STORY** | | | *Div. 3C.6.* | |
| E | Ground story height | | | |
| | Residential (min) | 16' | 16' | 16' |
| | Nonresidential (min) | 16' | 16' | 16' |
| F | Ground floor elevation (min/max) | -1/1' | -2/2' | -2/2' |

# DIV. 3C.9. CHARACTER FRONTAGES

## SEC. 3C.9.1. DESCRIPTION

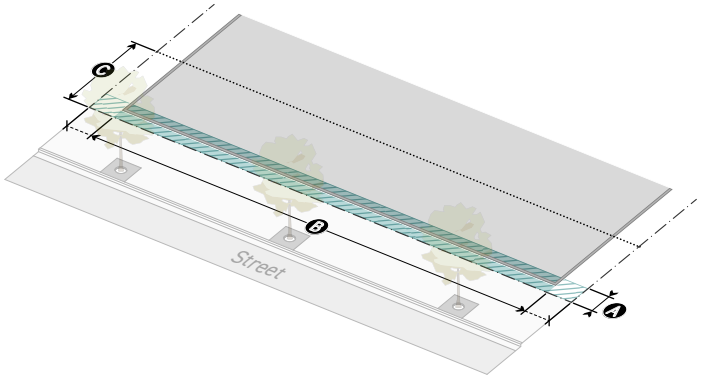
Character Frontages provide standards for facade articulation, entry features, window design, siding materials, and roof form, in order to reinforce the prevailing architectural characteristics of the city's historically and culturally significant neighborhoods and districts.

# SEC. 3C.9.2. HISTORIC CORE (CHC1)

## A. Intent

The Historic Core Character Frontage provides standards intended to reinforce the prevailing architectural characteristics of Downtown's Historic Core. With an architectural character established in the late 19th and early 20th centuries, key architectural characteristics of the Historic Core include grand entrances adorned with pillars and archways, highly decorative facades that clearly articulate the base, middle, and top layers of a building, deeply recessed windows, and flat roofs with prominent cornices. Buildings in the Historic Core adhere to a well-defined street wall with high ground floor activation. The Historic Core Character Frontage ensures new development contributes to the established architectural character of Downtown's Historic Core.

## B. Lot

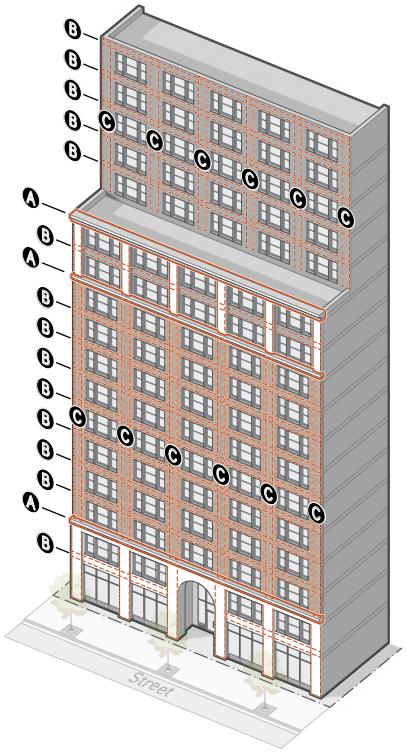



| | Primary | Side |
|---|---|---|
| **BUILD-TO** | *Div. 3D.1.* | |
| **Applicable stories** (min) | 12 | 12 |
| Ⓐ **Build-to range** (min/max) | 0'/5' | 0'/10' |
| Ⓑ **Build-to width** (min) | 90% | 70% |
| **Pedestrian amenity allowance** (max) | 15% | 10% |
| **PARKING** | *Div. 3D.2.* | |
| Ⓒ **Frontage setback** (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3D.3.* | |
| **Planting area** (min) | 0% | 0% |
| **Frontage yard fence & wall type allowed:** | A1 | A1 |

## C. Stories

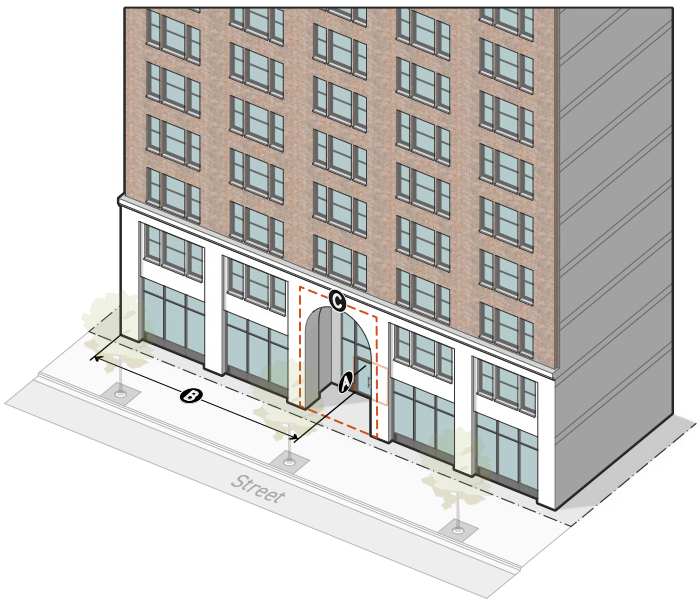
| | Primary | Side |
|---|---|---|
| **GROUND FLOOR ELEVATION** | *Div. 3D.4.* | |
| Ⓐ Ground floor elevation (min/max) | -2'/2' | -2'/2' |
| **STORY HEIGHT** | *Div. 3D.5.* | |
| Ⓑ Ground story height (min) | 16' | 16' |
| Ⓒ Upper story height (min) | 10' | 10' |

## D. Facade




| | Primary | Side |
|---|---|---|
| **ARTICULATION** | *Div. 3D.6.* | |
| Ⓐ Base-middle-top | Required | Required |
| Ⓑ Horizontal bands | Required | Required |
| Options | • Projecting band<br>• Material band | |
| Ⓒ Vertical bands | Required | Required |
| Spacing (min/max) | 15'/25' | 15'/25' |
| **FEATURES** | *Div. 3D.7.* | |
| Prohibited Features | n/a | n/a |

## E. Doors

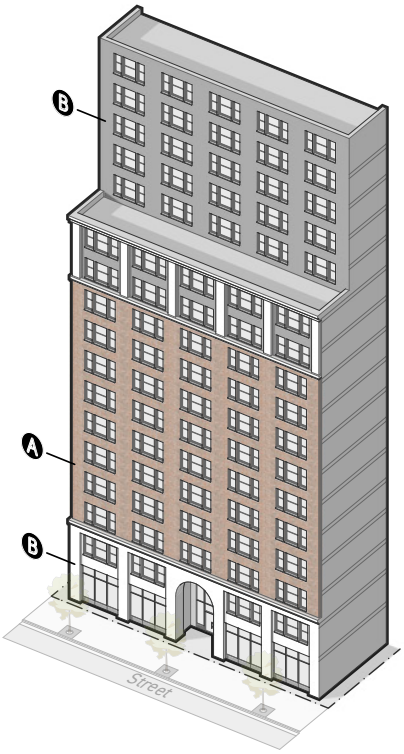



| | Primary | Side |
|---|---|---|
| **ENTRANCES** | *Div. 3D.8.* | |
| Ⓐ **Street-facing entrance** | Required | Required |
| Ⓑ Entrance spacing (max) | 50' | 50' |
| **Entry feature** | Required | Required |
| Options | • Recessed entry<br>• At-grade entry<br>• Storefront bay | |
| Ⓒ **Focal entry feature** | 1 | 0 |

## F. Windows

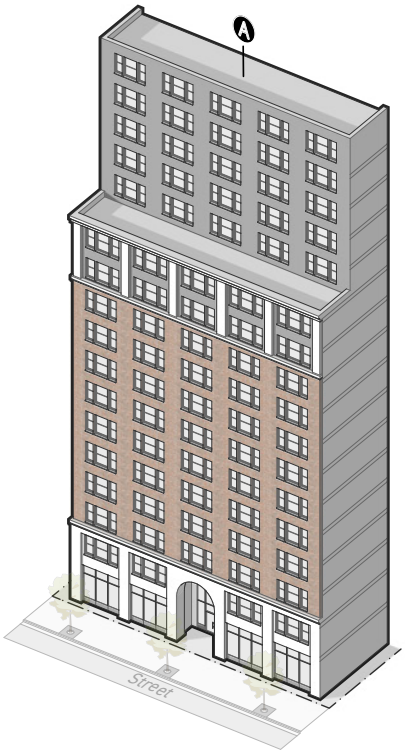
| | Primary | Side |
|---|---|---|
| **TRANSPARENCY** | *Div. 3D.9.* | |
| Ⓐ **Ground story** (min/max) | 50%/70% | 50%/70% |
| Dead wall width (max) | 20' | 20' |
| Window recession (min) | 12" | 12" |
| Bulkhead | Required | Required |
| Symmetrical lite pattern | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |
| Ⓑ **Upper stories** (min/max) | 30%/60% | 30%/60% |
| Window recession (min) | 6" | 6" |
| Symmetrical lite pattern | Required | Required |
| Sill | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |

## G. Cladding




| EXTERIOR MATERIALS | *Div. 3D.10.* |
|---|---|
| A **Principal materials** (min) | 70% |
| Options | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Glazed tile |
| B **Accessory materials** (max) | 30% |
| Options | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Wood<br>• Glazed tile |
| Number of accessory materials (max) | 2 |

## H. Roof



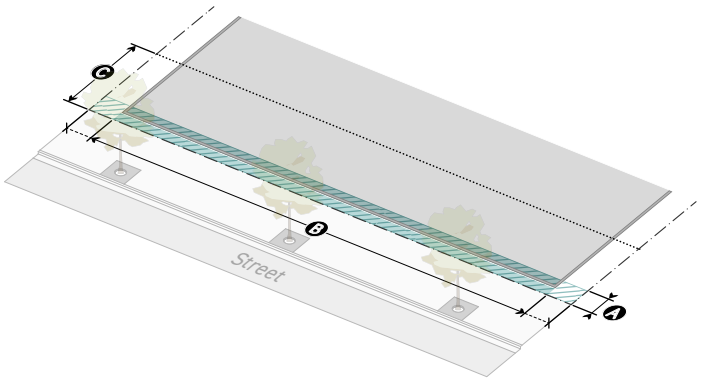

| ROOF DESIGN | *Div. 3D.11.* |
|---|---|
| A **Roof form** (options) | • Flat |
| **Roof materials** | n/a |

# SEC. 3C.9.3. DAYLIGHT FACTORY (CDF1)

## A. Intent

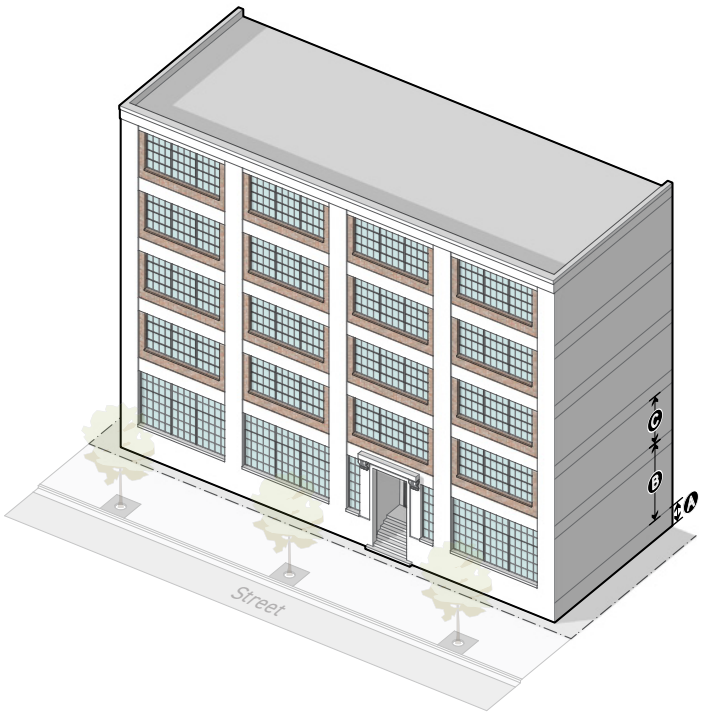
The Daylight Factory Character Frontage provides standards intended to reinforce the prevailing architectural characteristics of the industrial districts established in the early 20th century. Warehouse and factory buildings in these industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, brick and masonry façade materials, and flat roofs with parapets. Facades are articulated to establish uniformity through horizontal repetition. The Daylight Factory Character Frontage ensures new development contributes to the established architectural character of the city's early 20th century industrial districts.

## B. Lot



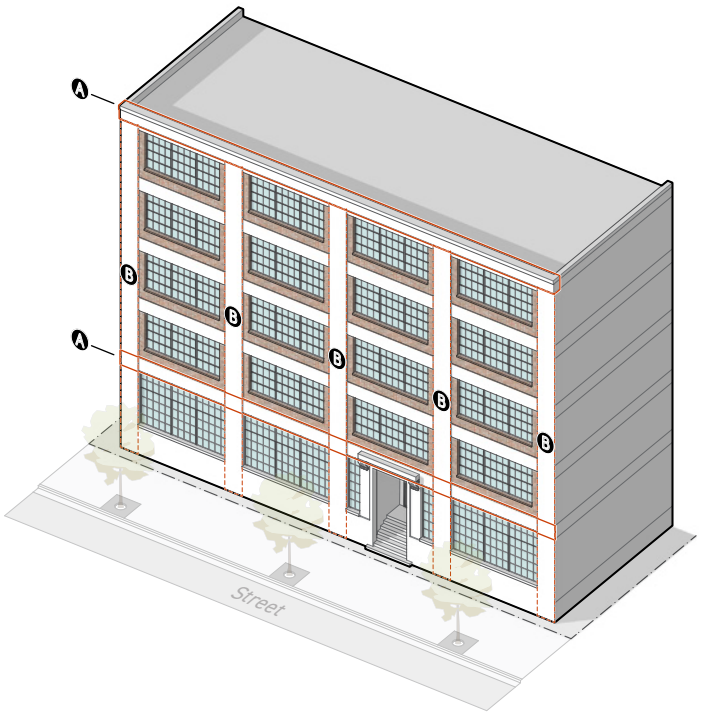

| | Primary | Side |
|---|---|---|
| **BUILD-TO** | *Div. 3D.1.* | |
| **Applicable stories** (min) | 3 | 3 |
| Ⓐ **Build-to range** (min/max) | 0'/5' | 0'/10' |
| Ⓑ **Build-to width** (min) | 90% | 70% |
| **Pedestrian amenity allowance** (max) | 30% | 30% |
| **PARKING** | *Div. 3D.2.* | |
| Ⓒ **Frontage setback** (min) | 20' | 5' |
| **LANDSCAPING** | *Div. 3D.3.* | |
| **Planting area** (min) | 30% | 30% |
| **Frontage yard fence & wall type allowed:** | A1 | A1 |

## C. Stories



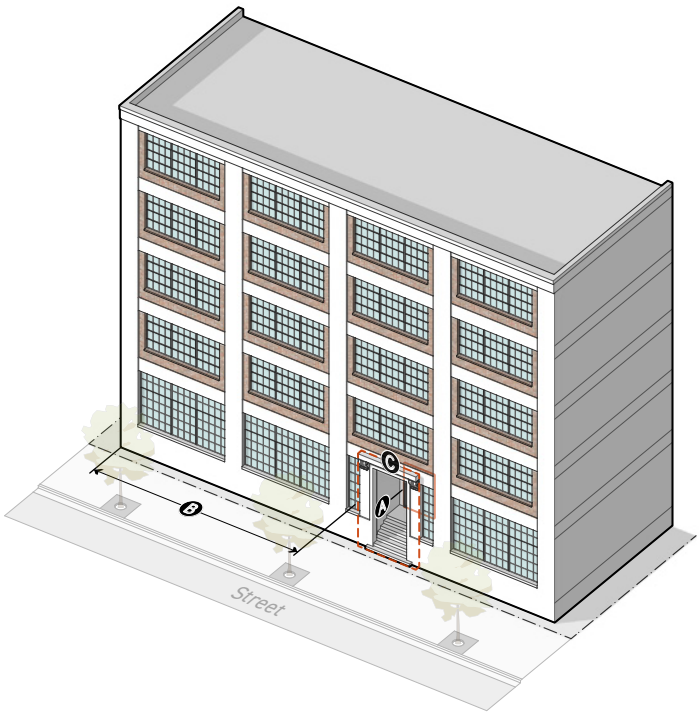

| | Primary | Side |
|---|---|---|
| **GROUND FLOOR ELEVATION** | *Div. 3D.4.* | |
| Ⓐ Ground floor elevation (min/max) | -2'/5' | -2'/5' |
| **STORY HEIGHT** | *Div. 3D.5.* | |
| Ⓑ **Ground story height** (min) | 22' | 22' |
| Ⓒ **Upper story height** (min) | 12' | 12' |

## D. Facade



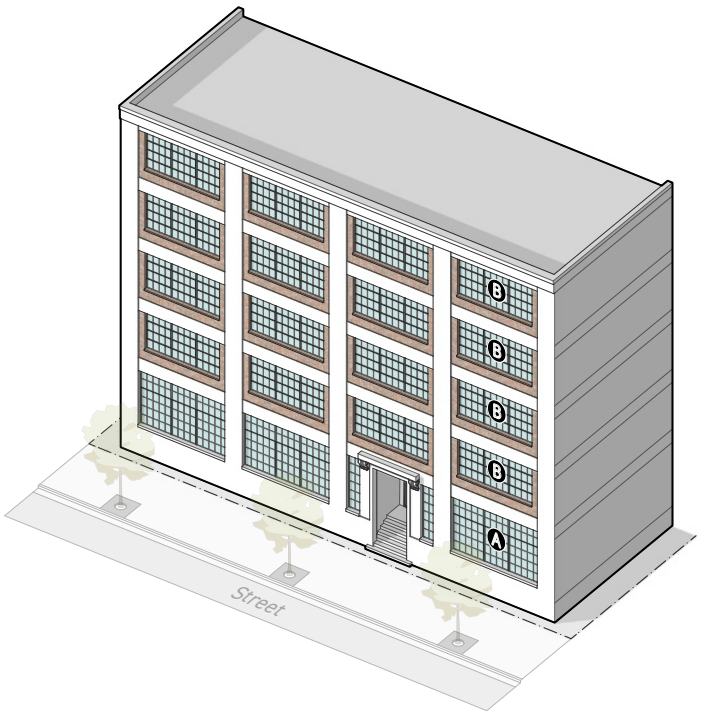

| | Primary | Side |
|---|---|---|
| **ARTICULATION** | *Div. 3D.6.* | |
| Ⓐ **Base-top** | Required | Required |
| Ⓑ **Vertical bands** | Required | Required |
| Spacing (min/max) | 20'/30' | 20'/30' |
| **FEATURES** | *Div. 3D.7.* | |
| **Prohibited Features** | n/a | n/a |

## E. Doors



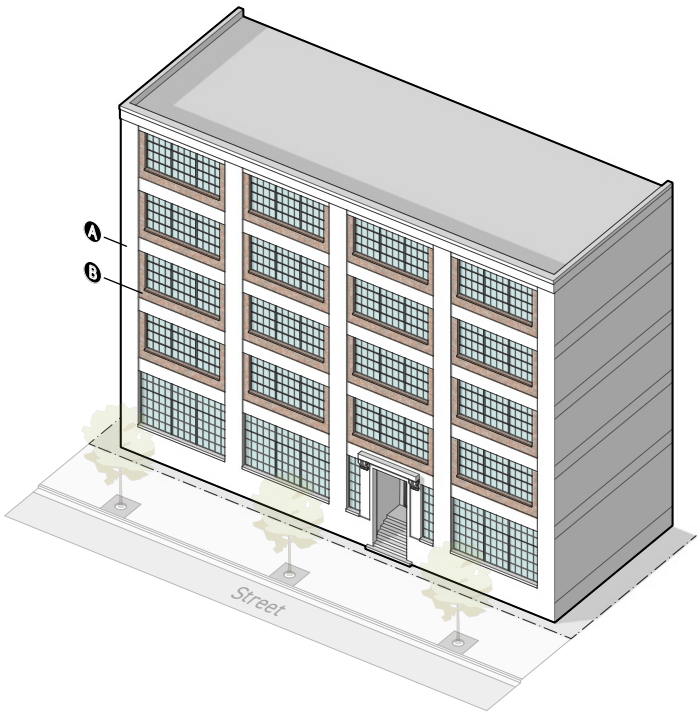

| | Primary | Side |
|---|---|---|
| **ENTRANCES** | *Div. 3D.8.* | |
| Ⓐ **Street-facing entrance** | Required | Required |
| Ⓑ Entrance spacing (max) | 100' | 100' |
| **Entry feature** | Required | Required |
| Options | • Recessed entry<br>• At-grade entry<br>• Storefront bay | |
| Ⓒ **Focal entry feature** | 1 | 1 |

## F. Windows



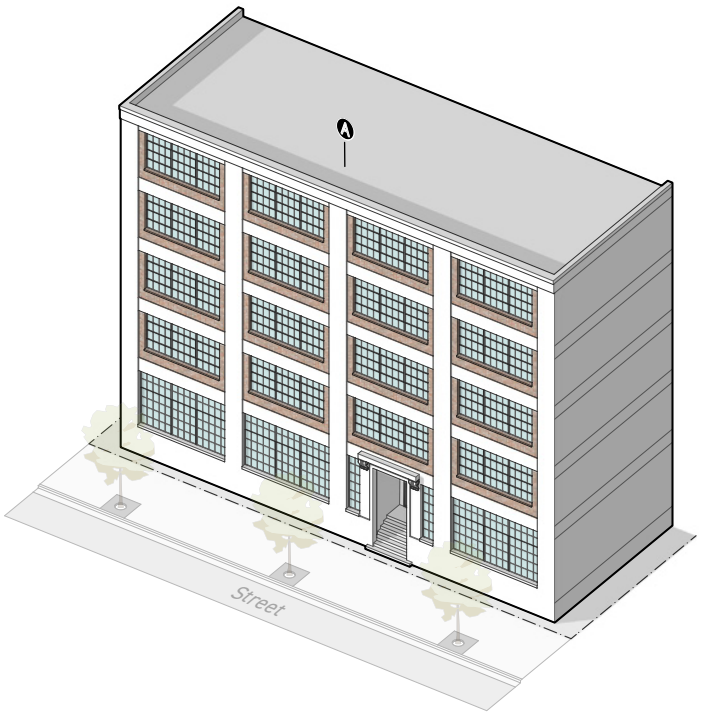

| | Primary | Side |
|---|---|---|
| **TRANSPARENCY** | *Div. 3D.9.* | |
| Ⓐ **Ground story** (min/max) | 50%/80% | 50%/80% |
| Dead wall width (max) | 20' | 30' |
| Window recession (min) | 9" | 9" |
| Symmetrical lite pattern | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |
| Ⓑ **Upper stories** (min/max) | 40%/70% | 30%/70% |
| Window recession (min) | 6" | 6" |
| Symmetrical lite pattern | Required | Required |
| Sill | Required | Required |
| Horizontal sliding windows | Prohibited | Prohibited |
| Vinyl windows | Prohibited | Prohibited |

## G. Cladding




| EXTERIOR MATERIALS | *Div. 3D.10.* |
|---|---|
| A **Principal materials** (min) | 70% |
| Options | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Wood |
| B **Accessory materials** (max) | 30% |
| Options | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Wood |
| **Number of accessory materials (max)** | 3 |

## H. Roof



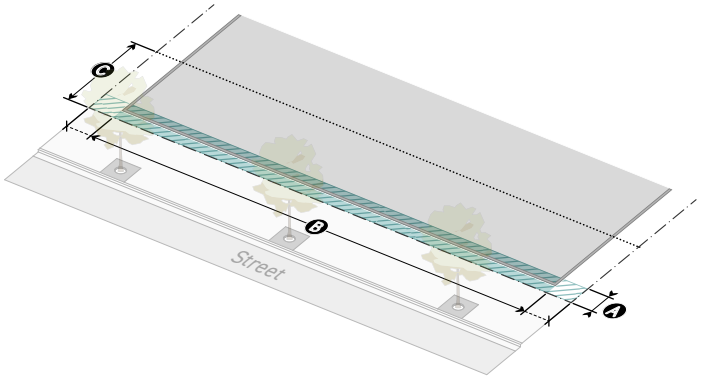

| ROOF DESIGN | *Div. 3D.11.* |
|---|---|
| A **Roof form** (options) | • Flat |
| **Roof materials** | n/a |

# SEC. 3C.9.4. DAYLIGHT FACTORY / RIVER (CDR1)

## A. Intent

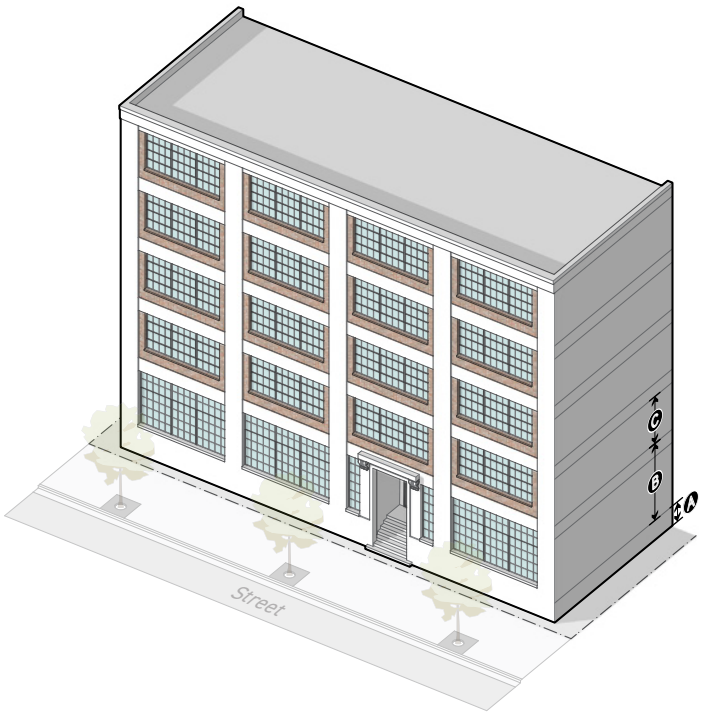
The Daylight Factory / River Character Frontage provides standards intended to support the activation of the Los Angeles River as a public amenity while reinforcing the prevailing architectural characteristics of the industrial districts established in the early 20th century along the River. Warehouse and factory buildings in these riverside industrial districts are characterized by large, symmetrical windows that extend nearly a full story in height, high ceilings on each story, brick and masonry façade materials, and flat roofs with parapets. Facades are articulated to establish uniformity through horizontal repetition. The Daylight Factory Character Frontage ensures new development contributes to the established architectural character of the city's early 20th century riverside industrial districts, while providing a strong and active presence along the Los Angeles River.

## B. Lot



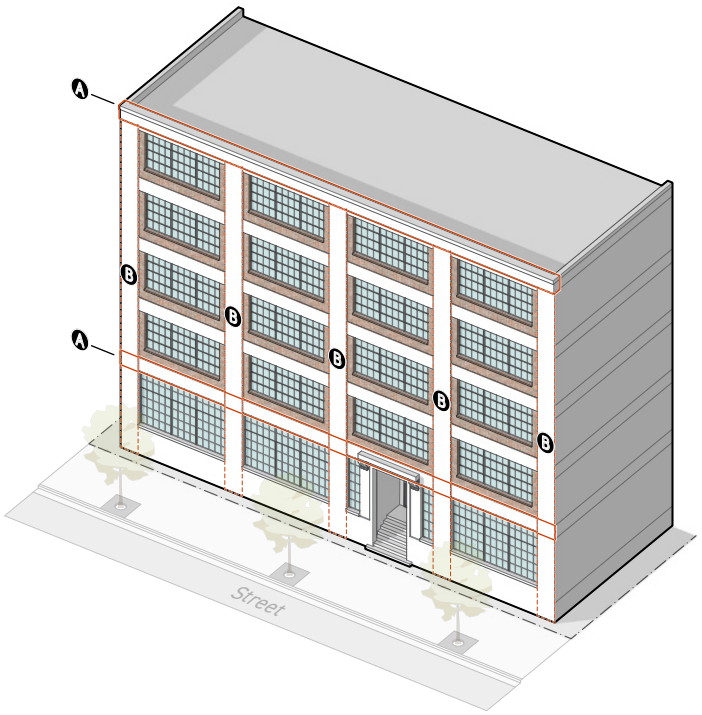

| | Primary | Side | River |
|---|---|---|---|
| **BUILD-TO** | | *Div. 3D.1.* | |
| Applicable stories (min) | 3 | 3 | 3 |
| Ⓐ Build-to range (min/max) | 0'/5' | 0'/10' | 20'/40' |
| Ⓑ Build-to width (min) | 90% | 70% | 70% |
| Pedestrian amenity allowance (max) | 30% | 30% | 40% |
| **PARKING** | | *Div. 3D.2.* | |
| Ⓒ Frontage setback (min) | 20' | 5' | 20' |
| **LANDSCAPING** | | *Div. 3D.3.* | |
| Planting area (min) | 5% | 5% | 75% |
| Frontage yard fence & wall type allowed: | A1 | A1 | A3 |

## C. Stories



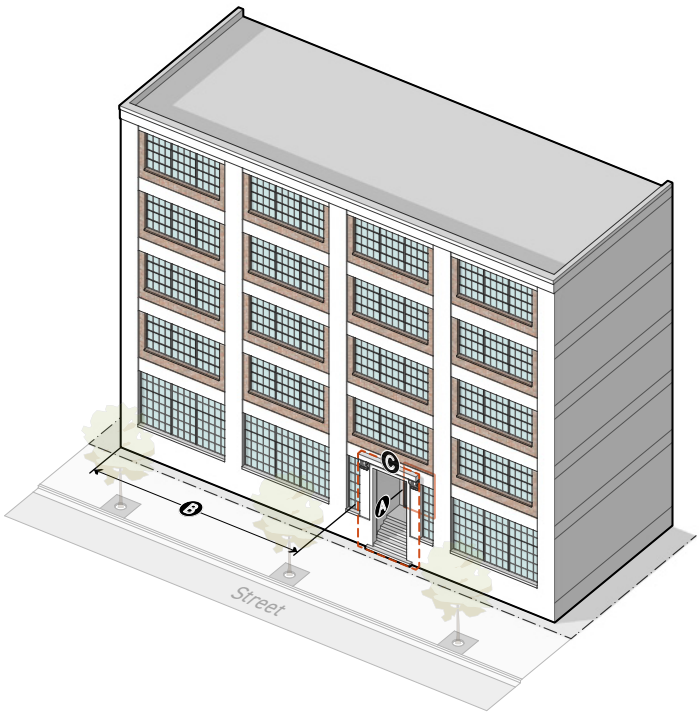

| | Primary | Side | River |
|---|---|---|---|
| **GROUND FLOOR ELEVATION** | *Div. 3D.4.* | | |
| Ⓐ Ground floor elevation (min/max) | -2'/5' | -2'/5' | -2'/5' |
| **STORY HEIGHT** | *Div. 3D.5.* | | |
| Ⓑ Ground story height (min) | 16' | 16' | 16' |
| Ⓒ Upper story height (min) | 12' | 12' | 12' |

## D. Facade



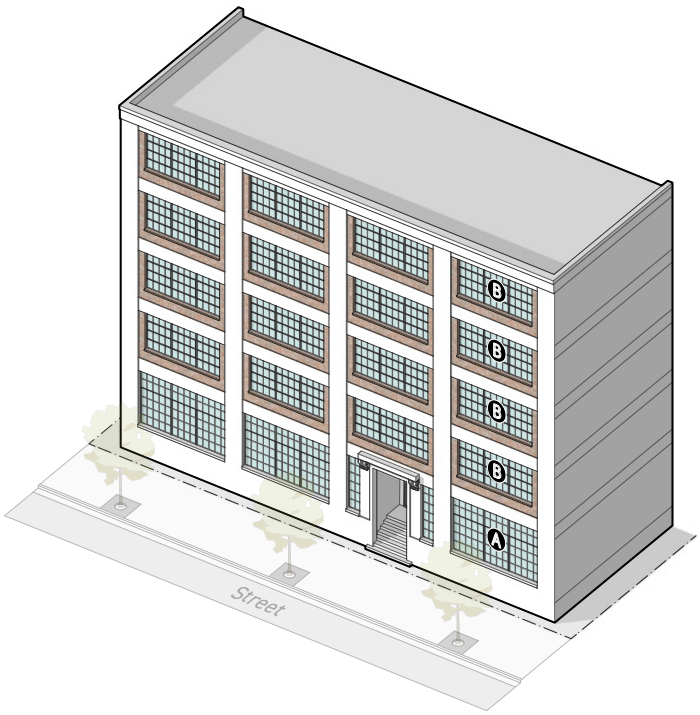

| | Primary | Side | River |
|---|---|---|---|
| **ARTICULATION** | *Div. 3D.6.* | | |
| Ⓐ Base-top | Required | Required | Required |
| Ⓑ Vertical bands | Required | Required | Required |
| Spacing (min/max) | 20'/30' | 20'/30' | 20'/30' |
| **FEATURES** | *Div. 3D.7.* | | |
| Prohibited Features | n/a | n/a | |

## E. Doors



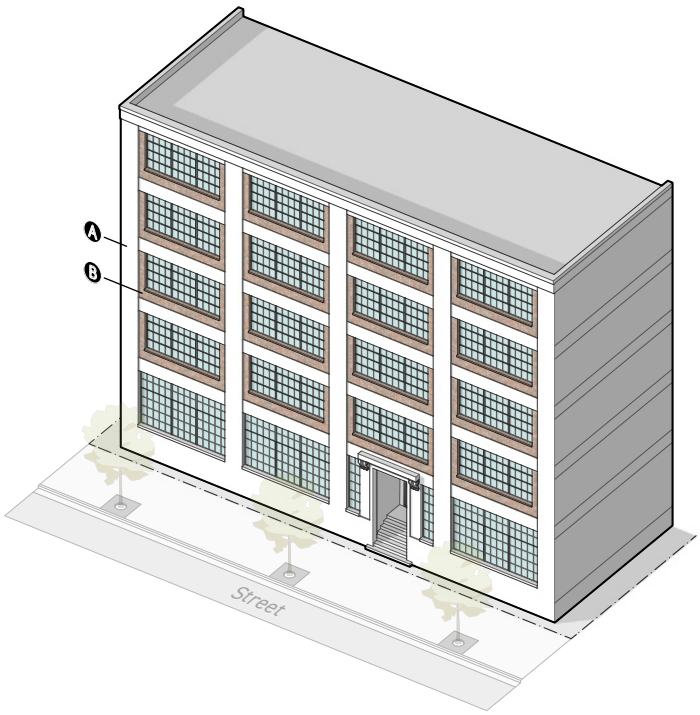

| | | Primary | Side | River |
|---|---|---|---|---|
| ENTRANCES | | | *Div. 3D.8.* | |
| Ⓐ | Street-facing entrance | Required | Required | Required |
| Ⓑ | Entrance spacing (max) | 100' | 100' | 100' |
| | Entry feature | Required | Required | n/a |
| | Options | • Recessed entry<br>• At-grade entry<br>• Storefront bay | | |
| Ⓒ | Focal entry feature | 1 | 1 | n/a |

## F. Windows



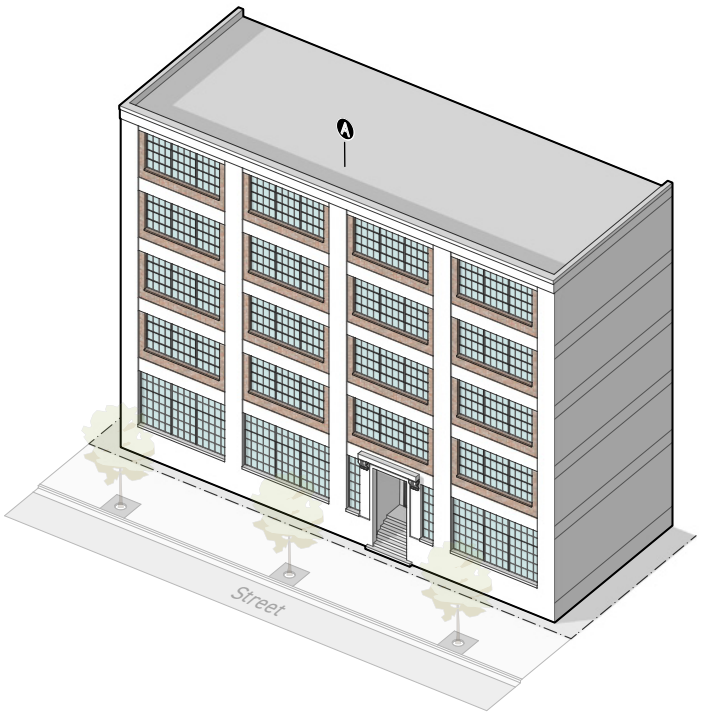

| | | Primary | Side | River |
|---|---|---|---|---|
| TRANSPARENCY | | | *Div. 3D.9.* | |
| Ⓐ | Ground story (min/max) | 50%/80% | 50%/80% | 30%/80% |
| | Dead wall width (max) | 20' | 30' | 30' |
| | Window recession (min) | 9" | 9" | 9" |
| | Symmetrical lite pattern | Required | Required | Required |
| | Horizontal sliding windows | Prohibited | Prohibited | Prohibited |
| | Vinyl windows | Prohibited | Prohibited | Prohibited |
| Ⓑ | Upper stories (min/max) | 40%/70% | 30%/70% | 30%/70% |
| | Window recession (min) | 6" | 6" | 6" |
| | Symmetrical lite pattern | Required | Required | Required |
| | Sill | Required | Required | Required |
| | Horizontal sliding windows | Prohibited | Prohibited | Prohibited |
| | Vinyl windows | Prohibited | Prohibited | Prohibited |

## G. Cladding




| EXTERIOR MATERIALS | *Div. 3D.10.* |
|---|---|
| Ⓐ **Principal materials** (min) | 70% |
| **Options** | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Wood |
| Ⓑ **Accessory materials** (max) | 30% |
| **Options** | • Brick<br>• Solid stone<br>• Concrete<br>• Metal<br>• Wood |
| **Number of accessory materials** (max) | 3 |

## H. Roof




| ROOF DESIGN | *Div. 3D.11.* |
|---|---|
| Ⓐ **Roof form** (options) | • Flat |
| **Roof materials** | n/a |

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# PART 3D. GENERAL FRONTAGE RULES


**Div. 3C.1. Build-To . . . . . 3-46**

Sec. 3C.1.1. Applicable Stories . . . . . 3-46

Sec. 3C.1.2. Build-to Range . . . . . 3-48

Sec. 3C.1.3. Build-to Width . . . . . 3-50

Sec. 3C.1.4. Pedestrian Amenity Allowance . . . . . 3-54

**Div. 3C.2. Parking . . . . . 3-56**

Sec. 3C.2.1. Frontage Setback. . . . . 3-56

**Div. 3C.3. Landscaping . . . . . 3-58**

Sec. 3C.3.1. Planting area . . . . . 3-58

Sec. 3C.3.2. Frontage Yard Fence & Wall Type. . . . . 3-59

**Div. 3C.4. Transparency. . . . . 3-60**

Sec. 3C.4.1. Transparent Area . . . . . 3-60

Sec. 3C.4.2. Blank wall Width . . . . . 3-64

**Div. 3C.5. Entrances . . . . . 3-74**

Sec. 3C.5.1. Street-Facing Entrance . . . . . 3-74

Sec. 3C.5.2. Entry Feature . . . . . 3-77

**Div. 3C.6. Ground Story. . . . . 3-85**

Sec. 3C.6.1. Ground Story Height. . . . . 3-85

Sec. 3C.6.2. Ground Floor Elevation . . . . . 3-86

# DIV. 3D.1. BUILD-TO

## SEC. 3D.1.1. APPLICABLE STORIES

The number of stories that are required to meet build-to standards.

### A. Intent

To ensure that multi-story buildings locate upper stories along the street.

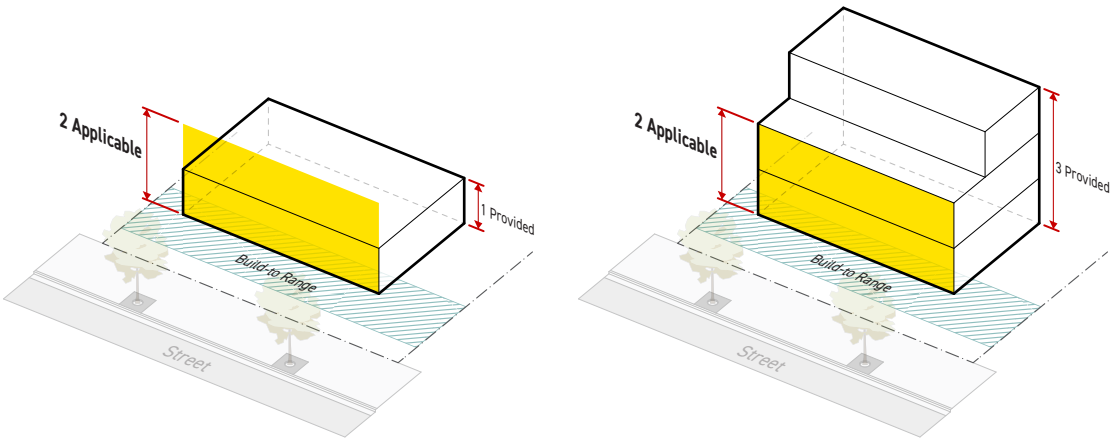
### B. Applicability

Build-to applicable stories standards apply to:

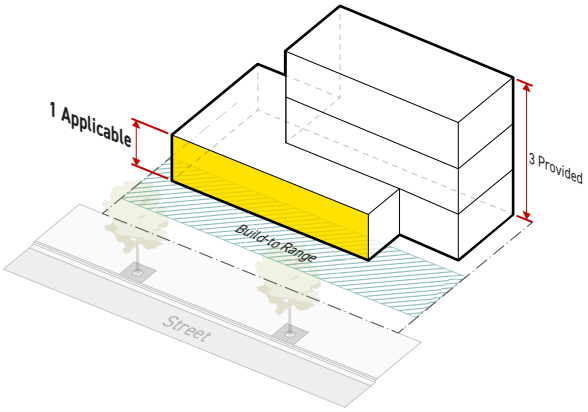
1. All portions of buildings and structures required to satisfy a minimum build-to width requirement.
2. All structures on a lot with floor area located above the ground story.

### C. Standards

1. Where minimum applicable stories are required, build-to standards apply to the ground story and any additional story provided on a lot, up to the minimum build-to applicable stories.



2. When no build-to height applicability is specified, build-to standards apply only to the ground story of a building.




## D. Measurement

For measuring height in stories, see *Div. 14A.1. (General Rules)*.

## E. Relief

1. A reduction in number of applicable stories of 1 story may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduction in number of applicable stories may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.1.2. BUILD-TO RANGE

The area on a lot between the minimum setback and the maximum setback specified for a district.

### A. Intent

To regulate the placement of buildings along a public realm such that buildings frame the public realm with a consistent street wall.

### B. Applicability

Build-to range standards apply to all portions of buildings and structures required to satisfy a minimum build-to width and applicable stories standards.

### C. Standards

**1.** Buildings shall occupy the build-to range for at least the minimum required build-to width.

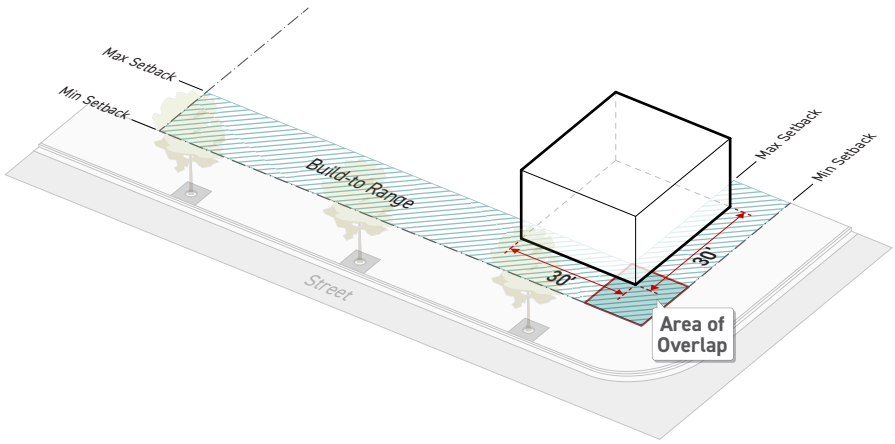
**2.** Buildings and structures are prohibited between a frontage lot line and the minimum dimension listed in the build-to range, except for the allowed setback encroachments in *Sec. 2C.2.2.E. (Exceptions)*.

**3.** Once the minimum build-to width standard has been satisfied, buildings and structures may occupy the area beyond the maximum setback.

**4.** On a corner lot where both frontage lot lines have build-to requirements, a building shall occupy a portion of the lot area where the build-to ranges of the two intersecting streets overlap, as described below:

**a.** The building shall occupy the build-to ranges for both frontage lot lines for a minimum of 30 feet from the corner. Distance is measured away from the corner, starting at the edge of the building occupying the area of overlap, parallel to the frontage lot line.

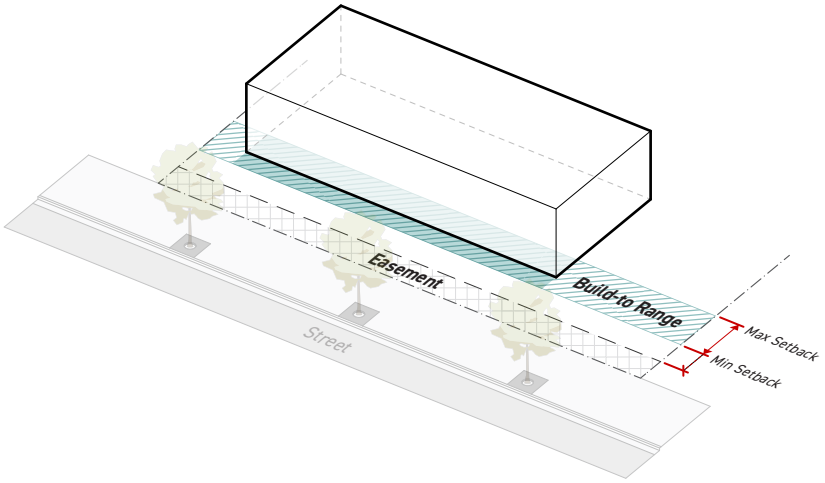
**b.** This standard does not apply when a pedestrian amenity space occupies some portion of the area of overlap and is being used as a pedestrian amenity allowance *Sec. 3C.2.4 (Pedestrian Amenity Allowance)*.



## D. Measurement

**1.** The minimum and maximum build-to range are measured perpendicular to the frontage lot line into the lot.

**2.** Where a lot includes an easement that abuts the frontage lot line, the applicant may choose to measure the required build-to range from the edge of the easement rather than the lot line, in which case the applicant shall show the easement on any site plan.

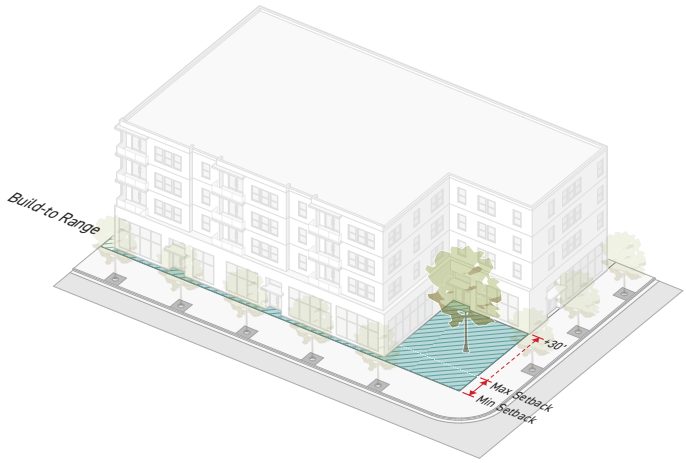



## E. Exceptions

See *Sec 3C.1.4 (Pedestrian Amenity Allowance)*.

## F. Relief

1. To preserve existing trees, the Zoning Administrator may grant relief from the maximum setback in the build-to range of 30 feet or less for the minimum width necessary to protect the tree, pursuant to *Section 13.7.2 (Adjustment)*.




**2.** An increase in maximum setback of 20% or reduction in minimum setback of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**3.** A deviation from maximum build-to range or minimum setback may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.1.3. BUILD-TO WIDTH

The minimum cumulative building width that shall occupy the build-to range, relative to the width of the lot at the street, alley or special lot line.

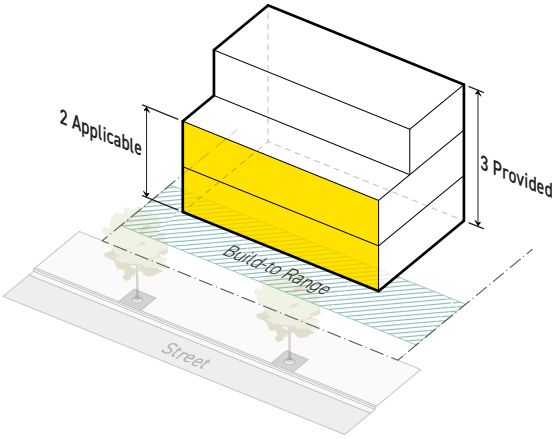
### A. Intent

To ensure that buildings enclose the public realm with a legible and consistent street wall, spatially defining an outdoor room and promoting a strong visual and physical connection between uses inside buildings and the public realm.

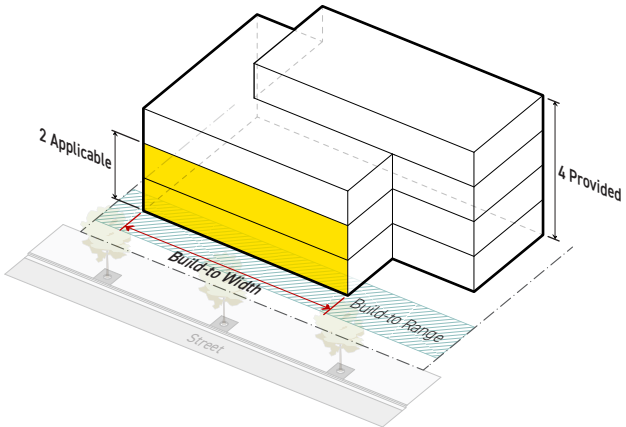
### B. Applicability

**1.** Build-to width standards apply to the following:

**a.** Where a minimum height standard is required in the applicable Form District, build-to width applies to all stories located above-grade up to the minimum height standard.




**b.** Where an applicable stories standard exists, build-to width applies to all stories located above-grade up to the applicable stories.

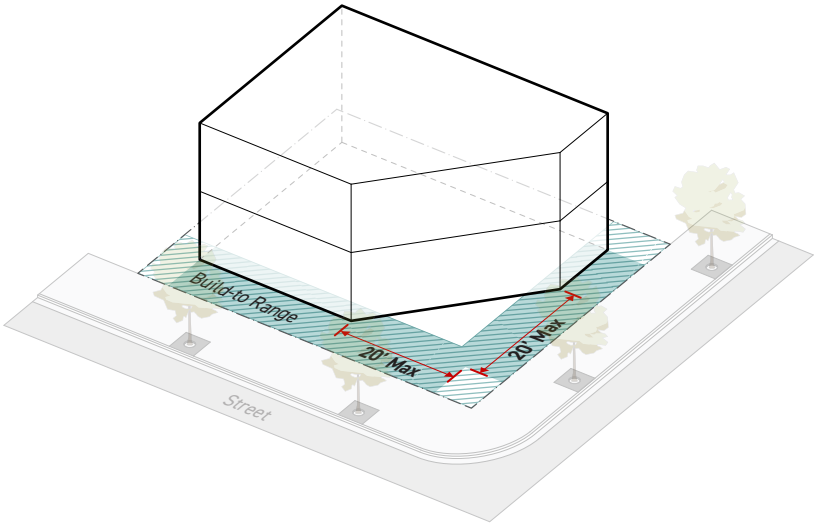


**c.** Where both an applicable stories standard and a minimum height standard are specified, build-to width applies to whichever standard requires the greatest number of stories located in the build-to zone.

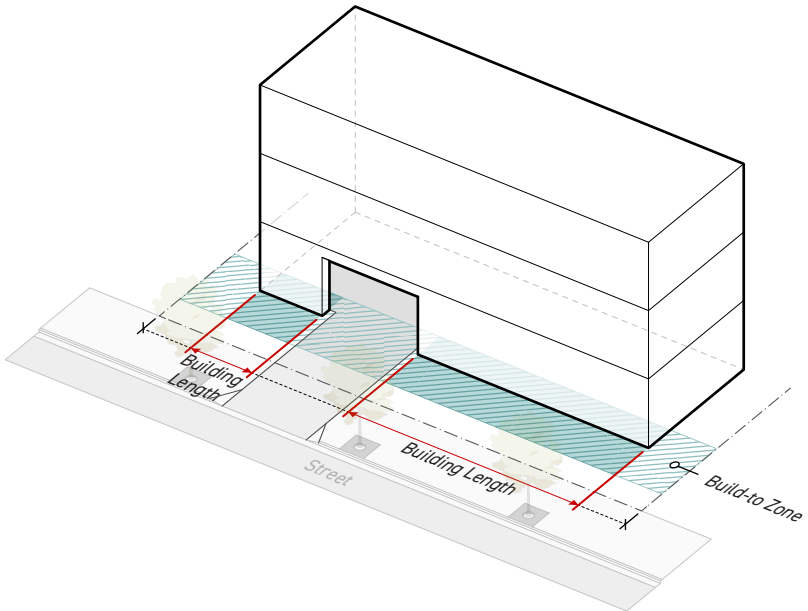
**d.** Where no applicable stories standard is specified in the applicable Frontage District and no minimum height standard is required in the applicable Form District, build-to width applies only to the ground story.

## C. Standards

**1.** A chamfered corner no more than 20 feet in width located on the ground story of a building and extending outside of the build-to range qualifies as building width in the build-to range. Chamfered corner width is measure parallel to the frontage lot line.

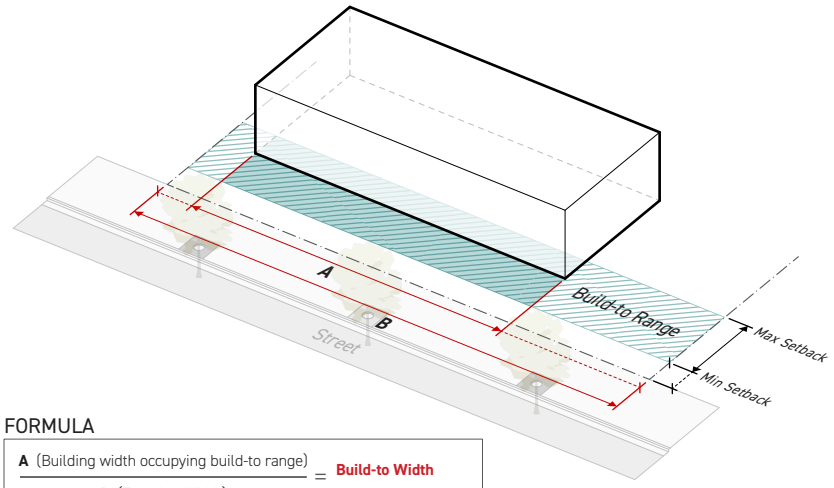



**2.** Portions of building width providing motor vehicle access to a motor vehicle use area through the ground story of a building do not qualify as building width in the build-to range.



## D. Measurement

The build-to width is a percentage measured as the sum of all building widths occupying the build-to range divided by the total lot width.




FORMULA

$$\frac{\text{A (Building width occupying build-to range)}}{\text{B (Total Lot Width)}} = \text{Build-to Width}$$

1. Building width is measured parallel to the frontage lot line. For measuring width of a complex building, see *Sec. 14A.1.15. (Parallel or Perpendicular to Street)*.

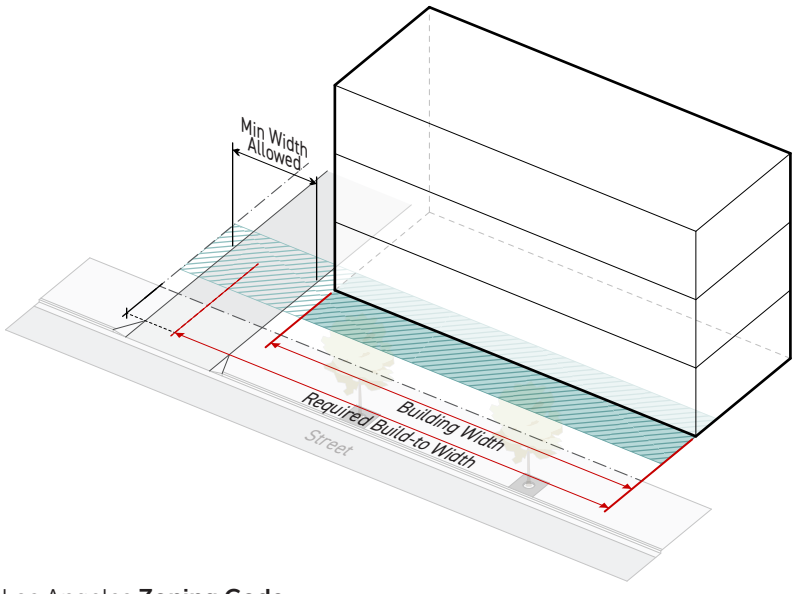
2. Lot width is measured along the frontage lot line. For measuring width of a complex lot, see *Sec. 14A.1.15. (Parallel or Perpendicular to Street)*.

## E. Exceptions

Where motor vehicle access to the lot is required by DOT to be taken through the frontage lot line and providing the access prohibits a building from achieving the required build-to width, a reduced build-to width may be allowed, provided the following:

1. The driveway is no wider than the minimum required width see Div. 4C.1. (Access).

2. The building conforms to the applicable build-to width standard to the greatest extent possible.



## F. Relief

1. A reduced minimum build-to width of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduced minimum build-to width may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.1.4. PEDESTRIAN AMENITY ALLOWANCE

The width of pedestrian amenity space in the build-to range that is allowed to count toward the build-to width requirement.

### A. Intent

To promote placemaking and public safety through the creation of active outdoor spaces as an extension of the sidewalk, providing natural surveillance, visual interest and activity to the amenity space as well as the public realm. The pedestrian amenity allowance provides flexibility to building and site design while maintaining standards essential for ensuring all projects contribute to defining a consistent and legible street wall.

### B. Applicability

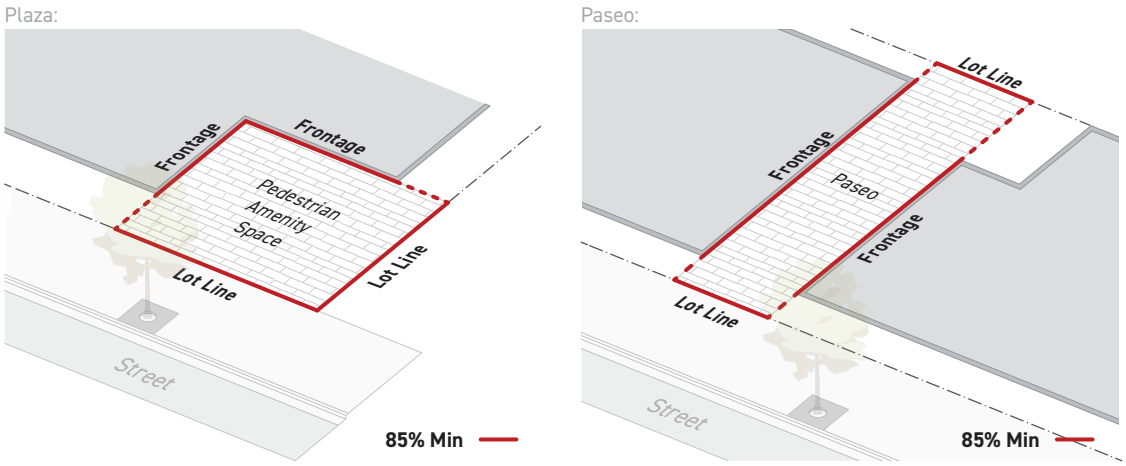
Pedestrian amenity build-to modification standards apply to the following:

1. Portions of buildings or structures required to meet the build-to width standard *(Sec. 3C.1.3.)*;
2. Pedestrian amenity space facing facades *(Sec. 14.1.14)*; and
3. Portions of the lot between front building facade and the frontage lot line for the width of the pedestrian amenity allowance provided.

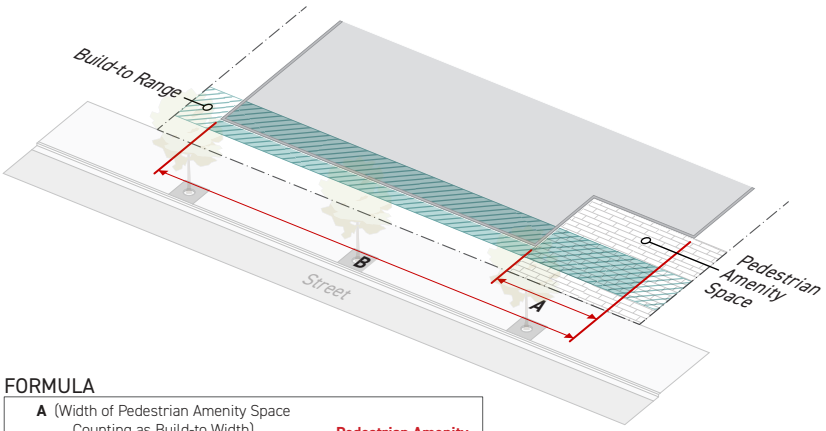
### C. Standards

Where allowed, pedestrian amenity spaces may substitute for the required build-to width for the maximum percentage of the lot width allowed by Frontage District provided they meet the following standards:

1. Meets the standards in *Sec. 2C.X.X. (Pedestrian Amenity Space).*
2. Pedestrian amenity spaces may be wider than the maximum allowed pedestrian amenity allowance, however, any part of the pedestrian amenity space width that exceeds the allowed pedestrian amenity allowance does not count toward the required building width in the build-to range.
3. To be eligible for pedestrian amenity allowance, a pedestrian amenity space shall meet the following standards:
   a. All standards for pedestrian amenity space in *Sec. 2C.3.3.E. (Pedestrian Amenity Space)*.
   b. A minimum of 85% of the pedestrian amenity space perimeter shall abut either a lot line or building facades meeting the applicable frontage district standards.




## D. Measurement




FORMULA

$$\frac{\text{A (Width of Pedestrian Amenity Space Counting as Build-to Width)}}{\text{B (Required Build-to Width)}} = \text{Pedestrian Amenity Allowance (\%)}$$

Pedestrian amenity allowance is measured as the cumulative width of pedestrian amenity spaces occupying the build-to range provided as a substitute for required building width in the build-to range, divided by the required build-to width.

1. Pedestrian amenity space width is measured parallel to the frontage lot line. For measuring width of a complex pedestrian amenity space, see *Sec. 14A.1.15. (Parallel or Perpendicular to Street)*.

2. For measuring the required build-to width, see *Sec. 3C.2.3. (Build-to Width)*.

## E. Relief

1. A deviation from any pedestrian amenity allowance dimensional standard of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduced minimum build-to width may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3D.2. PARKING

## SEC. 3D.2.1. FRONTAGE SETBACK

An area on a lot where motor vehicle use areas are prohibited, including primary street parking setbacks, side street parking setbacks and special lot line parking setbacks.

### A. Intent

To minimize the impact of motor vehicle dominated areas on the public realm and to promote a comfortable, safe, engaging and attractive streetscape with active uses and landscaping along the public realm.

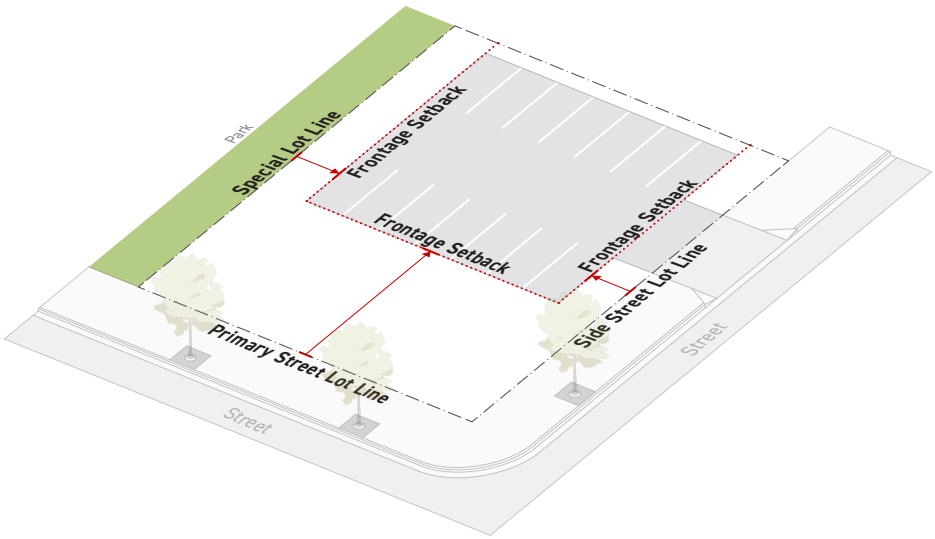
### B. Applicability

Frontage setback requirements apply to the ground story portions of structures and portions of lots designed or designated for motor vehicle uses; including but not limited to parking structures, parking stalls, drive lanes, loading, vehicular circulation areas, and drive-thru facilities.

### C. Standards

All applicable areas designated for motor vehicle use shall be located at or behind the required parking setback unless specifically stated as an exception below.

### D. Measurement




All frontage setbacks are measured perpendicular to the frontage lot line.

1. A primary street frontage setback is measured from the primary street lot line.
2. A side street frontage setback is measured from the side street lot line.
3. An alley frontage setback is measured from the alley lot line associated with a dual frontage.

4. A special frontage setback is measured from the lot line associated with a special lot line in a Dual Frontage or Character Frontage. Special lot lines include but are not limited to "River", "Park" and "Alley".

## E. Exceptions

A driveway providing access through a frontage setback may be allowed provided the following:

1. Motor vehicle access to the lot is required by DOT to be taken from the primary or side street.

2. The driveway is no wider than the minimum required width see *Div. 4C.1. (Access)*.

## F. Relief

1. A reduction in required frontage setback of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. A reduction in required frontage setback may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3D.3. LANDSCAPING

## SEC. 3D.3.1. PLANTING AREA

The area on a lot designated and designed for plants.

### A. Intent

To support a comfortable, attractive and contextually appropriate streetscape along the public realm, while promoting infiltration, slowing stormwater runoff and offsetting urban heat island effect.

### B. Applicability

Planting area standards apply to frontage yards see *Sec. 14.1.1.21. (Yard Designation)*.

### C. Standards

1. Each Frontage yard shall provide a cumulative area of no less than the planting area required by *Frontage District (Part 3B)*.

2. All required planting area shall meet *Sec. 4C.6.4.C.2. (Planting Area)*.

### D. Measurement

1. Planting area is measured as a percentage calculated as the cumulative planting area located in a frontage yard or the abutting parkway divided by the total frontage yard area.

2. For frontage yard designation see *Sec. 14A.1.21 (Yard Designation)*.

### E. Exceptions

Where there is less than 3 feet between the building and the frontage lot line, planting area standards are not applicable.

### F. Relief

1. Planting area standards may be met through alternative compliance in accordance with Sec. 13.7.1 (Alternative Compliance).

2. A reduction in required planting area of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. A reduction in required planting area may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.3.2. FRONTAGE YARD FENCE & WALL TYPE

Fences, walls and hedges allowed in a frontage yard.

### A. Intent

To provide visual interest along the public realm, ensure compatibility with the context and promote natural surveillance by restricting the barriers between the public realm and the interior of a building.

### B. Applicability

Allowed frontage yard fence and wall type standards apply to structures and hedges located in a frontage yard.

### C. Standards

1. Allowed frontage yard fence and wall types are hierarchical. Where a frontage yard fence and wall type with a higher number designator is allowed, all frontage yard fence and wall types having a lower number designator are also allowed.

2. No frontage yard fence and wall type with a greater number designator than the maximum allowed frontage yard fence and wall type may be located in the frontage yard.

3. For frontage yard fence and wall type standards specific to each frontage yard fence and wall type see *Sec. 4C.7.1.C.2. (Frontage Yard Fence and Wall Types)*.

### D. Measurement

1. For the measurement of fences and walls in the frontage yard, see *Sec. 4C.7.1.D. (Measurement, Frontage Yard Fences and Walls)*.

2. For the designation of the frontage yard, see *Sec. 14.1.1.21. (Yard Designation)*.

### E. Exceptions

Where required by the California Department of Alcohol and Beverage Control, a barrier of up to 45 inches in height is allowed regardless of the allowed frontage yard fence and wall type listed in a Frontage District.

### F. Relief

1. A deviation from any allowed frontage yard fence and wall type dimensional standard of 15% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

2. A deviation from any allowed frontage yard fence and wall type standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3D.4. TRANSPARENCY

## SEC. 3D.4.1. TRANSPARENT AREA

The amount of transparent area on a building facade.

### A. Intent

To provide visual interest along the public realm and promote natural surveillance by encouraging visual connections between the public realm and the interior of a building.

### B. Applicability

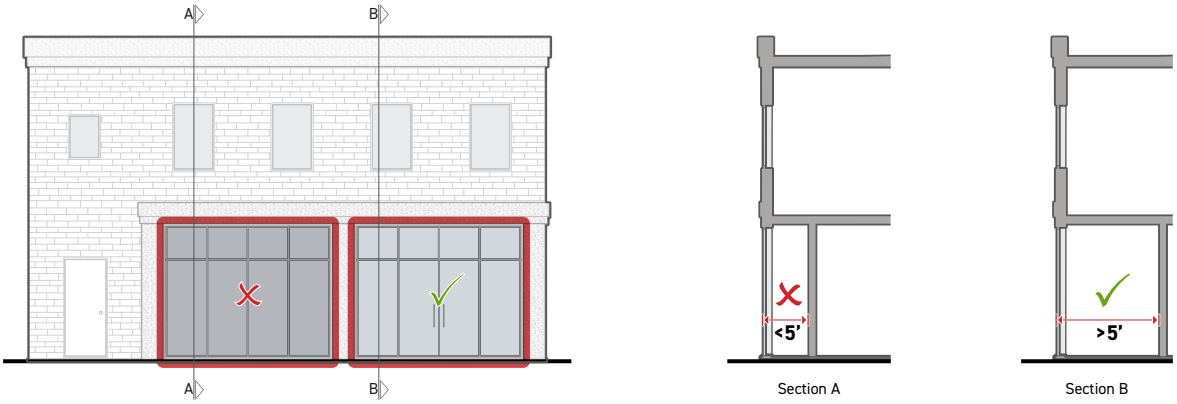
Transparency standards apply to all portions of a building or structure where frontage standards apply (*Sec. 3A.1.2.B*) with the exception of parking structure facades.

### C. Standards

**1.** Each applicable facade shall provide no less than the minimum transparency listed in a Frontage district.

**2.** Window and door openings meeting the following requirements count toward transparent area:

**a.** Interior walls, furniture and other interior visual obstructions shall not be located within 5 feet of any facade area counting toward transparent area. Distance from transparent area is measured perpendicular to the exterior face of the transparent area. Visual obstructions may be located five feet or greater from facade area counting toward transparent area.




Section A

Section B

**b.** The following visual obstructions may be located less than 5 feet from facade area counting toward transparent area:

**i.** Windows obscured by interior security gates and window displays may count toward transparent area provided a maximum of 25% of window area is visually obstructed for any individual window counting toward transparent area. For measuring visual obstruction see *Sec 14.1.14. (Opacity)*.

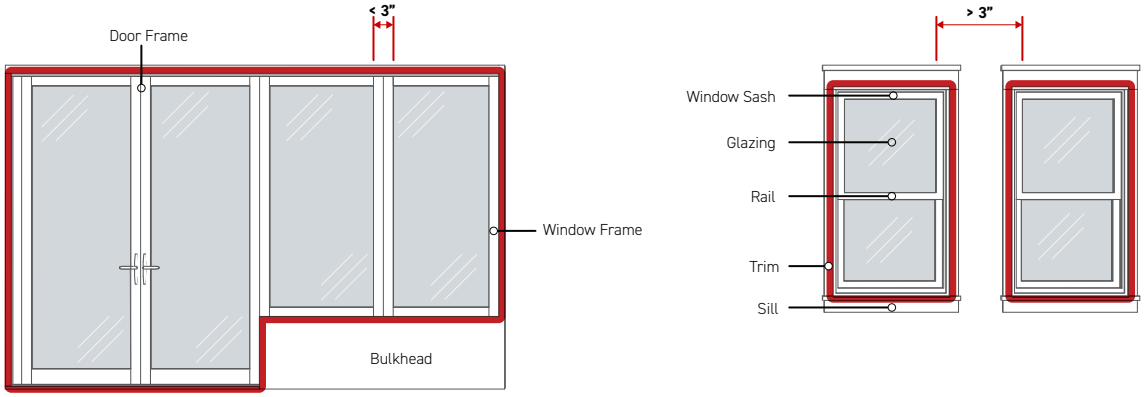
**ii.** Transparent area covered by window signs may count toward transparent area provided they are permitted by Development Standard District.

**iii.** Areas of transparency may be made temporarily opaque by window treatments such as operable sunscreen devices within the conditioned space during peak hours when the sun hits the applicable facade.

**c.** To be considered transparent, window and door glazing shall meet the following requirements:

| TRANSPARENT AREA STANDARDS | | |
|---|---|---|
| | Visible Light Transmittance | External Reflectance |
| Ground story | More than 60% | Less than 20% |
| Upper stories | More than 30% | Less than 40% |

**d.** In addition to glazing, muntins, mullions, widow sashes, window frames and door frames no more than 3 inches wide may be considered transparent area when integral to a window or door assembly with glazing meeting the requirements above.



## D. Measurement

### 1. Ground Story

**a.** Ground story transparency is measured as a percentage, calculated as the sum of all ground story facade area meeting the standards for transparent area divided by the total ground story facade area.

**b.** For the purpose of calculating ground story transparency, ground story facade area is measured in the following ways:

**i.** Ground story facade area is measured as the above-grade facade area between 0 and 12 feet above the top of the finished floor of the ground story.

**ii.** If the ground story height is less than 12 feet, the ground story facade area is measured as the total above-grade portion of a facade between the top of the finished floor of the ground story and the top of the finished floor above. When there is no story above, ground story height is measured to the top of the wall plate.

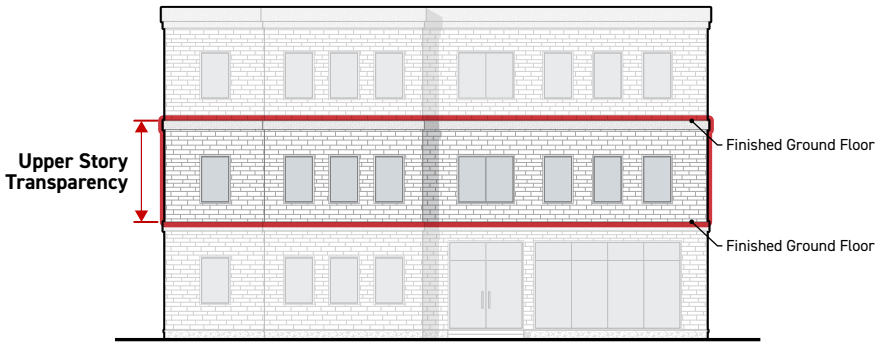
**iii.** No portion of a ground story located below finished grade is included in ground story facade area.

### 2. Upper Stories

**a.** Each upper story facade shall meet the required transparency standard independently.

**b.** Upper story transparency is measured as a percentage, calculated as the sum of all facade area meeting the standards for transparency divided by the total applicable facade area.

**c.** For the purpose of calculating upper story transparency, upper story facade area is measured the portion of a facade area between from the top of the finished floor for that story to the top of the finished floor above. When there is no story above, it is measured to the top of the wall plate.




## E. Relief

**1.** A deviation from required transparency of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**2.** A deviation from required transparency standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.4.2. BLANK WALL WIDTH

The portions of ground story building facades and foundation walls that do not include any window or door openings.

### A. Intent

To provide visual interest along the public realm and promote natural surveillance by limiting the area without visual connections between the public realm and the interior of a building.

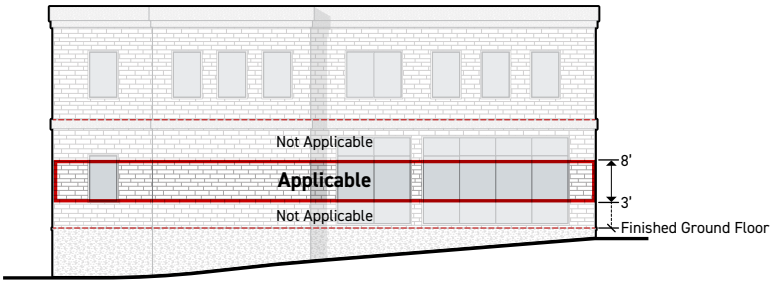
### B. Applicability

Blank wall standards apply to the following portions of a building or structure:

**1.** Portions of ground story facades that meet all of the following conditions:

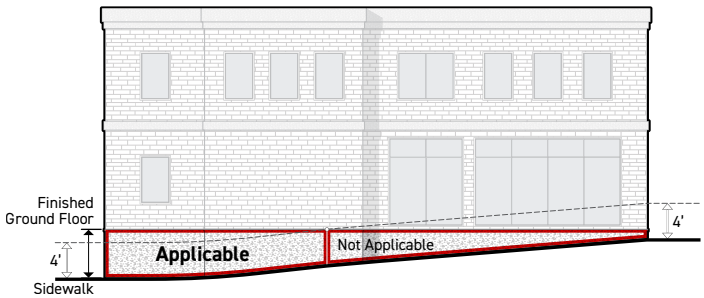
**a.** Are required to meet frontage standards. See *Sec. 3A.1.2.B (Frontage Applicable Facades)*.

**b.** Portions located between 3 feet and 8 feet from the finished ground floor elevation measured vertically.




**c.** Not a parking structure facade.

**2.** All portions of foundation walls that are required to meet frontage standards (*Sec. 3A.1.2.B*) and are exposed 4 feet in height or greater above sidewalk grade are applicable. If foundation walls are set back more than 10 feet from a sidewalk, exposed height is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall.




**3.** Blank wall standards do not apply to upper story facades.

## C. Standards

### 1. Blank Ground Story wall

Window and door openings meeting *Sec. 3C.5.1. (Transparent Area)* on ground story facades shall be separated a distance no greater than the maximum blank wall width unless a blank ground story wall treatment *(see Sec. 3C.4.2.E.3)* is applied.

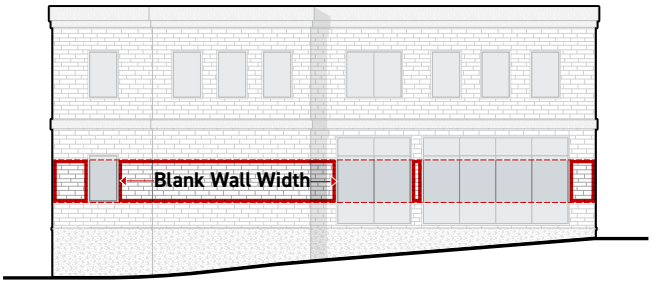
### 2. Blank Foundation wall

Applicable portions of foundation walls shall be no wider than the maximum blank wall width unless treated with a *blank foundation wall treatment (see Sec.3C.4.2.E.3)*.

## D. Measurement

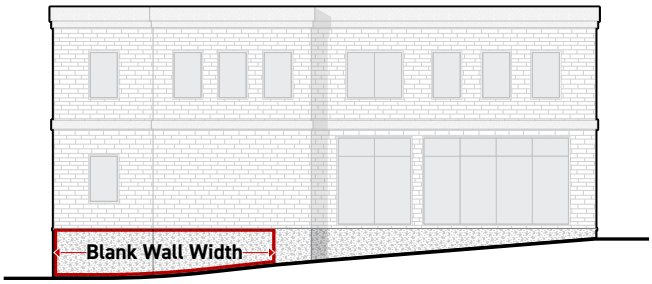
### 1. Blank Ground Story Wall

Blank wall width is measured horizontally and parallel to the frontage lot line from edge of transparent area to edge of transparent area and edge of transparent area to edge of ground floor facade.




### 2. Blank Foundation Wall

Blank wall width is measured horizontally for any individual width of applicable foundation wall that does not include transparent area (*Sec. 3C.5.1. (General)*).



## E. Exceptions

### 1. General

**a.** Ground story facades that exceed the maximum allowed blank wall width may apply one or more ground story blank wall treatment (Sec. 3C.4.2.E.1.b.) to the blank wall and double the allowed blank wall width.

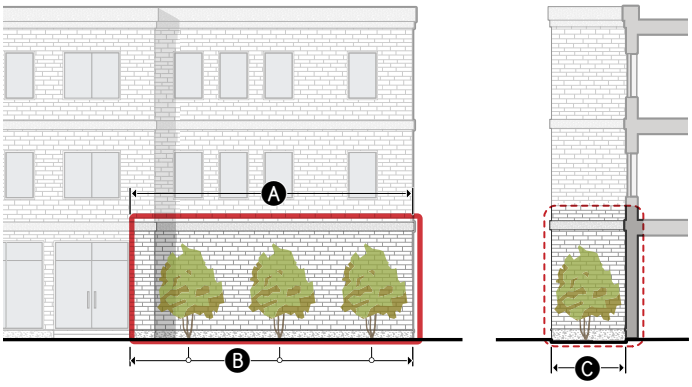
**b.** Facades designed with foundation walls that exceed the maximum allowed blank wall width may apply one or more blank foundation wall treatment (Sec. 3C.4.2.E.1.c.) to the blank foundation wall and double the allowed blank wall width.

**c.** All required plants shall meet the requirements in the following tables and also comply with *Div. 4C.3. (Landscape, Buffers, and Screens)*.

## 2. Ground Story Blank Wall Treatments

### a. Small Trees

Small trees planted between the blank wall and the public realm.

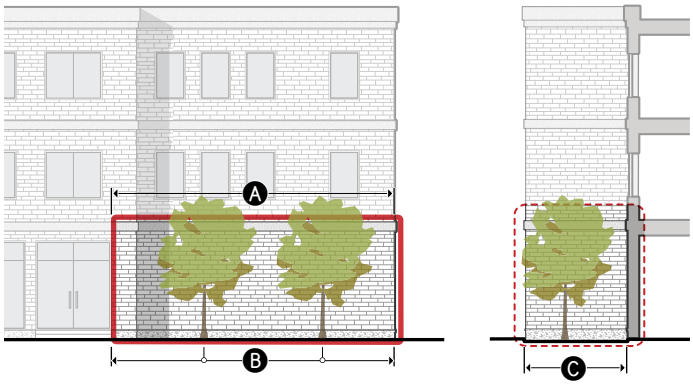



| DIMENSIONAL STANDARDS | | |
|---|---|---|
| A | **Treatment width** (min portion of blank wall) | 100% |
| | **Tree type** | Small species |
| B | **Planting frequency** (min avg.) | 5 per 100' |
| C | **Planting area depth** (min) | 7' |

*For additional landscaping standards *See Div. 4C.3.*

### b. Large Trees

Large trees planted between the blank wall and the public realm.




| DIMENSIONAL STANDARDS | | |
|---|---|---|
| A | **Treatment width** (min portion of blank wall) | 100% |
| | **Tree type** | Large species |
| B | **Planting frequency** (min avg.) | 3 per 100' |
| C | **Planting area depth** (min) | 15' |

*For additional landscaping standards *See Div. 4C.3.*

## c. Living Wall

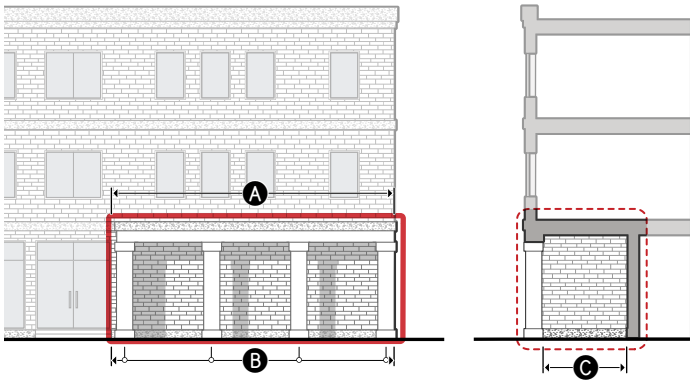
A permanently fixed assembly located between the blank wall and the public realm that supports plants, their growing medium and irrigation.

| DIMENSIONAL STANDARDS | |
|---|---|
| A **Treatment area** (min % of ground story facade with blank walls) | 75% |
| **Planting area depth** (min) | n/a |

*For additional landscaping standards *See Div. 4C.3.*

## d. Colonnade

A sequence of columns located between the blank wall and the public realm, providing an exterior occupiable space along the blank wall.




| DIMENSIONAL STANDARDS | |
|---|---|
| A **Treatment width** (min portion of blank wall) | 100% |
| B **Column frequency** (min avg.) | 1 per 20' |
| C **Clear depth** (min) | 6' |
| **Enclosure** (max) | 60% |

## 3. Blank Foundation Wall Treatment Options

### a. Foundation Planting

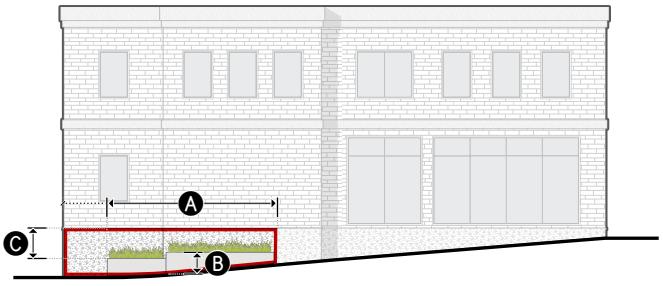
Large shrubs planted along the blank foundation wall.

| DIMENSIONAL STANDARDS | |
|---|---|
| A **Treatment width** (min portion of blank wall) | 75% |
| **Plant type** | Screening Plant |
| **Planting frequency** (min avg.) | 3 per 10' |
| **Planting area depth** (min) | 3' |

*For additional landscaping standards *See Div. 4C.3.*

### b. Planter

Permanent structure containing plants and their growing medium.

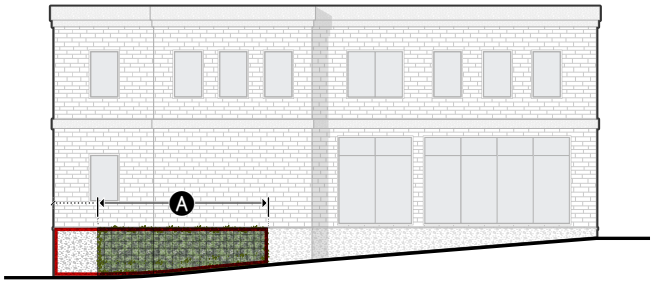



| DIMENSIONAL STANDARDS | |
|---|---|
| A **Treatment width** (min) | 75% |
| **Plant coverage** (min) | 75% |
| **Planting area depth** (min) | 2.5' |
| B **Height above sidewalk** (max) | 4' |
| C **Foundation wall reveal** (max) | 2' |

*For additional landscaping standards *See Div. 4C.3.*

## c. Green wall

A structure permanently attached to the blank foundation wall supporting climbing plants.

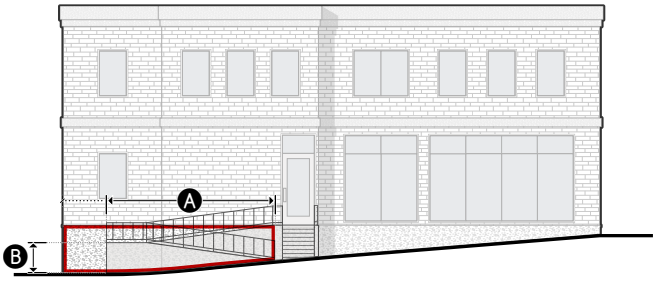



| DIMENSIONAL STANDARDS | |
|---|---|
| A Treatment area (min) | 75% |
| Planting area depth (min) | 1.5' |

*For additional landscaping standards *See Div. 4C.3.*

## d. Pedestrian Access

Stairs or ramps providing pedestrian access to a street-facing entrance.

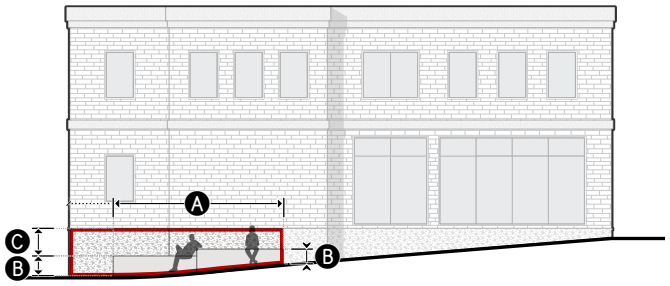



| DIMENSIONAL STANDARDS | |
|---|---|
| A Treatment width (min) | 75% |
| B Height above sidewalk (max) | 4' |
| Additional access standards | *See Div. 4C.1.* |

*For additional access standards *See Div. 4C.1.*

## e. Seating

A permanent structure designed and intended for public seating.




| DIMENSIONAL STANDARDS | |
|---|---|
| A Treatment width (min) | 75% |
| B Height above sidewalk (min/max) | 1.5'/3' |
| C Foundation wall reveal (max) | 3' |
| Seat depth (min) | 2' |

### 4. Blank Wall Treatment Measurements

#### a. Treatment width

Minimum treatment width is measured as a percentage, calculated as the cumulative width of blank wall treatments applied to a blank wall divided by the total width of the blank wall.

#### b. Treatment Area

Minimum treatment area is measured as a percentage, calculated as the cumulative area of blank wall treatments applied to a blank wall divided by the total area of the blank wall.

#### c. Tree type

Tree type is measured as small species or large species according to *Sec. 4C.6.4.C.3.a. (Types, Trees)*.

#### d. Plant type

Plant type is measured as screening plants, groundcover and turf plants, hedges, living walls or climbing plants according to *Sec. 4C.6.4. (Plant Design and Installation)*.

#### e. Plant Coverage

Minimum plant coverage is measured according to *Sec. 4C.6.X.X. (Standards, Planting Area)*.

#### f. Planting Frequency

Planting frequency is measured as a ratio of the minimum number of plants required over a specified width of treated blank wall. A minimum of one plant of the required plant type shall be provided regardless of the width of blank wall treatment.

#### g. Column Frequency

Minimum column frequency is measured as a ratio of the minimum number of columns required over a specified width of treated blank wall treatment. A minimum of two columns shall be provided regardless of the blank wall treatment width.

#### h. Planting Area Depth

Minimum planting area depth is measured as the horizontal dimension of growing medium at the narrowest point, measured perpendicular to the applicable street lot line. The planting area shall be open to the sky for at least the required planting area depth.

#### i. Clear Depth

Minimum clear depth is measured as the horizontal dimension of the occupiable portion of an architectural element at the narrowest point.

### j. Height Above Sidewalk

**i.** Height above sidewalk is measured vertically from adjacent sidewalk grade to the topmost point of the blank wall treatment along the entire treated portion of a blank foundation wall.

**ii.** For foundation walls located more than 10 feet from a sidewalk, maximum height above sidewalk is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall, to the topmost point of the blank wall treatment along the entire treated portion of a blank foundation wall.

### k. Foundation Wall Reveal

Foundation wall reveal is measured vertically from the top of a blank wall treatment to the finished ground floor elevation along the entire treated portion of a blank foundation wall.

### l. Seat Depth

Minimum seat depth is measured as the narrowest horizontal dimension of the area designed for public seating.

### m. Enclosure

Maximum enclosure is measured according to *Sec. 14.1.4. (Enclosure)*.

## F. Relief

**1.** Deviation from blank wall treatment standards may be requested in accordance with *Sec. 13.7.1 (Alternative Compliance).*

**2.** An increase in allowed blank wall width of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

**3.** An increase in allowed blank wall width and blank wall treatment standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3D.5. ENTRANCES

## SEC. 3D.5.1. STREET-FACING ENTRANCE

A door providing access and from the public realm to the interior of a building.

### A. Intent

To provide visual interest along the public realm, orient buildings to the public realm and promote greater use and activation of the public sidewalk by limiting the width of frontage without physical connections between the public realm and the interior of a building.

### B. Applicability

Street-facing entrance standards apply to all portions of buildings and structures where frontage standards are applicable (*Sec. 3A.1.2.B*).

### C. Standards

#### 1. General

To qualify as a street-facing entrance, building entrances shall meet the following standards:

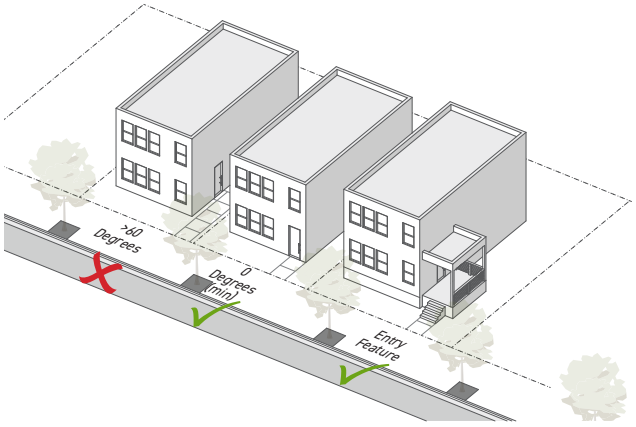
**a.** Located on the ground story facade,

**b.** Provide both ingress and egress pedestrian access to the ground story of the building.

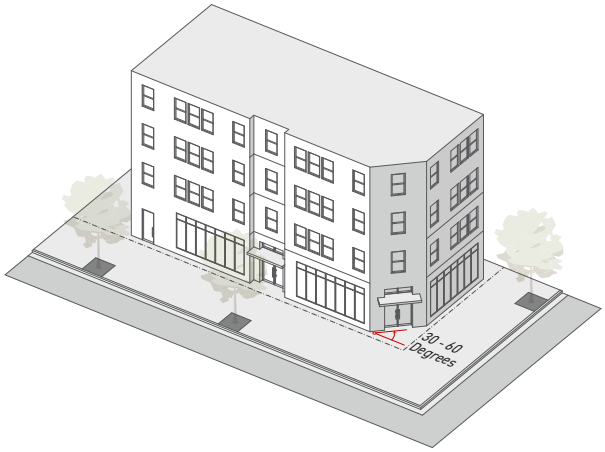
**c.** Remain operable at all times. Access may be controlled and limited to residents, or tenants.

**d.** Shall not provide access directly to motor vehicle use areas, utility areas or fire stairs.

**e.** Angled between 0 to 60 degrees, measured parallel to the frontage lot line.



**f.** On a corner lot, an entrance located adjacent to the street intersection and angled between 30 to 60 degrees, measured parallel to each street lot lines, may be used to meet the requirement for a street-facing entrance along both street frontages.




**g.** Non-required entrances are allowed in addition to required entrances.

## 2. Entrance Spacing

The distance between required street-facing entrances.

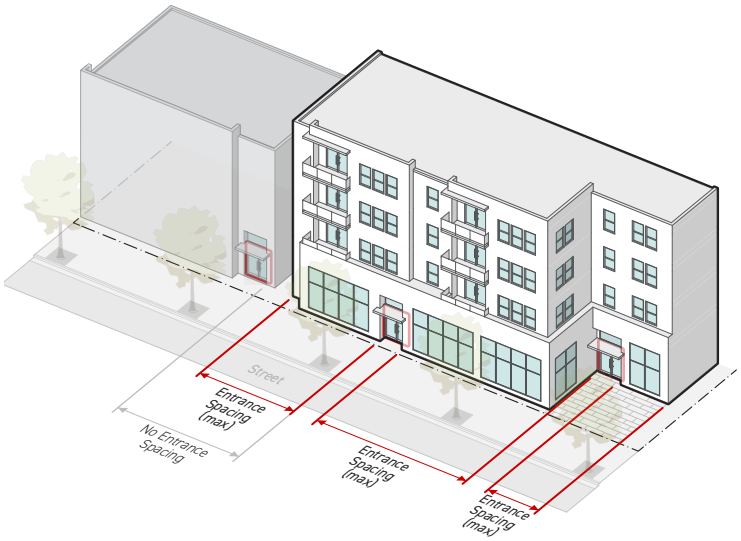
### a. Measurement

Maximum entrance spacing is the greatest horizontal distance from edge of door to edge of door and edge of door to edge of building, measured parallel to the frontage lot line.

### b. Standards

**i.** Street-facing entrances shall not be separated by a distance greater than the maximum allowed entrance spacing.

**ii.** The maximum entrance spacing requirements shall be met for each building, but are not applicable to adjacent or abutting buildings.



## D. Measurement

Street-facing entrance is measured as provided or not provided based on the presence of entrances meeting *Sec.3C .5.1.C.* above.

## E. Exceptions

Entrances that do not face a frontage lot line may count as a street-facing entrance provided they are directly accessed from a street-facing entry feature meeting the standards of *Sec. 3C.5.2. (Entry Feature).*

## F. Relief

1. Deviation from street facing entrance standards may be requested in accordance with *Sec. 13.7.1 (Alternative Compliance).*
2. An increase in entrance spacing of 20% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*
3. Deviation from street-facing entrance and entrance spacing standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.5.2. ENTRY FEATURE

Improved design standards applied to each entrance along the public realm.

### A. Intent

To provide architectural embellishment of entrances to promote inconspicuous wayfinding in the public realm, provide greater shelter and comfort to users, promote visual interest along the public realm and highlight the connection between the public and private realm to improve walkability.

### B. Applicability

Entry feature standards apply to all required street-facing entrances where entry features are required by Frontage District.

### C. Standards

#### 1. General

**a.** Each required street-facing entrance shall include an entry feature meeting the standards for one of the entry features options allowed by Frontage District.

**b.** Required entry features shall abut and provide direct access to a street-facing entrance.

**c.** Required entry features shall be directly accessible from the public realm associated with the frontage lot line.

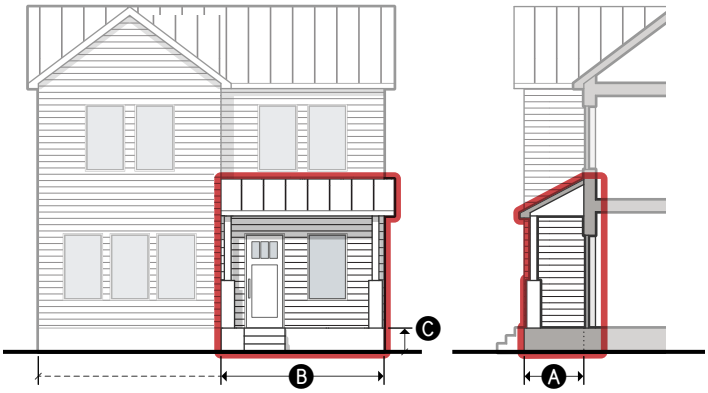
**d.** For street setback encroachment regulations, see *Sec. 2C.2.2.E. (Exceptions, Building Setbacks)*.

**e.** For encroachments into the public right-of-way, see *LAMC Ch. IX, Art. 1, Div. 32 (Encroachments into the Public Right-of-Way)*.

## 2. Entry Feature Options

### a. Porch

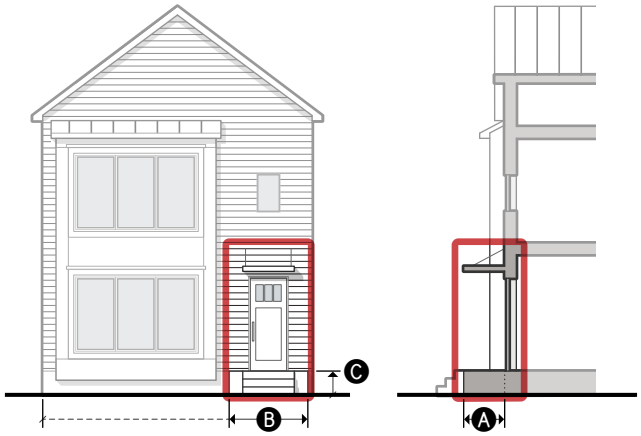
A wide, raised platform, projecting in front of a street-facing entrance, that is entirely covered but not enclosed.




| DIMENSIONAL STANDARDS | *Sec. 3.C.5.2.D* |
|---|---|
| Ⓐ **Depth** (min) | 4.5' |
| Ⓑ **Width** (min) | 30% |
| **Covered entrance** | n/a |
| **Covered area** (min) | 100% |
| Ⓓ **Finished floor elevation** (min/max) | 2'/5' |
| **Transparency** (min) | n/a |
| **Enclosure** (max) | 50% |

### b. Raised Entry

A raised platform accessed from an exterior staircase, providing covered access to a street-facing entrance.




| DIMENSIONAL STANDARDS | *Sec. 3.C.5.2.D* |
|---|---|
| Ⓐ **Depth** (min) | 3' |
| Ⓑ **Width** (min) | 4' |
| **Covered entrance** | Required |
| **Covered area** (min) | n/a |
| Ⓓ **Finished floor elevation** (min/max) | 2'/5' |
| **Transparency** (min) | n/a |
| **Enclosure** (max) | 50% |

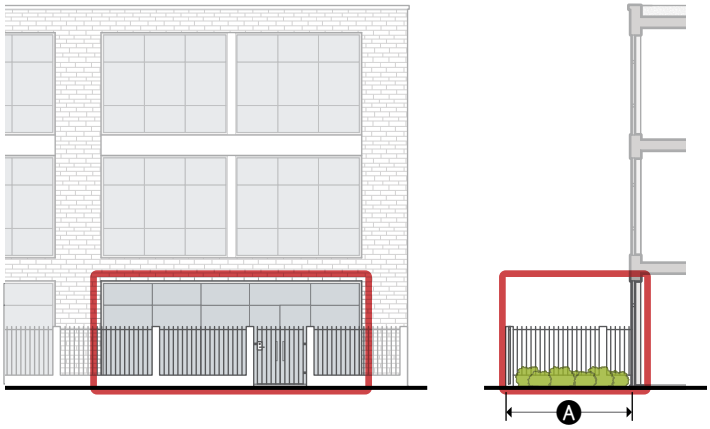
## c. Forecourt

A yard screened with a short wall, fence or hedge that provides significant privacy for ground story tenants located near sidewalk grade.

| DIMENSIONAL STANDARDS | Sec. 3.C.5.2.D |
|---|---|
| A **Depth** (min) | 8' |
| B **Width** (min) | 10' |
| **Covered entrance** | Required |
| **Covered area** (min) | n/a |
| C **Finished floor elevation** (min/max) | -2'/5' |
| **Transparency** (min) | n/a |
| **Fence or wall height** (min/max) | 2.5'/4' |

## d. River Yard

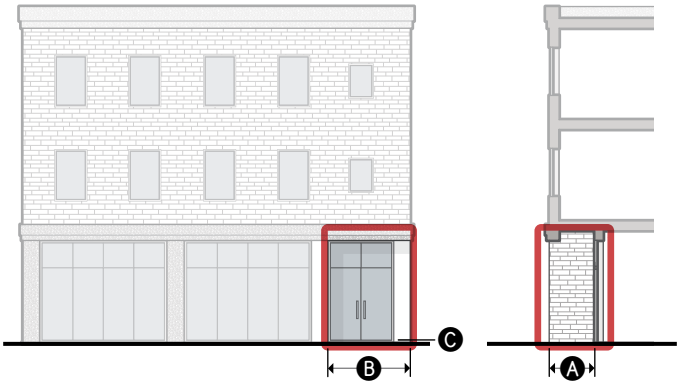
A yard located between a building and a river trail with direct pedestrian access from inside the building to the river trail.




| DIMENSIONAL STANDARDS | Sec. 3.C.5.2.D |
|---|---|
| A **Depth** (min) | 15' |
| **Width** (min) | 15' |
| B **Covered entrance** | Not required |
| **Covered area** (min) | n/a |
| **Finished floor elevation** (min/max) | n/a |
| **Transparency** (min) | n/a |
| **Fence or wall height** (max) | 6' |

## e. Recessed Entry

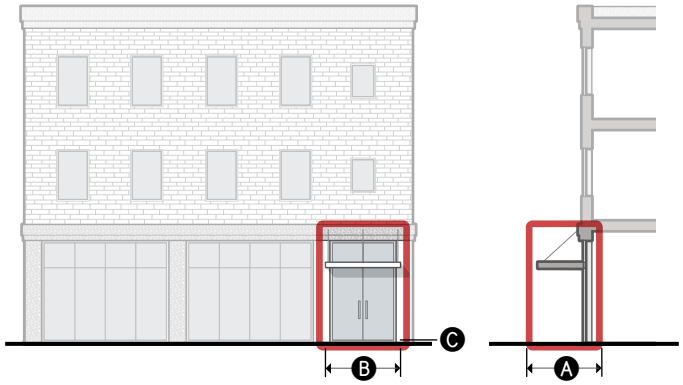
A space set behind the primary facade plane providing sheltered access to a street-facing entrance.




| DIMENSIONAL STANDARDS | *Sec. 3.C.5.2.D* |
|---|---|
| A Depth (min/max) | 3'/15' |
| B Width (min) | 5' |
| Covered entrance | Required |
| Covered area (min) | 100% |
| C Finished floor elevation (min/max) | -2'/5' |
| Transparency (min) | n/a |
| Enclosure (max) | 75% |

## f. Covered Entry

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.

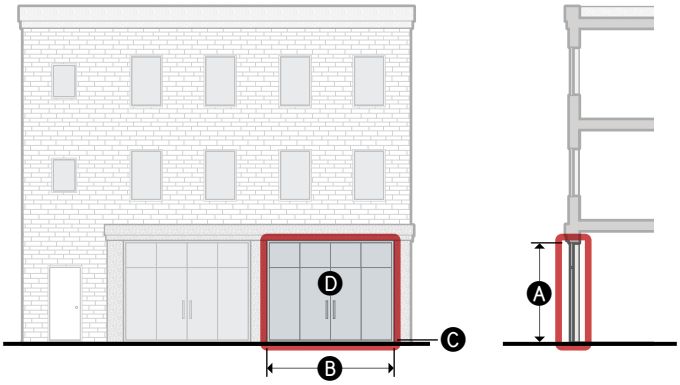



| DIMENSIONAL STANDARDS | *Sec. 3.C.5.2.D* |
|---|---|
| Depth (min) | n/a |
| Width (min) | n/a |
| Covered entrance | Required |
| Covered area (min) | n/a |
| C Finished floor elevation (min/max) | -2'/2' |
| Transparency (min) | n/a |
| Enclosure (max) | 50% |

*For encroachments into the public right-of-way, see *LAMC Ch. IX, Art. 1, Div. 32 (Encroachments into the Public Right-of-Way)*.

## g. Storefront Bay

A facade area with a high level of contiguous transparency accentuating an at-grade street-facing entrance.

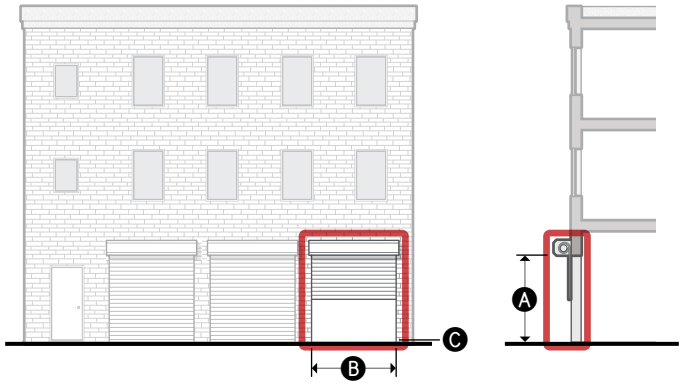



| DIMENSIONAL STANDARDS | | *Sec. 3.C.5.2.D* |
|---|---|---|
| A | Height (min) | 9' |
| B | Width (min) | 8' |
| | Covered entrance | Not required |
| | Covered area (min) | n/a |
| C | Finished floor elevation (min/max) | -2'/2' |
| D | Transparency (min) | 90% |
| | Fence or wall height (max) | 0' |

* A fence or wall a maximum of 42" in height is allowed only where required by the California Department of Alcohol and Beverage Control.

## h. Market Stall

A facade area equipped with an overhead door or operable facade that is open to the public realm during hours of operation.




| DIMENSIONAL STANDARDS | | *Sec. 3.C.5.2.D* |
|---|---|---|
| A | Height (min) | 7' |
| B | Width (min) | 6' |
| | Covered entrance | Not required |
| | Covered area (min) | n/a |
| C | Finished floor elevation (min/max) | -2'/5' |
| C | Transparency (min)* | n/a |
| | Fence or wall height (max) | 0' |

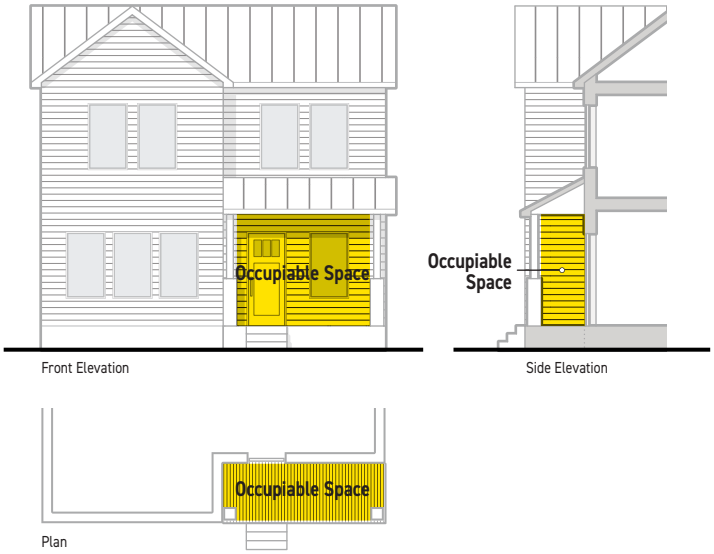
*A market stall does not count toward transparency unless it meets the standards for transparency area when shut.

## D. Measurement

### 1. General

**a.** Entry feature is measured as provided or not provided for each required street-facing entrance based on whether the design of a street-facing entrance meets the standards of an allowed entry feature for the applicable frontage district.

**b.** Entry feature standards are measured for the occupiable portion of an entry feature. Stairs and ramps used to access the entry feature are not considered occupiable space for the purpose of meeting entry feature standards.




### 2. Depth

Minimum depth is measured as the horizontal dimension at the narrowest point of an entry feature, measured perpendicular to the applicable street lot line.

### 3. Width

**a.** When specified in feet, width is measured as the total width of an entry feature or portion of a facade meeting the applicable entry feature standards, measured parallel to the applicable street lot line.

**b.** When specified as a percentage, width is measured as the total width of the entry feature divided by the total width of the building that the entry provides access to, measured parallel to the applicable street lot line. For measuring facade width, see *Sec. 2C.6.2. (Facade Width)*.

**c.** Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.

## 4. Height

**a.** Height is measured vertically from the finished floor to the top of the facade area meeting the applicable entry feature standards.

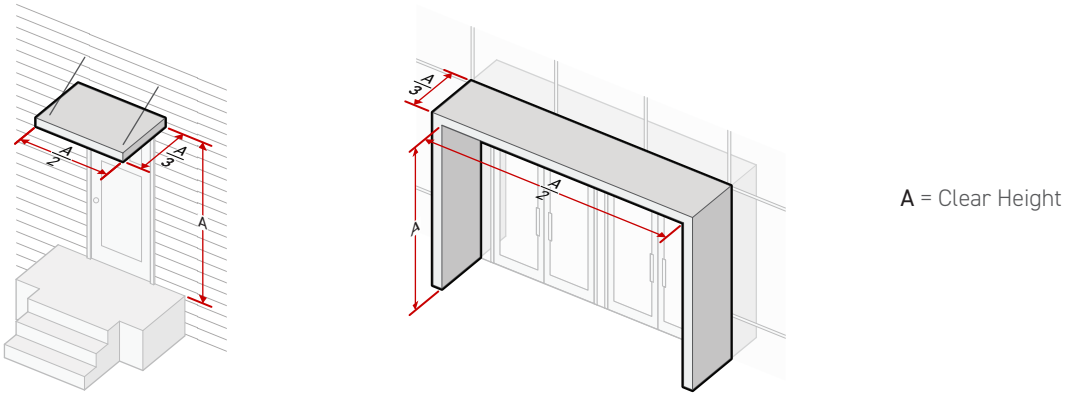
**b.** Where a minimum width and height are specified, the entry feature standards shall be met for a rectangular portion of a facade having a width no less than the minimum width and a height no less than the minimum height.

## 5. Covered Entrance

**a.** When required as a part of an entry feature; a canopy, roof or other sheltering structure shall cover the exterior area immediately abutting the associated street-facing entrance.

**b.** The minimum depth of the covered area shall be the clear height of the covered area divided by 3.

**c.** The minimum width of the covered area shall be the clear height of the covered area divided by 2.




## 6. Covered Area

Covered area is measured as the portion of an entry feature area that is covered by a canopy, roof or other sheltering structure, divided by the total entry feature area.For the measurement of covered area, see *Sec. 14.1.1.1. (Covered Area (%))*.

## 7. Finished Floor Elevation

Finished floor elevation is measured from the average sidewalk grade along the adjacent sidewalk to the top of the finished floor surface or ground surface of the entry feature. Where no sidewalk exists within 10 feet of the entry feature, finished floor elevation is measured from the average finished grade within 5 feet of the entry feature, measured perpendicular to the entry feature area.

### 8. Transparency

Transparency is measured as a percentage calculated as ground story transparency only for the portion of ground story facade area abutting the entry feature. For the measurement of ground story transparency, see *Div. 3C.4.1.C.1. (Ground Story)*.

### 9. Enclosure

For the measurement of enclosure, see *Sec. 14.1.1.4. (Enclosure)*.

### 10. Fence or Wall Height

Fence or wall height is measured according to *Sec. 4C.7.1.D. (Measurement, Frontage yard Fences and Walls)*.

## E. Relief

**1.** Deviation from entry feature option standards may be requested in accordance with *Sec. 13.7.1 (Alternative Compliance)*.

**2.** A deviation from entry feature dimensional standard of 15% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**3.** Deviation from any entry feature standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3D.6. GROUND STORY

## SEC. 3D.6.1. GROUND STORY HEIGHT

The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished ground surface.

### A. Intent

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

### B. Applicability

Ground story height standards apply to all portions of the ground story of a structure located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade.

### C. Standards

All occupiable space on the ground story shall have floor-to-floor height of no less than the ground story height minimum.

### D. Measurement

1. Ground story height is measured vertically from the top of the finished ground floor to the top of the finished floor above.
2. Where no story exists above, ground story height is the shortest vertically distance from the top of the finished ground floor to the top of the ceiling or roof structure above.
3. For determining the ground story, see *Sec. 14.1.1.10. (Ground Story Determination)*.

### E. Relief

1. A reduction in required ground story height of 1 foot or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Deviation from ground story height standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3D.6.2. GROUND FLOOR ELEVATION

The finished floor height associated with the story of a building having its finished floor elevation nearest to the finished ground surface.

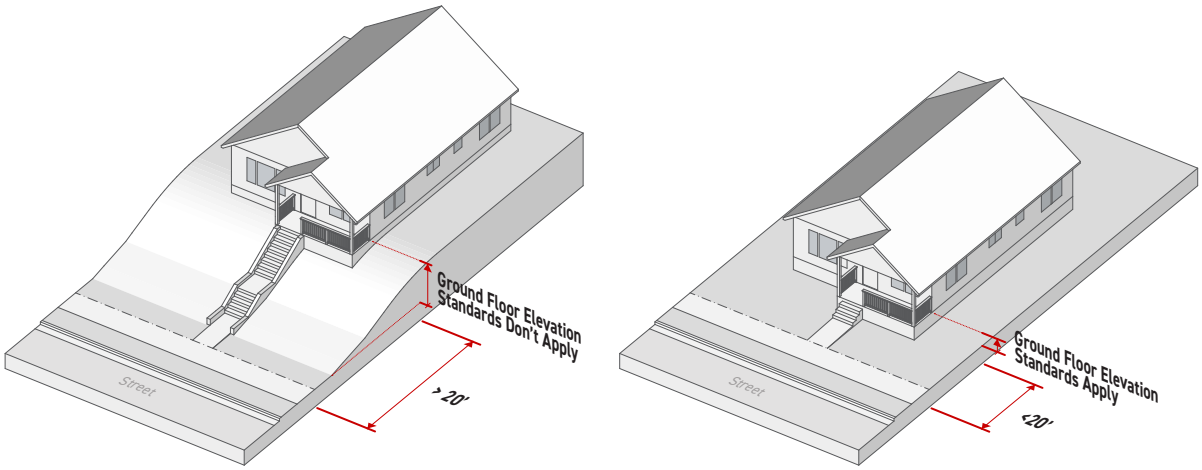
### A. Intent

To promote active uses that are directly connected the public realm, and ensure high-quality ground-story spaces that are adaptable and appropriate to their context.

### B. Applicability

1. For structures located less than 20 feet from the frontage lot line, all portions of the ground story located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the frontage lot line, shall comply with ground floor elevation standards.

2. Ground floor elevation standards do not apply to structures located 20 feet or greater from the frontage lot line.




### C. Standards

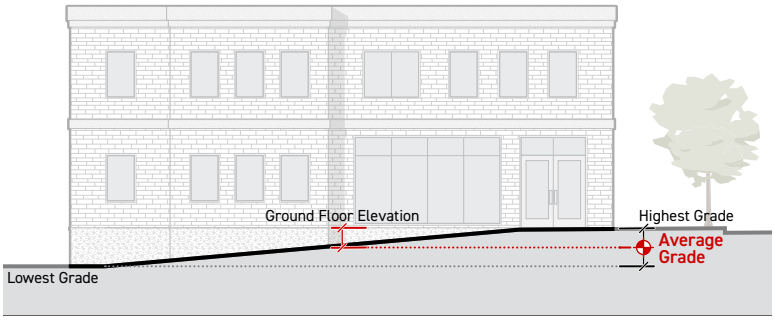
1. All occupiable space on the ground floor shall be located at an elevation no higher than the maximum ground floor elevation.

2. All occupiable space on the ground floor shall be located at an elevation no lower than the minimum ground floor elevation.

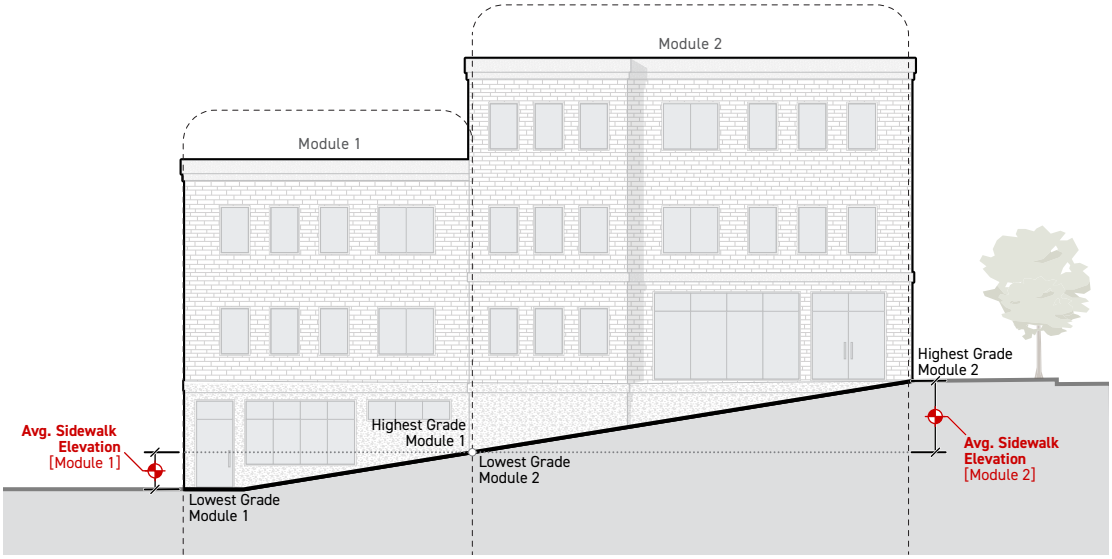
## D. Measurement

Ground floor elevation is measured vertically from the average elevation along the sidewalk to the top of the finished ground floor.

1. Average elevation along the sidewalk is measured as the average of the highest and lowest sidewalk elevation for the portion of the sidewalk located in front of the building.




2. For sloped lots, average elevation along the sidewalk may be measured individually for each module and calculated as the average of the highest and lowest sidewalk elevation for the potion of the sidewalk located in front of the building module.




## E. Relief

1. A deviation in minimum or maximum ground floor elevation of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

Deviation from ground story height standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

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# PART 3E. CHARACTER FRONTAGE RULES

**Div. 3D.1. Build-to . . . . . 3-90**

**Div. 3D.2. Parking . . . . . 3-90**

**Div. 3D.3. Landscaping . . . . . 3-90**

**Div. 3D.4. Ground Floor elevation . . . . . 3-90**

**Div. 3D.5. Story Height . . . . . 3-90**

Sec. 3D.5.1. Ground Story Height . . . . . 3-90

Sec. 3D.5.2. Upper Story Height . . . . . 3-90

**Div. 3D.6. Articulation . . . . . 3-92**

Sec. 3D.6.1. Base, Middle & Top . . . . . 3-92

Sec. 3D.6.2. Base-Top . . . . . 3-94

Sec. 3D.6.3. Horizontal Bands . . . . . 3-95

Sec. 3D.6.4. Vertical Bands . . . . . 3-97

Sec. 3D.6.5. Articulating Elements . . . . . 3-98

**Div. 3D.7. Features . . . . . 3-101**

Sec. 3D.7.1. Prohibited Features . . . . . 3-101

**Div. 3D.8. Entrances . . . . . 3-102**

Sec. 3D.8.1. Street-Facing Entrance . . . . . 3-102

Sec. 3D.8.2. Entry Feature . . . . . 3-102

Sec. 3D.8.3. Focal Entry Feature . . . . . 3-102

**Div. 3D.9. Transparency . . . . . 3-107**

Sec. 3D.9.1. Ground Story . . . . . 3-107

Sec. 3D.9.2. Upper Stories . . . . . 3-110

**Div. 3D.10. Exterior Materials . . . . . 3-112**

Sec. 3D.10.1. Principal materials . . . . . 3-112

Sec. 3D.10.2. Accessory materials . . . . . 3-114

**Div. 3D.11. Roof Design . . . . . 3-116**

Sec. 3D.11.1. Roof Form . . . . . 3-116

Sec. 3D.11.2. Roof Materials . . . . . 3-117

## DIV. 3E.1. BUILD-TO

*See Sec. 3C.1.*

## DIV. 3E.2. PARKING

*See Sec. 3C.2.*

## DIV. 3E.3. LANDSCAPING

*See Sec. 3C.3.*

## DIV. 3E.4. GROUND FLOOR ELEVATION

*See Sec. 3C.6.2.*

# DIV. 3E.5. STORY HEIGHT

## SEC. 3E.5.1. GROUND STORY HEIGHT

*See Sec. 3C.6.1.*

## SEC. 3E.5.2. UPPER STORY HEIGHT

The floor-to-floor height of any story of a building located above the ground story.

### A. Intent

To ensure upper story spaces and their associated facades are built in a way that reflect the scale and proportions of contributing buildings within their Survey LA Planning District or Historic District.

### B. Applicability

1. Upper story height standards apply to each story located above the ground story.
2. Only portions of upper stories located within the first 15 feet of a frontage applicable facade, measured inward and perpendicular to the facade, shall meet upper story height standards.

### C. Standards

All occupiable space located in applicable portions of upper stories shall have floor-to-floor height of no less than the upper story height minimum.

### D. Measurement

1. Upper story height is measured vertically from the top of the finished floor to the top of the finished floor above.
2. Where no story exists above, upper story height is the shortest vertical distance from the top of the finished floor to the top of the ceiling or roof structure above.

### E. Relief

1. A reduction in required upper story height of 1 foot or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Deviation from upper story height standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.6. ARTICULATION

## SEC. 3E.6.1. BASE, MIDDLE & TOP

The base, middle top articulation requirement is composed of three separate and coordinated articulating elements designed to visually break a building facade up into three separately legible layers.

### A. Intent

To visually break a building facade up into three separately legible building layers.

### B. Applicability

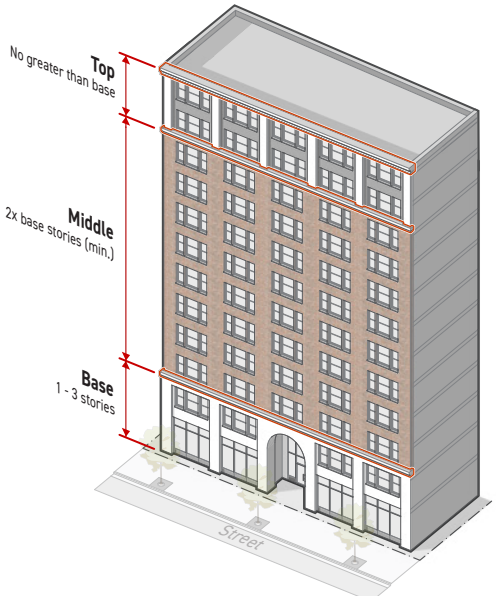
Base, middle and top standards apply to all *frontage applicable facades (Sec. 3A.1.2.B.2.)* where required by Character Frontage District.

### C. Standards

#### 1. General

One articulating element option *(Sec. 3D.6.5)* shall be provided for each building layer in accordance with the building layer standards below.

#### 2. Building Layers




##### a. Base

**i.** The base building layer shall include between 1 and 3 contiguous stories starting with the ground story and continuing upward.

**ii.** At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and middle layers:

**a)** *Material change (Sec. 3D.6.5.C.)*,

**b)** *Belt course (Sec. 3D.6.5.D.)*, or

**c)** *Shopfront cornice (Sec. 3D.6.5.E.).*

**iii.** The articulating element shall extend for the full width of the facade and be located no higher than the top of the uppermost story included in the layer.

### b. Middle

**i.** The middle building layer shall include at least twice as many contiguous stories than the base building layer, starting at the top of the base layer and continuing upward.

**ii.** At least one of the following articulating elements shall be applied along the top of the middle layer, creating a transition between the middle and top layers:

**a)** *Material change (Sec. 3D.6.5.C.)*,

**b)** *Belt course (Sec. 3D.6.5.D.)*.

**iii.** The articulating element shall extend for the full width of the facade and be located no higher than the top of the uppermost story included in the layer.

### c. Top

**i.** The top building layer shall include at least 1 story and no more stories than the base building layer.

**ii.** All stories located in the top building layer shall be contiguous and include all stories between the top of the middle layer and the top of the topmost story in a building.

**iii.** A *roofline cornice (Sec. 3D.6.5.F.)* articulating element shall be applied to the top building layer.

**iv.** The roofline cornice shall extend for the full width of the facade and be located along the top of the topmost story included in the building layer.

## D. Measurement

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

## E. Exceptions

Where the Form District requires a street stepback depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street stepback. No articulating element is required above the top building layer.

### F. Relief

1. A deviation from number of stories in building layers of 1 story may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

2. Deviation from any base, middle and top standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3E.6.2. BASE-TOP

The base-top articulation requirement is composed of two separate and coordinated articulating elements designed to visually break a building facade up into two separately legible layers.

### A. Intent

To visually break a building facade up into two separately legible building layers.

### B. Applicability

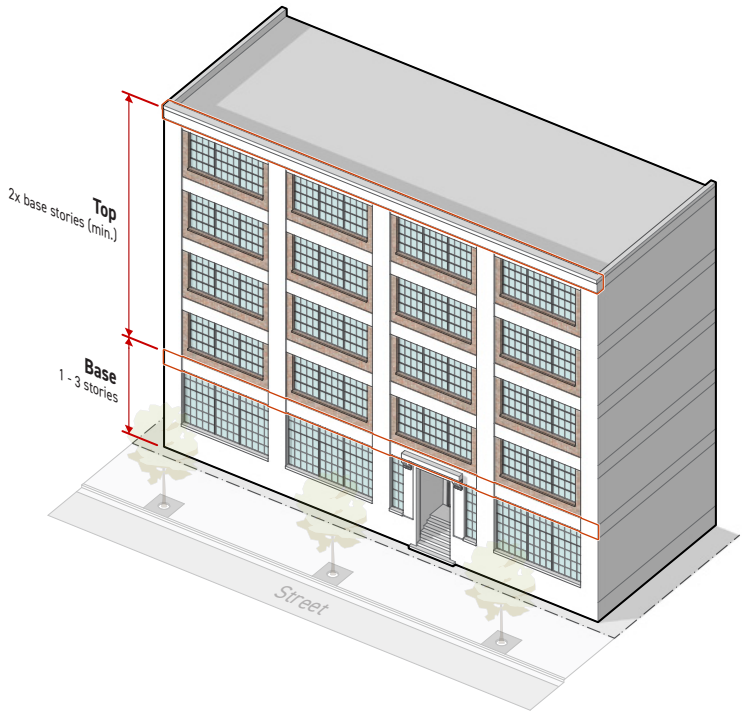
Base-top standards apply to all *frontage applicable facades (Sec. 3A.1.2.B.2.)*.

### C. Standards

#### 1. General

One articulating element option *(Sec. 3D.6.5)* shall be provided for each building layer in accordance with the building layer standards below.

#### 2. Building Layers



### a. Base

**i.** The base building layer shall include between 1 and 3 contiguous stories starting with the ground story and continuing upward.

**ii.** At least one of the following articulating elements shall be applied along the top of the base layer, creating a transition between the base and top layers:

**a)** *Material change (Sec. 3D.6.5.C.),*

**b)** *Belt course (Sec. 3D.6.5.D.)*, or

**c)** *Shopfront cornice (Sec. 3D.6.5.E.).*

**iii.** The articulating element shall extend for the full width of the facade and be located no higher than the top of the uppermost story included in the layer.

### b. Top

**i.** The top building layer shall include at least twice as many stories as the base building layer and include all remaining above-grade stories not included in the base building layer.

**ii.** A *roofline cornice (Sec. 3D.6.5.F.)* articulating element shall be applied to the top building layer.

**iii.** The roofline cornice shall extend for the full width of the facade and be located along the top of the topmost story included in the building layer.

## D. Measurement

For measurement of stories see *Sec. 2C.4.3. (Height in Stories)*.

## E. Exceptions

Where the Form District requires a street stepback depth of 10 feet or greater, the top building layer may terminate at the topmost story below the street stepback. No articulating element is required above the top building layer.

## F. Relief

**1.** A deviation from number of stories in building layers of 1 story may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

**2.** Deviation from any base-top standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3E.6.3. HORIZONTAL BANDS

A continuous band of material running horizontally across a facade.

### A. Intent

To separate and align windows on a building facade in a way that reflects the scale and proportions of contributing buildings within their Survey LA Planning District or Historic District.

### B. Applicability

Horizontal band standards apply to all *frontage applicable facades (Sec. 3A.1.2.B.2.)*.

### C. Standards

Horizontal bands shall meet the following standards:

1. Shall be no less than 8 inches and no greater than 36 inches in height,
2. Shall project no more than 12 inches from the immediately surrounding facade,
3. Shall extend uninterrupted for the full width of the facade, and
4. Shall be located at the top of all stories that do not have an *articulating element (Sec. 3D.6.5.)* applied.

### D. Measurement

1. Horizontal band height is measured vertically from the lowest point to the highest point of a horizontal band meeting the standards above.
2. Horizontal band projection is measured horizontally from and perpendicular to the immediately surrounding facade to the outermost point of a horizontal band meeting the standards above.

### E. Relief

1. A deviation from horizontal band dimensional standards of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Deviation from any horizontal band standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3E.6.4. VERTICAL BANDS

A continuous band of material running vertically up a facade.

### A. Intent

To separate and align windows on a building facade in a way that reflects the scale and proportions of contributing buildings within their Survey LA Planning District or Historic District.

### B. Applicability

Vertical band standards apply to all *frontage applicable facades (Sec. 3A.1.2.B.2.)*.

### C. Standards

Vertical bands shall meet the following standards:

1. Shall be no less than 8 inches and no greater than 36 inches in width,
2. Shall project no more than 36 inches from the immediately surrounding facade,
3. Shall extend the full height of the facade, only interrupted by horizontal bands or *articulating elements (Sec. 3D.6.5.)*.

### D. Spacing

1. Vertical bands shall be applied across the full width of a facade separated by no more than the maximum spacing and no less than the minimum spacing listed in Frontage District.
2. Vertical bands shall also be located at each corner of a building facade.

### E. Measurement

1. Vertical band width is measured parallel to the applicable facade and horizontally from one end of a vertical band meeting the standards above to the opposite end.
2. Vertical band projection is measured horizontally from the immediately surrounding facade to the outermost point of a vertical band meeting the standards above.
3. Vertical band spacing is measured horizontally and perpendicular to the applicable building facade from edge of vertical band to edge of vertical band.

### F. Relief

1. A deviation from vertical band dimensional standards of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.
2. Deviation from any vertical band standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 3E.6.5. ARTICULATING ELEMENTS

Permanent architectural details used to embellish a facade design in order to accentuate an articulation technique or facade composition.

### A. Intent

To provide visual interest to the public realm and break a building facade up visually separate building layers, using architectural elements that reflects the scale and proportions of contributing buildings within their Survey LA Planning District or Historic District.

### B. Applicability

Articulating element standards apply to any architectural element used to meet an articulation standard required by Character Frontage District.

### C. Articulating Element Options

#### 1. Material Change

##### a. Standards

**i.** The principal exterior material applied to the building layer shall be different from the principal siding treatment applied to the abutting building layers.

**ii.** The principal exterior material shall be limited to those allowed by Frontage District.

**iii.** One of the following architectural details must be provided between building layers applying the material change articulating element:

**a)** A *belt course (Sec. 3D.6.5.D.)* located at the transition from one principal exterior material to the next, or

**b)** The building layer applying a material change articulating element shall be recessed or project from the abutting building layers at least 6 inches.

##### b. Measurement

**i.** For the purpose of measuring material change, principal exterior materials are considered different if they are entirely different materials, products having the same base material where the unit size or finish surface texture is visibly contrasting.

**ii.** Recessed building layers are measured horizontally from and perpendicular to the immediately surrounding facade to the outermost point of the recessed building layer facade.

**iii.** Projecting building layers are measured horizontally and perpendicular from the immediately surrounding facade to the innermost point of the projecting building layer facade.

### 2. Belt Course

A horizontal course projecting beyond the face of the surrounding building facade often shaped to mark a division in the facade wall.

#### a. Standards

A belt course shall meet the following standards:

**i.** Extend the full building width uninterrupted except by bisecting vertical bands.

**ii.** Have a consistent profile across the width of the building,

**iii.** Project a minimum of 2-inches from the immediately surrounding facade for some portion of the top 2 inches and the bottom 2 inches of the belt course profile,

**iv.** Have a height of no less than 12 inches if located on the first story. An additional 2 inches in height are required for each story that the belt course is located about the first story. The greatest required minimum height is 48 inches.

#### b. Measurement

**i.** Belt course height is measured vertically from the lowest point to the highest point of the belt course profile meeting the standards above.

**ii.** Projection is measured perpendicularly from the immediately surrounding facade to the outermost point of a belt course meeting the standards above.

### 3. Shopfront Cornice

A continuous molded projection located above a series of display windows on the ground story facade.

#### a. Standards

A shopfront cornice shall meet the following standards:

**i.** Extend uninterrupted for the full building width.

**ii.** Project a minimum of 4-inches from the immediately surrounding facade for some portion of the top 4 inches and the bottom 4 inches of the cornice profile,

**iii.** Have a height of no less than 12 inches.

#### b. Measurement

**i.** Shopfront cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.

**ii.** Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a shopfront cornice meeting the standards above.

#### 4. Roofline Cornice

A continuous molded projection that crowns a wall, often as part of a parapet.

##### a. Standards

A roofline cornice shall meet the following standards:

**i.** Extend uninterrupted for the full building width.

**ii.** Project a minimum of 4-inches from the immediately surrounding facade for some portion of the top 4 inches of the cornice profile if located on the first, second or third stories. An additional 2 inches of projection are required for each story the roofline cornice is located above the third story. The greatest required minimum projection is 36 inches.

**iii.** Have a height of no less than 12 inches if located on the first, second or third story. An additional 2 inches in height are required for each story the roofline cornice is located above the third story. The greatest required minimum height is 48 inches.

##### b. Measurement

**i.** Roofline cornice height is measured vertically from the lowest point to the highest point of the cornice profile meeting the standards above.

**ii.** Projection is measured perpendicularly from the immediately surrounding facade horizontally to the outermost point of a roofline cornice meeting the standards above.

### D. Measurement

Articulating elements are measured as provided or not provided based on whether the applicable building layer facade applies an articulating element meeting the standards above.

### E. Relief

**1.** A deviation from articulating elements dimensional standards of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*

**2.** Deviation from any articulating elements standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.7. FEATURES

## SEC. 3E.7.1. PROHIBITED FEATURES

### A. Intent

To ensure facades are built in a way that respects and reflects contributing buildings within their Survey LA Planning District or Historic District by limiting the use of architectural features that are inappropriate to their historic context.

### B. Applicability

Prohibited features standards apply to all *frontage applicable facades (Sec. 3A.1.2.B.2.)*.

### C. Standards

**1.** Where a Frontage District lists a feature as "prohibited", no applicable facade may include any variety of listed feature.

**2.** Where a Frontage District lists a feature as "allowed" or does not list a feature at all, no prohibited features standards limiting the use of the listed feature.

### D. Balcony

An exterior occupiable platform elevated above the ground enclosed by railings, parapet or other protective barrier.

#### 1. Standards

Where a Frontage District lists balcony as "prohibited":

**a.** No feature meeting the definition for balcony above may be included on an applicable facade.

**b.** Roof terraces that meet the definition of balcony may be allowed provided they are uncovered and do not project beyond the story immediately below.

#### 2. Measurement

Balconies are identified as present or absent based on whether an applicable facade includes a balcony as described above.

### E. Measurement

Prohibited features are measured as present or absent based on whether a prohibited feature is identified on an applicable facade.

### F. Relief

Deviation from any prohibited features standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.8. ENTRANCES

## SEC. 3E.8.1. STREET-FACING ENTRANCE

*See Sec. 3C.5.1.*

## SEC. 3E.8.2. ENTRY FEATURE

*See Sec. 3C.5.2.*

## SEC. 3E.8.3. FOCAL ENTRY FEATURE

Improved design standards applied to the primary entrance along the public realm.

### A. Intent

To establish a hierarchy of entrances on a building facade where a focal entry feature is the visually dominant entrance supported by secondary entrances designed with entry features.

### B. Applicability

Where required by a Frontage District, Focal Entry standards apply to ground story, frontage lot line-facing facades.

### C. Standards

#### 1. General

**a.** No fewer focal entrances than required by Frontage District shall be provided for each provided building length.

**b.** Each required focal entry feature shall meet the standards for one of the *focal entry features options (Sec. 4D.7.3.C.2.)*.

**c.** Required focal entry features shall abut and provide direct access to a street-facing entrance.

**d.** Required focal entry features shall be directly accessible from the public realm associated with the frontage lot line.

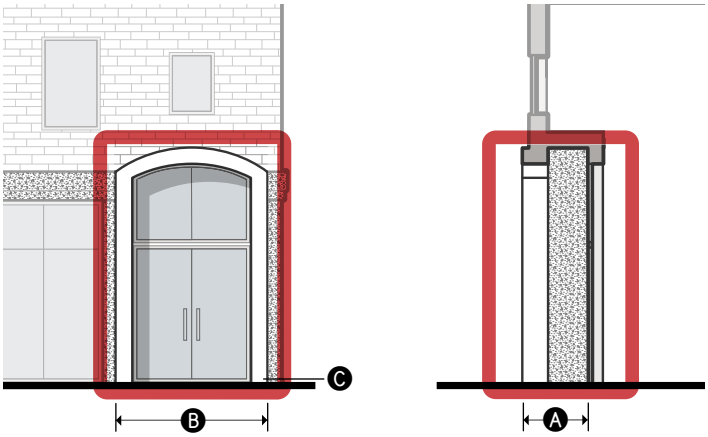
**e.** For street setback encroachment regulations, see *Sec. 2C.2.2.E. (Exceptions, Building Setbacks)*.

**f.** For encroachments into the public right-of-way, see *LAMC Ch. IX, Art. 1, Div. 32 (Encroachments into the Public Right-of-Way)*.

## 2. Focal Entry Feature Options

### a. Archway

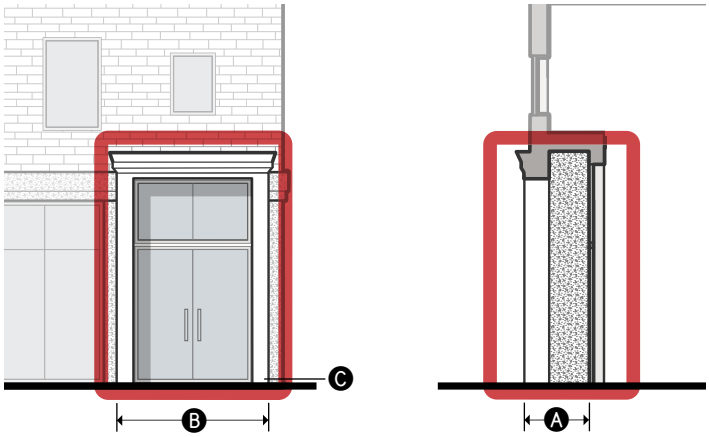
A curved symmetrical architectural detail spanning an opening to an exterior space set behind the primary facade plane providing sheltered access to a street-facing entrance.




| DIMENSIONAL STANDARDS | |
|---|---|
| A Depth (min) | 3' |
| B Width (min/max) | 8'/24' |
| Height (min) | 9' |
| Covered entrance | Required |
| Covered area (min) | 100% |
| C Finished floor elevation (min/max) | -2'/5' |
| Transparency (min) | 80% |
| Enclosure (max) | 75% |

### b. Architrave

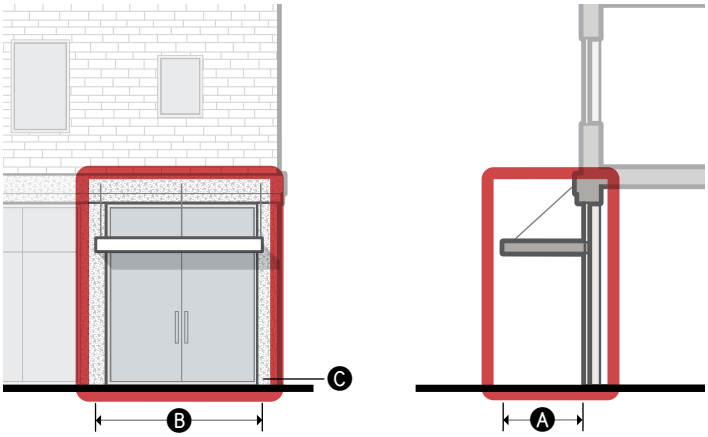
A decorative horizontal band above and connected to vertical bands framing an opening to an exterior space set behind the primary facade plane providing sheltered access to a street-facing entrance.




| DIMENSIONAL STANDARDS | |
|---|---|
| A Depth (min) | 3' |
| B Width (min/max) | 8'/24' |
| Height (min) | 9' |
| Covered entrance | Required |
| Covered area (min) | 100% |
| C Finished floor elevation (min/max) | -2'/5' |
| Transparency (min) | 80% |
| Enclosure (max) | 75% |

## c. Canopy

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.




| DIMENSIONAL STANDARDS | |
|---|---|
| Depth (min) | 4' |
| Width (min/max) | 8'/24' |
| Height (min) | 9' |
| Covered entrance | Required |
| Covered area (min) | n/a |
| C Finished floor elevation (min/max) | -2'/2' |
| Transparency (min) | n/a |
| Enclosure (max) | 50% |

*For encroachments into the public right-of-way, see *LAMC Ch. IX, Art. 1, Div. 32 (Encroachments into the Public Right-of-Way)*.

## D. Measurement

See *Sec. 3C.5.2.D. (Entry Feature Measurement)*.

## E. Relief

1. Deviation from focal entry feature option standards may be requested in accordance with *Sec. 13.7.1 (Alternative Compliance).*
2. A deviation from focal entry feature dimensional standard of 15% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*
3. Deviation from any entry feature standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.9. TRANSPARENCY

## SEC. 3E.9.1. GROUND STORY

### A. Intent

To ensure projects are designed with ground story windows that reflect contributing buildings within their Survey LA Planning District or Historic District.

### B. Applicability

Ground story transparency standards apply to all ground story frontage *applicable facades (Sec. 3A.1.2.B.2.)* with the exception of parking structure facades.

### C. Standards

#### 1. Transparent Area

See *Sec. 3C.4.1. (Transparent Area)*

#### 2. Blank wall Width

See *Sec. 3C.4.2. (Blank wall Width)*.

#### 3. Window Recession

##### a. Standards

All windows provided on applicable facades shall be recessed no less than the minimum depth specified in the Frontage District.

##### b. Measurement

Window recession depth is measured inward from the immediately surrounding facade surface, exclusive of trim or accessory projecting architectural details, to the outermost element of the window assembly.

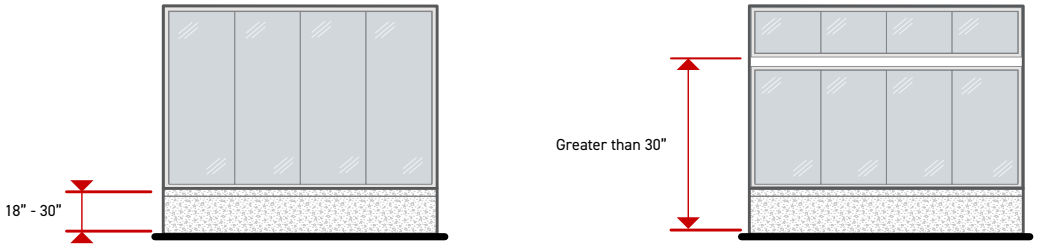
#### 4. Bulkhead

A wall located beneath a display window on the ground story facade that serves to elevate a window above the exterior finished grade and the interior finished floor surface.

### a. Standards

**i.** Where required by Frontage District, all ground story window openings located on applicable facades shall be elevated above the finished ground floor by no less than 18 inches and no more than 30 inches.

**ii.** Ground story window openings located entirely above another ground story window may be located greater than 30 inches from the ground story finished floor provided that no portion of the opening extends beyond the width of the lower window opening.




### b. Measurement

Bulkheads are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

## 5. Symmetrical Lite Pattern

### a. Standards

All windows provided on applicable facades shall meet the following standards:

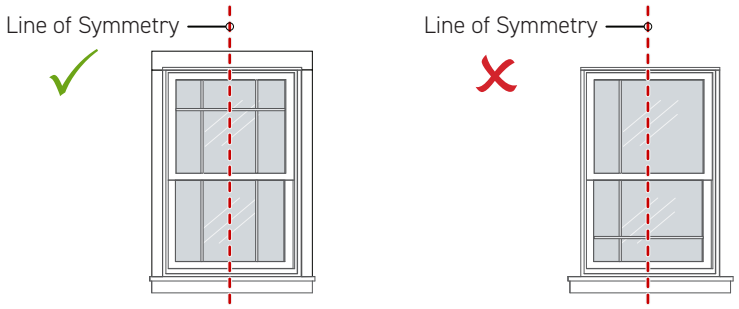
**i.** Divided-lite and simulated divided-lite windows shall have a composition of muntins or grills that display reflective symmetry.

**ii.** Operable windows shall have sashes that are generally reflectively symmetrical.

**iii.** Window assemblies sharing a window opening shall be composed in a way that reflective symmetry is displayed over entirety of the window opening.

#### b. Measurement

For the purpose of meeting symmetrical lite pattern standards, if a vertical line can be drawn through the window opening and the pattern and shape on both sides of the line appear approximately identical, the window or windows are considered in compliance with the symmetrical lite pattern standard.




### 6. Horizontal Sliding Windows

#### a. Standards

When prohibited by Frontage District, windows provided on applicable facades shall not include sashes that operate left to right or right to left.

#### b. Measurement

Horizontal sliding windows are measured as either present or absent.

### 7. Vinyl Windows

#### a. Standards

**i.** When prohibited by a Frontage District, windows assemblies provided on applicable facades shall not contain frames, sashes, rails, styles, muntins, mullions, or grills with a vinyl exterior finish.

**ii.** Other accessory window assembly components may be finished with vinyl products.

#### b. Measurement

Vinyl windows are measured as either present or absent.

## D. Relief

**1.** A deviation from ground story transparency dimensional standard of 15% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**2.** Deviation from any ground story transparency standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# SEC. 3E.9.2. UPPER STORIES

## A. Intent

To ensure projects are designed with upper story windows that reflect contributing buildings within their Survey LA Planning District or Historic District.

## B. Applicability

Upper story transparency standards apply to all upper story frontage *applicable facades (Sec. 3A.1.2.B.2.)* with the exception of parking structure facades.

## C. Standards

### 1. Transparent Area

See *Sec. 3C.4.1. (Transparent Area)*

### 2. Window Recession

See Sec. 3D.8.1.E. (Window Recession, Ground Story Transparency)

### 3. Symmetrical Lite Pattern

See Sec. 3D.8.1.G. (Symmetrical Lite Pattern, Ground Story Transparency)

### 4. Sill

The bottommost horizontal exterior surface of a window opening including a ledge or other architectural detail that projects from the surrounding building facade.

#### a. Standards

**i.** When required by Frontage District, all windows provided on applicable facades shall include a sill, ledge or comparable architectural detail located at the bottommost exterior surface of a window opening.

**ii.** Required sills shall project a minimum of 1 inch beyond the immediately surrounding building facade.

**iii.** Required sills shall have a width of no less than the window opening.

#### b. Measurement

Sills are measured as provided or not provided based on the compliance of all applicable windows with the standards above.

### 5. Horizontal Sliding Windows

See *Sec. 3D.8.1.H. (Horizontal Sliding Windows, Ground Story Transparency)*

### 6. Vinyl Windows

See *Sec. 3D.8.1.I. (Vinyl Windows, Ground Story Transparency)*

## D. Relief

**1.** A deviation from upper story transparency dimensional standard of 15% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**2.** Deviation from any upper story transparency standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.10. EXTERIOR MATERIALS

## SEC. 3E.10.1. PRINCIPAL MATERIALS

The building product used as the exterior wall finish material for the great majority of the exterior building facade.

### A. Intent

To visually unify the facade with a dominant material and ensure that building facades are finished with materials that are compatible with or reflective of contributing buildings in their SurveyLA Planning Area or Historic District.

### B. Applicability

All *frontage applicable facades (Sec. 3A.1.2.B.2.)* shall comply with principal material standards.

### C. Standards

#### 1. General

Applicable facades shall be finished in one of the principal material options listed in Frontage District for a minimum of 70% of the total applicable facade area.

#### 2. Principal Material Options

##### a. Brick

A rectangular unit made of hardened clay ranging from 1.5 to 8 inches in height and 3.5 to 16 inches in width, laid with mortar exposed between courses and brick units. Examples include solid brick construction, brick veneer and thin brick veneer. Other products required for installation that are visually subordinate to the brick are also allowed.

##### b. Solid Stone

Rock quarried and worked into a specific size and shape for use as a building material. Solid stone includes required mortar and other products required for installation that are visually subordinate to the stone product. Examples include solid stone construction, stone veneer and thin stone veneer. Solid stone excludes heavy aggregate concrete, terrazzo, engineered stone products and comparable materials.

##### c. Concrete

A cement based product either poured-in-place or pre-cast in a form or mold. Concrete includes engineered masonry products set in resin or cement. Other products required for installation that are visually subordinate to the concrete product are also allowed. Concrete Excludes fiber cement products.

#### d. Metal

Metal products design for architectural purposes. Examples include exposed structural steel, architectural metal panels and decorative metal products. Other products required for installation that are visually subordinate to the metal product are also allowed.

#### e. Wood

Tree-based products shaped into a particular shape and size for use as a building material. Examples include exterior plywood panels and solid wood products such as exposed structural lumber, panels, lap siding, vertical plank siding, horizontal plank siding and shingles. Other products required for installation that are visually subordinate to the wood product are also allowed. Wood excludes faux-wood products such as vinyl, aluminum and fiber cement products.

#### f. Glazed Tile

Ceramic tile having porcelain or natural clay body, glazed for surfacing walls, typically attached to an exterior wall with mortar and finished by filling joints between tiles with a cement or resin based grout product. Examples include small or large format tile and structural facing tile. Other products required for installation that are visually subordinate to the tile product are also allowed. Glazed tile excludes terracotta and other non-ceramic tile products.

## D. Measurement

1. Principal material coverage is calculated for each building width separately.
2. Principal material coverage is a percentage calculated by dividing the facade area covered in the principal material product divided by the total applicable facade area minus the facade area composed of window and door openings.
3. The principal material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the principal material options allowed by Frontage District.

## E. Relief

1. A deviation from the minimum principal material coverage standard of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*
2. Deviation from any principal material standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# SEC. 3E.10.2. ACCESSORY MATERIALS

Building products used as an exterior wall finish material to accent or support the principal material.

## A. Intent

To visually unify the facade with a consistent material palette and ensure that building facades are finished with materials that are compatible with or reflective of contributing buildings in their SurveyLA Planning area or Historic District.

## B. Applicability

All *frontage applicable facades (Sec. 3A.1.2.B.2.)* shall comply with accessory material standards.

## C. Standards

### 1. General

**a.** Applicable facades shall be finished in one or more of the accessory material options listed in Frontage District cumulatively covering no more than 30% of the total applicable facade area.

**b.** All materials cumulatively covering more than 5% of the total applicable facade area are considered an accessory material.

### 2. Accessory Material Options

#### a. Brick

A rectangular unit made of hardened clay ranging from 1.5 to 8 inches in height and 3.5 to 16 inches in width, laid with mortar exposed between courses and brick units. Examples include solid brick construction, brick veneer and thin brick veneer. Other products required for installation that are visually subordinate to the brick are also allowed.

#### b. Solid Stone

Rock quarried and worked into a specific size and shape for use as a building material. Solid stone includes required mortar and other products required for installation that are visually subordinate to the stone product. Examples include solid stone construction, stone veneer and thin stone veneer. Solid stone excludes heavy aggregate concrete, terrazzo, engineered stone products and comparable materials.

#### c. Concrete

A cement based product either poured-in-place or pre-cast in a form or mold. Concrete includes engineered masonry products set in resin or cement. Other products required for installation that are visually subordinate to the concrete product are also allowed. Concrete Excludes fiber cement products.

#### d. Metal

Metal products design for architectural purposes. Examples include exposed structural steel, architectural metal panels and decorative metal products. Other products required for installation that are visually subordinate to the metal product are also allowed.

#### e. Wood

Tree-based products shaped into a particular shape and size for use as a building material. Examples include exterior plywood panels and solid wood products such as exposed structural lumber, panels, lap siding, vertical plank siding, horizontal plank siding and shingles. Other products required for installation that are visually subordinate to the wood product are also allowed. Wood excludes faux-wood products such as vinyl, aluminum and fiber cement products.

#### f. Glazed Tile

Ceramic tile having porcelain or natural clay body, glazed for surfacing walls, typically attached to an exterior wall with mortar and finished by filling joints between tiles with a cement or resin based grout product. Examples include small or large format tile and structural facing tile. Other products required for installation that are visually subordinate to the tile product are also allowed. Glazed tile excludes terracotta and other non-ceramic tile products.

### 3. Number of Accessory Materials

No more finishing materials than the maximum number of accessory materials listed in a Frontage District may be provided with the exception of trim, sills and other architectural details cumulatively covering no more than 5% of the total applicable facade area.

## D. Measurement

1. Accessory material coverage is calculated for each building width separately.
2. Accessory material coverage is a percentage calculated by dividing the facade area covered in the accessory material product divided by the total applicable facade area minus the facade area composed of window and door openings.
3. The accessory material is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the accessory material options allowed by Frontage District.

## E. Relief

1. A deviation from the minimum accessory material coverage standard of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments).*
2. Deviation from any accessory material standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# DIV. 3E.11. ROOF DESIGN

## SEC. 3E.11.1. ROOF FORM

The shape of the external upper covering of a building, including the frame for supporting the roofing.

### A. Intent

To ensure that building forms are compatible with or reflective of contributing buildings in their Survey LA Planning Area or Historic District.

### B. Applicability

Where specified by Frontage District, roof form standards apply to the primary roof forms of all frontage lot line facing buildings and structures on a lot.

### C. Standards

#### 1. General

All building and structure shall have a roof form listed as a roof form option in the applicable Frontage District.

#### 2. Roof Form Options

##### a. Flat

A roof with a maximum pitch of 2:12 (2 inch of vertical rise for every 12 inches of horizontal span) or less. Flat roof forms include roofs with parapets up to 6 feet in height.

### D. Measurement

**1.** Roof pitch is measured by calculating a roof's vertical rise in inches divided by a foot of its horizontal span and is represented as a ratio.

**2.** Roof form is measured as compliant or non-compliant based on whether it meets the standards and definition of one of the roof form options allowed by Frontage District.

### E. Exceptions

Roof form standards do not apply to accessory roof forms.

### F. Relief

**1.** A deviation from roof form dimensional standard of 10% or less may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

**2.** Deviation from any roof form standard may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# SEC. 3E.11.2. ROOF MATERIALS

## A. Intent

To ensure that a building's roof finishing materials are visually compatible with or reflective of those of contributing buildings in their Survey LA Planning Area or Historic District.

## B. Applicability

Where specified by Frontage District, roof materials standards apply to the primary roof forms of all frontage lot line facing buildings and structures on a lot.

## C. Standards

No prohibited roof materials listed by Frontage District shall be used to finish a roof.

## D. Measurement

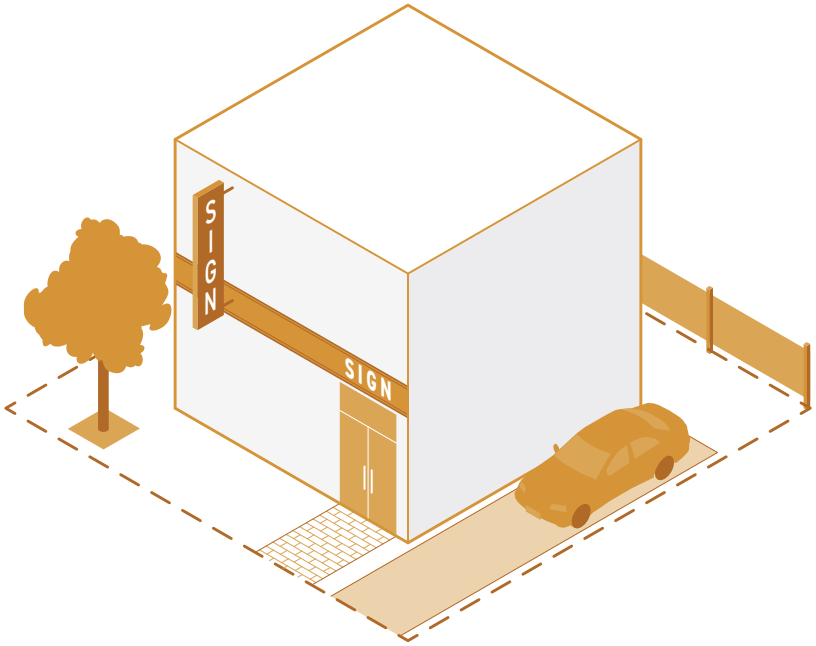
Roof materials are measured as compliant or non-compliant based on whether all applicable roofs meet the roof materials standards.

## E. Exceptions

Roof material standards do not apply to accessory roof forms.

## F. Relief

Deviation from roof materials standards may be requested as a variance in accordance with *Sec. 13.7.3 (Variance)*.




# ARTICLE 4.
# DEVELOPMENT STANDARDS

[ FORM - FRONTAGE - **STANDARDS** ] [ USE - DENSITY ]

Part 4A. **Introduction**

Part 4B. **Development Standards Districts**

Part 4C. **Development Standards Rules**

# CONTENTS

**Part 4A. Introduction . . . . . 4-3**
Div. 4A.1. Introduction . . . . . 4-4

**Part 4B. Development Standards Districts . . . . . 4-9**
Div. 4B.1. District 5 . . . . . 4-10
Div. 4B.2. District 6 . . . . . 4-11

**Part 4C. Development Standards Rules . . . . . 4-13**
Div. 4C.1. Pedestrian Access . . . . . 4-15
Div. 4C.2. Motor Vehicle Access . . . . . 4-28
Div. 4C.3. Bicycle Parking . . . . . 4-37
Div. 4C.4. Automobile Parking . . . . . 4-51
Div. 4C.5. Transportation Demand Management . . . . . 4-79
Div. 4C.6. Plants . . . . . 4-84
Div. 4C.7. Fences & Walls . . . . . 4-94
Div. 4C.8. Screening . . . . . 4-102
Div. 4C.9. Grading & Retaining Walls . . . . . 4-119
Div. 4C.10. Outdoor Lighting & Glare . . . . . 4-122
Div. 4C.11. Signs . . . . . 4-124
Div. 4C.12. Ridgeline Protection . . . . . 4-158
Div. 4C.13. Environmental Protection . . . . . 4-159
Div. 4C.14. Definitions . . . . . 4-160

# PART 4A. INTRODUCTION

**Div. 4A.1. Introduction . . . . . 4-4**

Sec. 4A.1.1. Purpose . . . . . 4-4

Sec. 4A.1.2. Development Standards Applicability . . . . . 4-4

Sec. 4A.1.3. Relationship to Zone . . . . . 4-5

Sec. 4A.1.4. How to Use This Article . . . . . 4-6

Sec. 4A.1.5. Development Standards District Naming Convention . . . . . 4-8

# DIV. 4A.1. INTRODUCTION

## SEC. 4A.1.1. PURPOSE

The purpose of this Article is to regulate site design, including location and characteristics of access, parking, landscape and site features. Development Standards Districts consist of a combination of regulations that are appropriate to a variety of contexts ranging from auto-oriented to pedestrian-oriented.

## SEC. 4A.1.2. DEVELOPMENT STANDARDS APPLICABILITY

### A. Project Applicability

All projects filed after the effective date of this Zoning Code shall comply with the Development Standards in this Article, as further specified below.

#### 1. Project Activities

Development Standards District standards apply to project activities as shown in the table below:

| | | PROJECT ACTIVITIES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DEVELOPMENT STANDARDS DISTRICT RULE | | Subdivision | New Construction | Addition | Facade Alteration | Site Alteration | Relocation | Major Renovation | Minor Renovation | Change/Expansion of Use | Ordinary Maintenance and Repair |
| *Div. 4C.1.* | **Pedestrian Access** | ○ | ● | ● | ● | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.2.* | **Motor Vehicle Access** | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.3.* | **Bicycle Parking** | ○ | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.4.* | **Automobile Parking** | ○ | ● | ● | ○ | ● | ● | ○ | ○ | ● | ○ |
| *Div. 4C.5.* | **Transportation Demand Management** | ○ | ● | ● | ● | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.6.* | **Plants** | ● | ● | ● | ● | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.7.* | **Fences & Walls** | ● | ● | ● | ○ | ● | ● | ● | ○ | ● | ○ |
| *Div. 4C.8.* | **Screening** | ○ | ● | ● | ● | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.9.* | **Grading** | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ | ○ |
| *Div. 4C.10.* | **Outdoor Lighting & Glare** | ○ | ● | ● | ● | ● | ● | ● | ○ | ○ | ○ |
| *Div. 4C.11.* | **Signs** | ○ | ● | ● | ● | ○ | ● | ● | ○ | ● | ○ |
| *Div. 4C.12.* | **Ridgeline Protection** | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ | ○ |
| *Div. 4C.13.* | **Environmental Protection** | ● | ● | ● | ○ | ● | ● | ○ | ○ | ○ | ○ |

● = Rule generally applies to this project activity
○ = Rule is not applicable

**a.** More than one project activity may apply to a project (for example, an addition may also include an expansion of use).

**b.** Where a rule is listed as generally applicable in the table below, the project activity shall meet the Development Standards District rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in *Part 4C* (Development Standards Rules). Project applicability may also be modified by *Article 12* (Nonconformities). Where a Division of the Development Standards District rules is listed as not applicable in the table below, the standards within the Division do not apply to the project activity.

**c.** For more information about project activities see *Sec. 14.1.17*.

### 2. Nonconformity

For nonconforming lots and lots with nonconforming site design, buildings, structures, or uses, no project activity may decrease the conformance with any Development Standards standard in Article 4 unless otherwise specified by Division 12.5 (Nonconforming Development Standards). See the following examples:

**a.** Extending a fence in a front yard: Where the existing fence in a front yard is taller than the maximum height allowed by the frontage fences and wall type specified by Frontage District, all new portions of fence built in the front yard shall meet the maximum fence and wall height standard but no modification is required to the existing fence.

**b.** Converting a parking stalls to outdoor dining. Where the proposed site modification and change of use reduces the amount of parking below the minimum number of required parking stalls as specified by parking set, the project activities are not allowed.

## B. Applicable Components of Buildings and Lots

**1.** Development Standards apply to all portions of a lot.

**2.** Development Standards apply to all portions of buildings and structures on a lot.

**3.** Specific Development Standards Rules my further limiting which components of buildings and lots are required to comply with the standards in *Part 4C* (Development Standards Rules).

# SEC. 4A.1.3. RELATIONSHIP TO ZONE

A zone is comprised of the following districts, as established in *Sec. 1.4.2 (Zoning Map)* of this Chapter:

The Development Standards District is a separate and independent component of each zone.

## SEC. 4A.1.4. HOW TO USE THIS ARTICLE

### A. Identify the Development Standards District

The third component in a zone string identifies the Development Standards District for a property.

### B. Development Standards District Regulations

Development Standards District regulations are located in *Part 4B (Development Standards Districts)*. Each Development Standards District page identifies the requirements specific to that Development Standards District.

### C. Interpreting Development Standards District Regulations

Each standard on a Development Standards District page in *Part 4B (Development Standards Districts)* provides a reference to *Part 4C (Development Standards Rules)* where the standard is explained in detail.

# Development Standard District Example:

## Zone String

[ LLM2-MU2-5 ] [RG1-FA]

Find Your Development Standard District

## Part 4B (Development Standard Districts)

DIV. 4B.5. **DISTRICT 5**

SEC. 4B.5.1. **INTENT**

This Development Standards District supports areas where walking, biking, and public transit are the prioritized modes of transportation.

Pedestrian connections increase porosity in long blocks facilitating pedestrian movement and contributing to a pedestrian-friendly environment. No minimum parking is required, and when it is provided above-grade, it must meet high standards of design. On-site signs are sized and located to support a pedestrian-oriented public realm.

SEC. [illegible]DARDS

Name of Standard

Specification for Standard

| | | |
|---|---|---|
| 1. PEDESTRIAN ACCESS | Sec. 4C.1 | |
| Pedestrian access package | 1 | |
| Pedestrian cut-through spacing | 350' | |
| 2. MOTOR VEHICLE ACCESS | Sec. 4C.2 | |
| Motor vehicle access package | 1 | |
| 3. AUTOMOBILE PARKING | Sec. 4C.4 | |
| Required parking stalls | Parking Set E | |
| Additional parking for commercial change of use | n/a | |
| Parking structure design | | |
| | Primary St. | Side St. |
| Parking Garage | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Adaptable | Adaptable |
| Integrated Parking | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Wrapped | Adaptable |
| 4. SIGNS | Sec. 4C.11 | |
| Sign package | 2 | |

Link to Rules

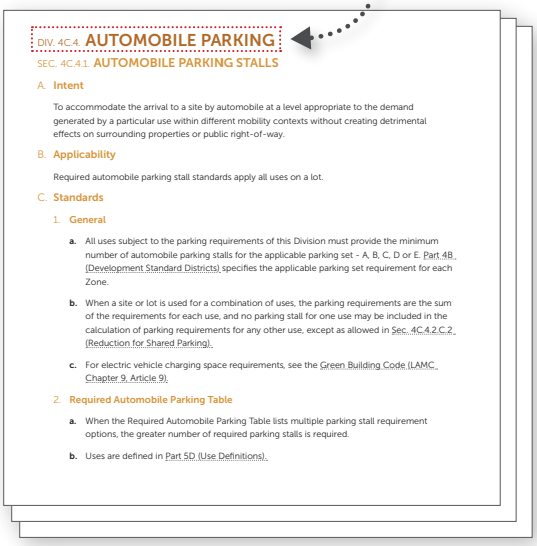
Standard Does Not Apply

Frontage Lot Line

See Part 4C (Development Standard Rules) for additional development standards that apply.

Learn More About Your Rules

## Part 4C (Development Standard Rules)



DIV. 4C.4. **AUTOMOBILE PARKING**

SEC. 4C.4.1. **AUTOMOBILE PARKING STALLS**

A. **Intent**

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

B. **Applicability**

Required automobile parking stall standards apply all uses on a lot.

C. **Standards**

1. **General**

a. All uses subject to the parking requirements of this Division must provide the minimum number of automobile parking stalls for the applicable parking set - A, B, C, D or E. Part 4B (Development Standard Districts) specifies the applicable parking set requirement for each Zone.

b. When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, except as allowed in Sec. 4C.4.2.C.2 (Reduction for Shared Parking).

c. For electric vehicle charging space requirements, see the Green Building Code (LAMC Chapter 9, Article 9).

2. **Required Automobile Parking Table**

a. When the Required Automobile Parking Table lists multiple parking stall requirement options, the greater number of required parking stalls is required.

b. Uses are defined in Part 5D (Use Definitions).

## SEC. 4A.1.5. DEVELOPMENT STANDARDS DISTRICT NAMING CONVENTION

All Development Standards District names are identified as a number. All Development Standards Districts are numbered in the order they fall within this article.

# PART 4B. DEVELOPMENT STANDARDS DISTRICTS

**Div. 4B.1. District 5 . . . . . 4-10**
Sec. 4B.1.1. Intent . . . . . 4-10
Sec. 4B.1.2. Standards . . . . . 4-10

**Div. 4B.2. District 6 . . . . . 4-11**
Sec. 4B.2.1. Intent . . . . . .4-11
Sec. 4B.2.2. Standards . . . . . .4-11

# DIV. 4B.1. DISTRICT 5

## SEC. 4B.1.1. INTENT

Development Standards District 5 prioritizes the pedestrian experience. Pedestrian access standards increase porosity in long blocks and ensure easy access from the public-right-of-way to building entrances, facilitating pedestrian movement. Parking for motor vehicles is not mandated, contributing to a dynamic and walkable environment. When parking is provided, it must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered. On-site signs are sized and located to support a pedestrian-oriented public realm.

## SEC. 4B.1.2. STANDARDS

| | | |
|---|---|---|
| **PEDESTRIAN ACCESS** | Sec. 4C.1 | |
| Pedestrian access package | Package 1 | |
| Pedestrian passageway spacing | 350' | |
| **MOTOR VEHICLE ACCESS** | Sec. 4C.2 | |
| Motor vehicle access package | Package 1 | |
| Drive-through | Not Allowed | |
| **AUTOMOBILE PARKING** | Sec. 4C.4 | |
| Required parking stalls | Package E | |
| Exempt change of use, commercial tenant size (max) | n/a | |
| Parking structure design | | |
| | Primary St. | Side St. |
| Parking Garage | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Adaptable | Adaptable |
| Integrated Parking | | |
| Ground Story | Wrapped | Wrapped |
| Upper Stories | Wrapped | Adaptable |
| **SIGNS** | Sec. 4C.11 | |
| Sign package | 2 | |

See *Part 4C (Development Standards Rules)* for additional development standards that apply.

# DIV. 4B.2. DISTRICT 6

## SEC. 4B.2.1. INTENT

Development Standards District 6 enables the flexibility needed for a diversity of industries with changing demands. Standards for motor vehicle access are permissive and parking minimums are not mandated. On-site signs are sized and located to support a pedestrian-oriented public realm.

## SEC. 4B.2.2. STANDARDS

| | | |
|---|---|---|
| **PEDESTRIAN ACCESS** | Sec. 4C.1. | |
| Pedestrian access package | Package 4 | |
| Pedestrian passageway spacing | Not required | |
| **MOTOR VEHICLE ACCESS** | Sec. 4C.2. | |
| Motor vehicle access package | Package 4 | |
| Drive-through | Not Allowed | |
| **AUTOMOBILE PARKING** | Sec. 4C.4 | |
| Required parking stalls | Package E | |
| Exempt change of use, commercial tenant size (max) | n/a | |
| Parking structure design | | |
| | Primary St. | Side St. |
| Parking Garage | | |
| Ground Story | Concealed | Concealed |
| Upper Stories | Concealed | Concealed |
| Integrated Parking | | |
| Ground Story | Concealed | Concealed |
| Upper Stories | Concealed | Concealed |
| **SIGNS** | Sec. 4C.11 | |
| Sign package | 1 | |

See *Part 4C (Development Standards Rules)* for additional development standards that apply.

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# PART 4C. DEVELOPMENT STANDARDS RULES


**Div. 4C.1. Pedestrian Access . . . . . 4-15**
Sec. 4C.1.1. Pedestrian Access Packages . . . . . 4-15
Sec. 4C.1.2. Pedestrian Passageway . . . . . 4-21
Sec. 4C.1.3. Pedestrian Bridges & Tunnels . . . . . 4-26

**Div. 4C.2. Motor Vehicle Access . . . . . 4-28**
Sec. 4C.2.1. Automobile Access Packages . . . . . 4-28
Sec. 4C.2.2. Motor Vehicle Use Area Design . . . . . 4-34

**Div. 4C.3. Bicycle Parking . . . . . 4-37**
Sec. 4C.3.1. Bicycle Parking Spaces . . . . . 4-37
Sec. 4C.3.2. Short-Term Bicycle Parking Design . . . . . 4-41
Sec. 4C.3.3. Long-Term Bicycle Parking Design . . . . . 4-47

**Div. 4C.4. Automobile Parking . . . . . 4-51**
Sec. 4C.4.1. Automobile Parking Stalls . . . . . 4-51
Sec. 4C.4.2. Alternative Parking Strategies . . . . . 4-58
Sec. 4C.4.3. Parking Area Design . . . . . 4-61
Sec. 4C.4.4. Parking Lot Design . . . . . 4-67
Sec. 4C.4.5. Parking Structure Design . . . . . 4-70

**Div. 4C.5. Transportation Demand Management . . . . . 4-79**
Sec. 4C.5.1. Small Projects . . . . . 4-79
Sec. 4C.5.2. Medium Projects . . . . . 4-80
Sec. 4C.5.3. Large Projects . . . . . 4-82

**Div. 4C.6. Plants . . . . . 4-84**
Sec. 4C.6.1. Protected Trees . . . . . 4-84
Sec. 4C.6.2. Tree Planting . . . . . 4-84
Sec. 4C.6.3. Streetscape . . . . . 4-85
Sec. 4C.6.4. Plant Design & Installation . . . . . 4-86

**Div. 4C.7. Fences & Walls . . . . . 4-93**
Sec. 4C.7.1. Frontage Yard Fences & Walls . . . . . 4-93
Sec. 4C.7.2. Side/Rear Yard Fences & Walls . . . . . 4-98
Sec. 4C.7.3. Fence/Wall Design & Installation . . . . . 4-100

**Div. 4C.8. Screening . . . . . 4-101**
Sec. 4C.8.1. Frontage Screens. . . . . 4-101
Sec. 4C.8.2. Transition Screens . . . . . 4-106
Sec. 4C.8.3. Outdoor Storage . . . . . 4-109
Sec. 4C.8.4. Waste Receptacles . . . . . 4-111
Sec. 4C.8.5. Roof-Mounted Equipment . . . . . 4-113
Sec. 4C.8.6. Ground-Mounted Equipment. . . . . 4-114
Sec. 4C.8.7. Wall-Mounted Equipment. . . . . 4-116

**Div. 4C.9. Grading & Retaining Walls . . . . . 4-118**
Sec. 4C.9.1. Grading & Hauling . . . . . 4-118
Sec. 4C.9.2. Retaining Walls . . . . . 4-119

**Div. 4C.10. Outdoor Lighting & Glare . . . . . 4-121**
Sec. 4C.10.1. Outdoor Lighting. . . . . 4-121
Sec. 4C.10.2. Glare . . . . . 4-122

**Div. 4C.11. Signs . . . . . 4-123**
Sec. 4C.11.1. Rules for All Signs . . . . . 4-123
Sec. 4C.11.2. Temporary Signs . . . . . 4-129
Sec. 4C.11.3. Off-Site Signs . . . . . 4-134
Sec. 4C.11.4. On-Site Signs . . . . . 4-137
Sec. 4C.11.5. Sign Packages . . . . . 4-138
Sec. 4C.11.6. Sign Types . . . . . 4-142

**Div. 4C.12. Ridgeline Protection . . . . . 4-157**

**Div. 4C.13. Environmental Protection . . . . . 4-158**
Sec. 4C.13.1. Environmental Protection Measures . . . . . 4-158

**Div. 4C.14. Definitions . . . . . 4-159**

# DIV. 4C.1. PEDESTRIAN ACCESS

## SEC. 4C.1.1. PEDESTRIAN ACCESS PACKAGES

### A. Intent

To promote walkability, improve pedestrian access from the public realm to the interior of buildings, ensure that required entrances are conveniently and effectively accessible to pedestrians, and activate the public realm with building access points at a frequency appropriate to the context.

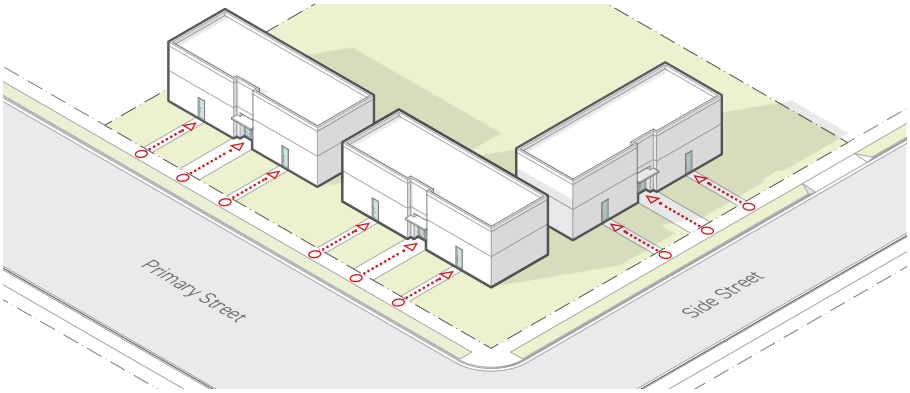
### B. Applicability-

Pedestrian access package standards apply to all street-facing entrances required by *Frontage District (Part 3B)* and all frontage yards. Applicable pedestrian access standards are determined by the pedestrian access package assigned by Development Standards District.

### C. Standards

#### 1. Pedestrian Access Package 1

A minimum of one *direct pedestrian accessway (Sec. 4C.1.2.C.2)* shall be provided to each street-facing entrance required by *Frontage District (Part 3B)*.

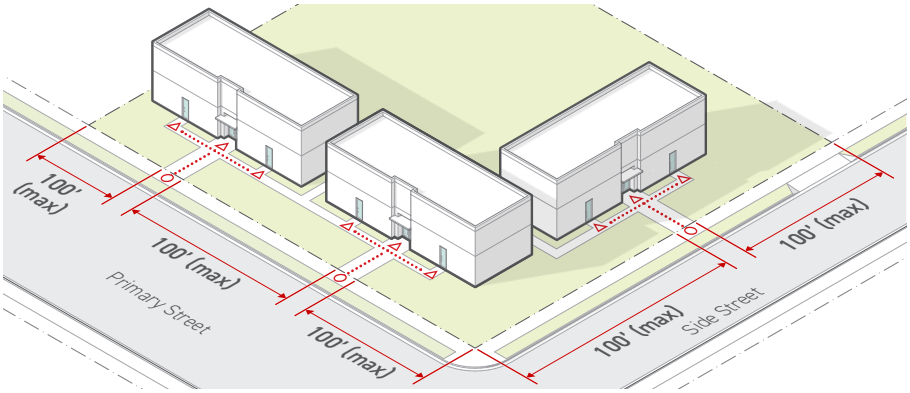


### 2. Pedestrian Access Package 2

**a.** A minimum of one *pedestrian accessway (Sec. 4C.1.2.C.1)* shall be provided for each frontage lot line.

**b.** Pedestrian accessway spacing shall be no more than 100 feet.

**c.** All required entrances shall be accessible from a pedestrian accessway.



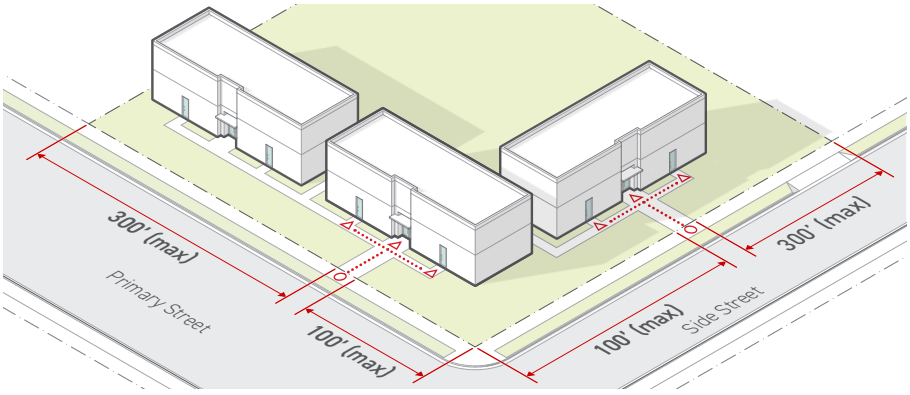

### 3. Pedestrian Access Package 3

**a.** A minimum of one *pedestrian accessway (Sec. 4C.1.2.C.1)* shall be provided for each frontage lot line.

**b.** Pedestrian accessway spacing shall be no more than 300 feet.

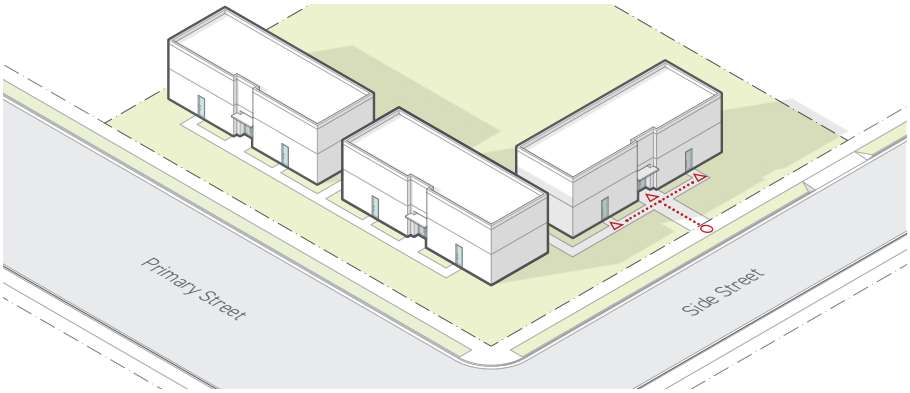
**c.** On corner lots, required pedestrian accessways on the primary street shall connect to the sidewalk along the primary street within 100 feet of the street intersection.

**d.** All required entrances shall be accessible from a pedestrian accessway.



### 4. Pedestrian Access Package 4

A minimum of one *pedestrian accessway (Sec. 4C.1.2.C.1)* shall be provided along the primary street or side street lot line.




### 5. Pedestrian Accessways

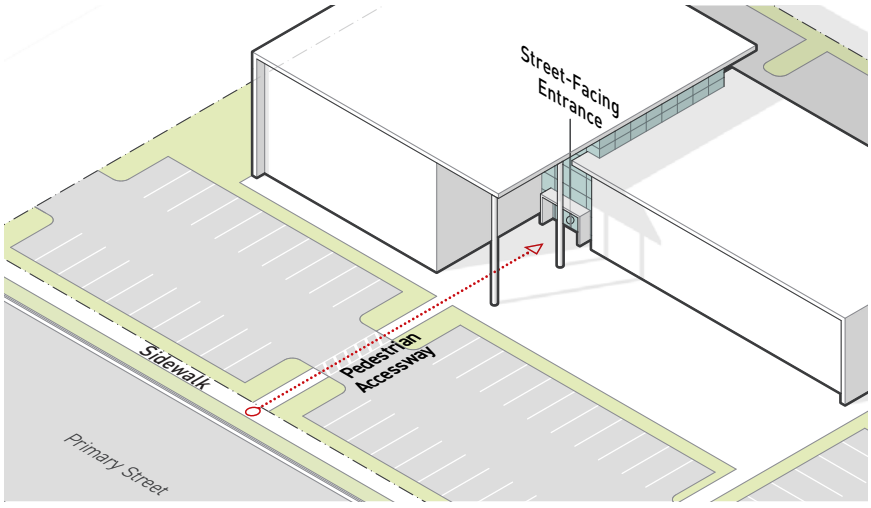
Pedestrian accessways shall meet the following standards:

**a.** Shall connect the sidewalk, or other publicly accessible pedestrian facility along the applicable frontage lot line, to a street-facing entrance required by *Frontage District (Part 3B)*.

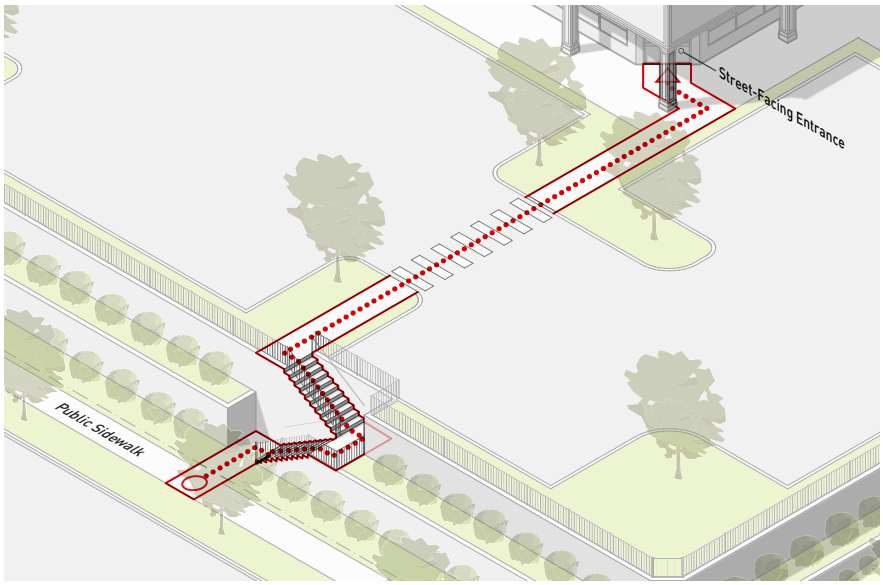
**b.** Shall be a minimum width of 4 feet.

**c.** Finished ground or floor surfaces shall be stable, firm and slip resistant in accordance with ADA floor and ground surface standards.

**d.** Shall be physically separated from and uninterrupted by *motor vehicle use areas* except where required to cross a drive aisle. Drive aisle crossings shall have the shortest practical crossing distance.




**e.** Where a retaining wall, open drainage, or similar obstacle interrupts a required pedestrian accessway, the pedestrian accessway shall continue through the obstacle.

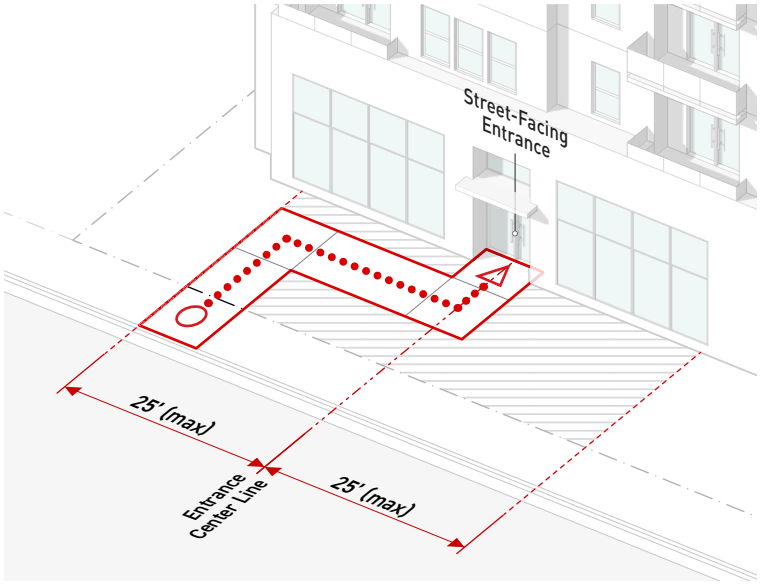



## 6. Direct Pedestrian Accessway

Direct pedestrian accessways shall meet following standards:

**a.** Shall comply with all pedestrian accessway standards (*Sec. 4C.1.2.C*).

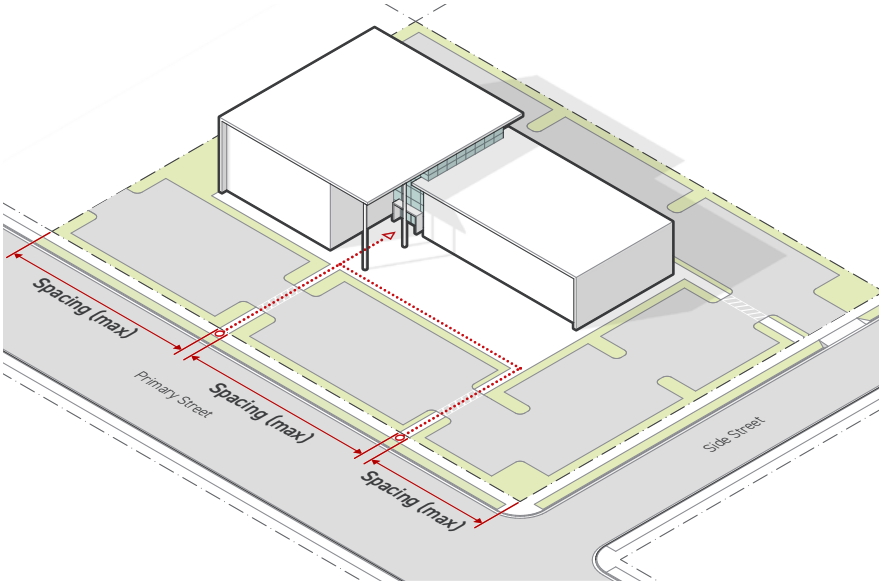
**b.** The connection to the public sidewalk shall be within 25 feet of the center of the street-facing entrance, measured parallel to the frontage lot line.



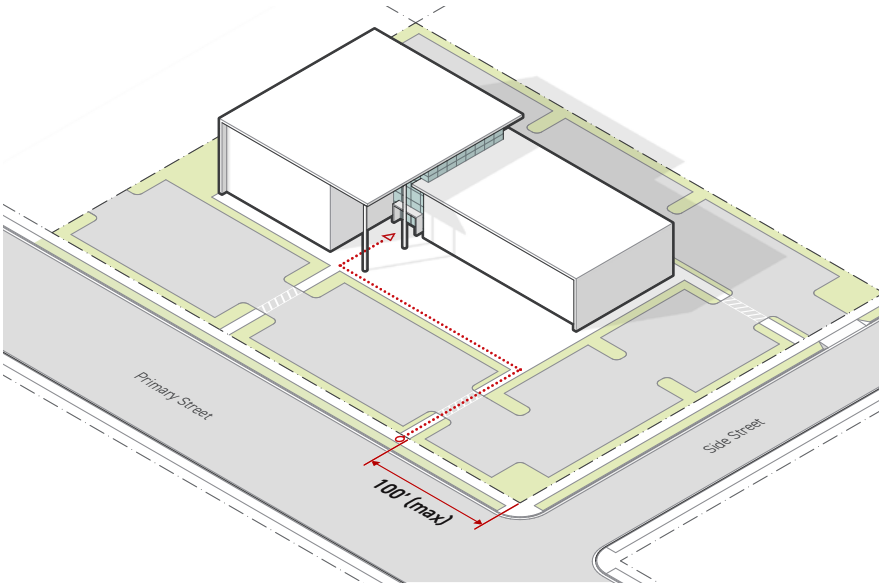
## D. Measurement

1. For frontage lot line see *Sec. 14.1.12 (Lot Line Determination)*.

2. Pedestrian accessway spacing is measured as the horizontal distance between pedestrian accessways measured along the frontage lot line from end of lot line to edge of pedestrian accessway and from edge of pedestrian accessway to edge of pedestrian accessway.




3. Pedestrian accessway distance from a street intersection is measured from the intersection of two street lot lines to the nearest edge of a pedestrian accessway measured parallel to the primary street lot line.




4. Pedestrian accessway width is measured from one edge of the accessway perpendicularly to the opposite edge.

## E. Relief

1. A deviation from any pedestrian access package dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. A deviation from any pedestrian access package standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.1.2. PEDESTRIAN PASSAGEWAY

A publicly accessible pedestrian pathway that bisects a lot and provides pedestrian circulation from one end of the lot to the opposite end.

### A. Intent

To promote walkability and improve convenient pedestrian circulation through large sites.

### B. Applicability

Pedestrian passageway standards apply only to lots that meet all of the following conditions:

**1.** Zoned with a Development Standards District that lists a maximum pedestrian passageway spacing,

**2.** Lot area greater than 30,000 square feet, and

**3.** Lot width greater than 300 feet.

**4.** Lot abuts a publicly accessible parcel, right-of-way or easement on at least two opposing lot lines.

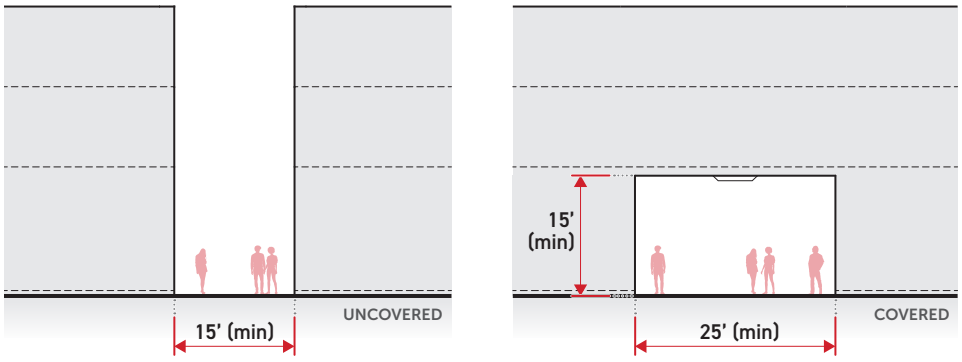
### C. Standards

#### 1. General

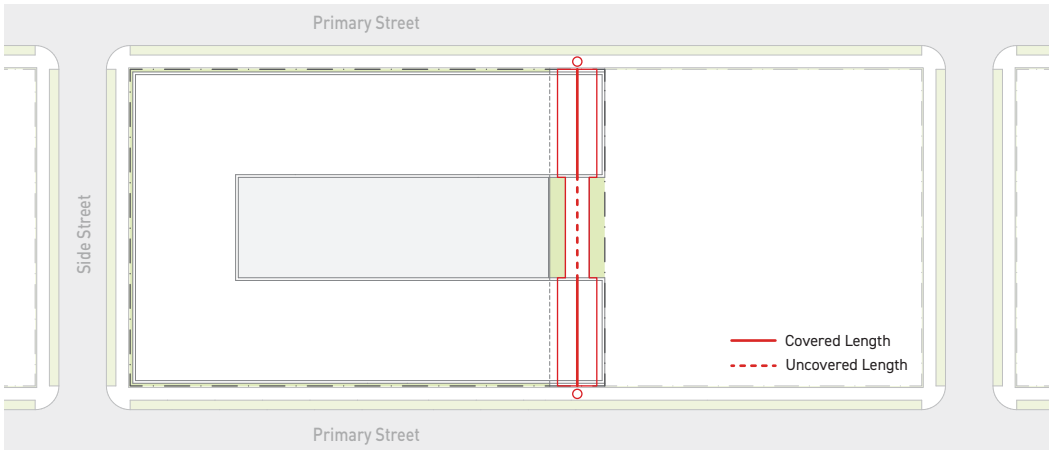
**a.** A pedestrian passageway shall provide a pathway meeting the following requirements:

**i.** Minimum width of 15 feet for uncovered portions and a minimum width of 25 feet for covered portions.

**ii.** Minimum clear height of 15 feet, with the exception of required luminaires.

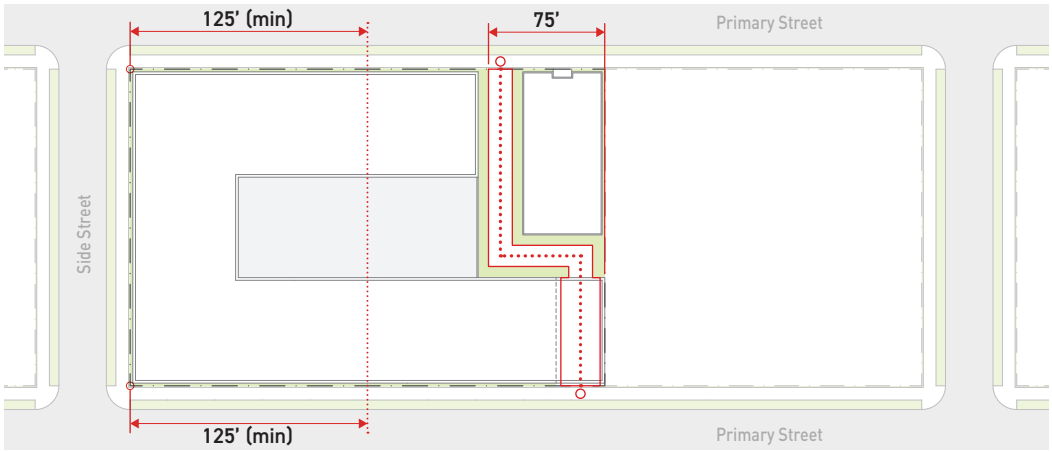


**iii.** Maximum of 125 linear feet of the total path may be covered, measured cumulatively.




**iv.** Shall connect from the pubic sidewalk on the primary street through the lot to the opposite lot line within 75 feet of the sidewalk access point, measured parallel to the primary street lot line.

**v.** Shall take access from the sidewalk a minimum of 125 feet from a street intersection.




**vi.** Where the lot line opposite the primary street lot line is adjacent to a publicly accessible space, the pathway shall connect to the publicly accessible space.

**vii.** The surface of the pathway shall be illuminated according to the following standards:

**a)** A minimum average horizontal illumination of .75 footcandles.

**b)** A uniformity ratio of 3:1.

**c)** Luminaires shall be mounted no more than 15 feet above the finished pathway surface.

**viii.** Shall be made permanently available to the general public, at no cost, between the hours of 5:00 AM and 10:30 PM daily. No gates or other like barriers may block any portion of a pedestrian passageway pathway during the required available hours.

**b.** All facades facing the pedestrian passageway pathway shall meet the side street transparency and entrance standards of the applicable Frontage District.

### 2. Spacing

**a.** Pedestrian passageway pathways shall not be separated by a distance greater than the maximum allowed pedestrian passageway spacing listed in Development Standards District.

**b.** The maximum pedestrian passageway spacing requirement shall be met for each lot individually and is not applicable to adjacent or abutting lots.

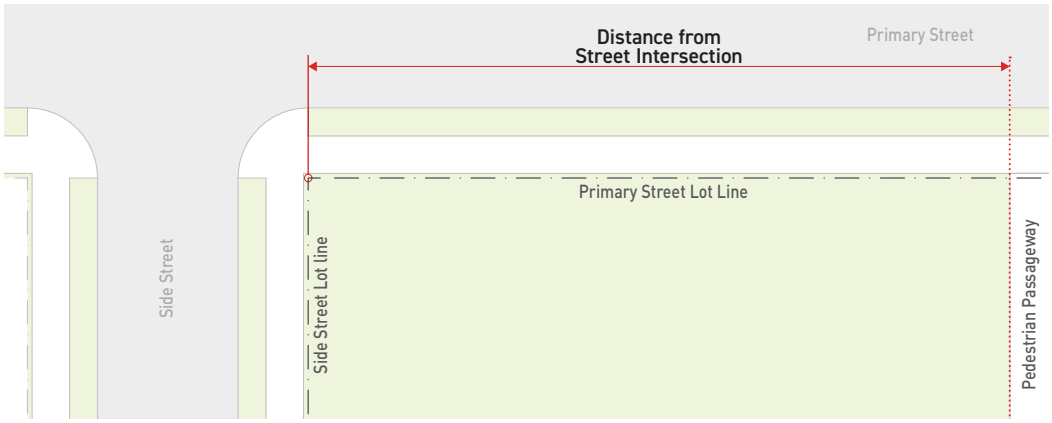
## D. Measurement

### 1. General

**a.** Pedestrian passageway pathway width is measured from one edge of the designated pathway perpendicularly to the opposite edge of the pathway.

**b.** The cumulative linear feet of covered pedestrian passageway path is measured along the centerline of the minimum pedestrian passageway path width. Where any portion of the width of the minimum path is not open to the sky, that portion of the centerline perpendicular to the covered area counts as covered length. The total covered length is calculated as the sum of all portions of the centerline considered covered.

**c.** Access distance from street intersection is measured from the point where two street lot lines intersect adjacent to a street corner to the nearest edge of a required pedestrian passageway pathway, measured along the primary street lot line.



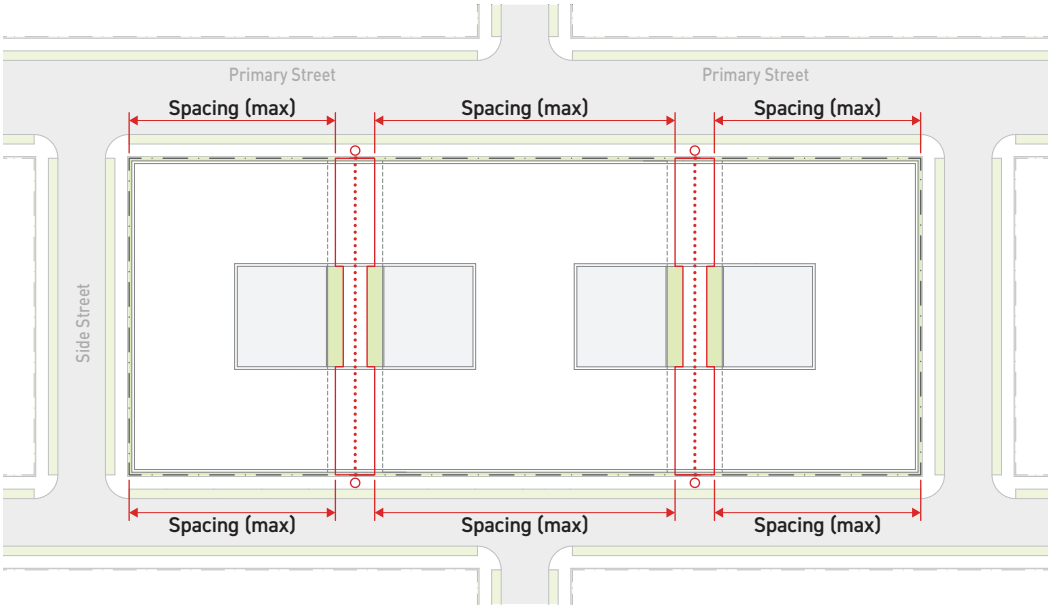

**d.** For average horizontal illumination see *Sec XX*.

**e.** For uniformity ratio see *Sec XX*.

**f.** Luminaire mounting height is measured from finished grade of the pathway immediately below the luminaire vertically to the underside of the lamp, bulb or light producing component.

### 2. Spacing

Pedestrian passageway spacing is measured as the horizontal distance between designated pedestrian passageway pathways measured at the primary street lot line from end of lot line to edge of pathway and from edge of pathway to edge of pathway.




## E. Relief

**1.** A deviation from any pedestrian passageway dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** A deviation from any pedestrian passageway standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.1.3. PEDESTRIAN BRIDGES & TUNNELS

## A. Intent

To limit the creation of new pedestrian bridges and tunnels that create an inhospitable environment for pedestrians at the street level, and to ensure that, in the event pedestrian bridges and tunnels are deemed necessary to the feasibility of a project, that they positively contribute to the public realm and general pedestrian safety.

## B. Applicability

Pedestrian bridges and tunnels standards are applicable to all pedestrian bridges and pedestrian tunnels included in a proposed project.

## C. Standards

### 1. General

The construction and operation of a pedestrian bridge or tunnel shall be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. In addition to the findings otherwise required by *Sec. 13B.2.5. (Director Determination)*, before granting approval, the Director shall find that the proposed pedestrian bridge or tunnels meets the performance criteria *(Sec. 4C.1.4.C.2)* and justification criteria *(Sec. 4C.1.4.C.3)* provided below. Additional conditions of approval may also be applied by the Director.

### 2. Performance Criteria

The proposed pedestrian bridge or tunnel meets all of the following performance criteria:

**a.** The design of the pedestrian bridge or tunnel is visually compatible with buildings involved and the surrounding environment.

**b.** The pedestrian bridge or tunnel does not have a detrimental effect on surrounding properties or public right-of-way.

**c.** The pedestrian bridge or tunnel includes features that enhance the streetscape and pedestrian safety.

**d.** The pedestrian bridge shall not include exterior signage.

**e.** Existing sidewalk widths shall not be reduced.

**f.** The pedestrian bridge or tunnel shall not detract from the intended use and activation of the public sidewalk.

### 3. Justification Criteria

The proposed pedestrian bridge or tunnel is justified by one or more of the following criteria:

**a.** The pedestrian bridge or tunnel is essential to the viability to one of the following uses:

**i.** Civic

**ii.** School

**iii.** Hospital

**iv.** Convention Center

**b.** The pedestrian bridge or tunnel is essential to the health and safety of occupants of the buildings it serves or the general public.

**c.** The pedestrian bridge or tunnel is essential to overcome physical constraints, such as grade changes or public infrastructure.

### 4. Additional Conditions of Approval

Additional Conditions of Approval may be imposed by the Director to ensure pedestrian bridge or tunnel does not detract from the pedestrian experience or have detrimental effect on surrounding properties or public right-of-way.

# DIV. 4C.2. MOTOR VEHICLE ACCESS

## SEC. 4C.2.1. AUTOMOBILE ACCESS PACKAGES

### A. Intent

To ensure vehicular access lanes are located as to minimize conflicts with pedestrians, cyclists, and vehicular traffic on the abutting public right-of-way and to avoid detrimental effects on the surrounding public realm, while providing sufficient access to parking and vehicle use areas.

### B. Applicability

Automobile vehicular access lane and access location standards are applicable wherever a project provides automobile access from a public right-of-way. Applicable automobile access standards are determined by the Automobile Access Package assigned by Development Standards District.

### C. Standards

## 1. Motor Vehicle Access Packages

### a. Package 1

| | 1-way | 2-way |
|---|---|---|
| VEHICULAR ACCESS LANES | | |
| **Width** (min/max) | 8'/12' | 16'/24' |
| **Quantity** (max) | 2 | 1 |
| **Spacing** (min) | 60' | 300' |
| ACCESS LOCATION | | |
| **Primary Street** | Limited | |
| **Side Street** | Limited | |
| **Alley** | Permitted | |
| **Shared Access Easement** | Permitted | |

See Sec. 4C.2.2. (Motor Vehicle Area Design) for additional standards that apply.

### b. Package 2

| | 1-way | 2-way |
|---|---|---|
| VEHICULAR ACCESS LANES | | |
| **Width** (min/max) | 8'/12' | 16'/24' |
| **Quantity** (max) | 2 | 1 |
| **Spacing** (min) | 60' | 300' |
| ACCESS LOCATION | | |
| **Boulevard or Avenue** | Limited | |
| **Collector or Local** | Limited | |
| **Alley** | Permitted | |
| **Shared Access Easement** | Permitted | |

See Sec. 4C.2.2. (Motor Vehicle Area Design) for additional standards that apply.

### c. Package 3

| | 1-way | 2-way |
|---|---|---|
| VEHICULAR ACCESS LANES | | |
| **Width** (min/max) | 8'/14' | 16'/28' |
| **Quantity** (max) | 2 | 1 |
| **Spacing** (min) | 60' | 300' |
| ACCESS LOCATION | | |
| **Boulevard or Avenue** | Limited | |
| **Collector or Local** | Permitted | |
| **Alley** | Permitted | |
| **Shared Access Easement** | Permitted | |

See Sec. *4C.2.2. (Motor Vehicle Area Design)* for additional standards that apply.

### d. Package 4

| | 1-way | 2-way |
|---|---|---|
| VEHICULAR ACCESS LANES | | |
| **Width** (min/max) | 8'/16' | 16'/32' |
| **Quantity** (max) | 2 | 1 |
| **Spacing** (min) | 60' | 300' |
| ACCESS LOCATION | | |
| **Boulevard or Avenue** | Permitted | |
| **Collector or Local** | Permitted | |
| **Alley** | Permitted | |
| **Shared Access Easement** | Permitted | |

See *Sec. 4C.2.2. (Motor Vehicle Area Design)* for additional standards that apply.

### 2. Vehicular Access Lanes

In addition to the vehicular access lane standards in a motor vehicle access package, all vehicular access lanes shall meet the following standards:

**a.** All vehicular access lane design and construction shall comply with the Bureau of Engineering Street Design Manual.

**b.** If a control gate is used to restrict entry to a parking facility, a minimum of one queuing space shall be provided in front of the control gate.

### 3. Access Location

#### a. Primary Street

Primary street access location standards apply to all vehicular access lanes with curb cuts along a primary street lot line regardless of street designation.

##### i. Limited

Where a motor vehicle access package lists "Limited" for primary street, access the following standards apply:

**a)** *Vehicular access lanes* with *curb cuts* along the public right-of-way are prohibited along *primary street lot lines* unless access along a *side street lot line*, *alley lot line* abutting an *improved alley*, or *common lot line* via a *shared access easement* does not exist or is determined infeasible by LADOT.

**b)** Where a *vehicular access lane* is required by *LADOT* to take access along a *primary street lot line*, the *vehicular access lane* shall meet the standards of *Sec. 4C.2.1.C.3.f. (Shared Access Easement)*.

##### ii. Permitted

Where a motor vehicle access package lists "Permitted" for primary street access, all vehicular access lanes shall meet the width, quantity, and spacing standards set by motor vehicle access package.

#### b. Side Street

Side street access location standards apply to all vehicular access lanes with curb cuts along a side street lot line regardless of street designation.

##### i. Limited

Where a motor vehicle access package lists "Limited" for side street access, vehicular access lanes with *curb cuts* along the public right-of-way are prohibited along *side street lot lines* unless access along an *alley lot line* abutting an *improved alley* does not exist or where *LADOT* required that a vehicular access lane is required to take access from a side street.

#### ii. Permitted

Where a motor vehicle access package lists "Permitted" for side street access, all vehicular access lanes shall meet the width, quantity, and spacing standards set by motor vehicle access package.

### c. Boulevard or Avenue

Boulevard or avenue access location standards apply to all vehicular access lanes with curb cuts along a street designated as boulevard or avenue regardless of lot line designation.

#### i. Limited

**a)** Where a motor vehicle access package lists "Limited" for boulevard or avenue street access, *vehicular access lanes* with *curb cuts* along the public right-of-way are prohibited along streets designated as *boulevard* or *avenue* unless access along a *collector, local street*, *improved alley*, or *common lot line* via a *shared access easement* does not exist or is determined infeasible by LADOT.

**b)** Where a *vehicular access lane* is required by *LADOT* to take access along a *boulevard* or *avenue*, the *vehicular access lane* shall meet the standards of *Sec. 4C.2.1.C.3.f. (Shared Access Easement)*.

#### ii. Permitted

Where a motor vehicle access package lists "Permitted" for boulevard or avenue access, all vehicular access lanes shall meet the width, quantity, and spacing standards set by motor vehicle access package.

### d. Collector or Local

Collector or local access location standards apply to all vehicular access lanes with curb cuts along a street designated as collector or local regardless of lot line designation.

#### i. Limited

Where a motor vehicle access package lists "Limited" for collector or local access, vehicular access lanes with *curb cuts* along the public right-of-way are prohibited along collector or local streets unless access from an *improved alley* does not exist or where *LADOT* required that a vehicular access lane is required to take access from a collector or local street.

#### ii. Permitted

Where a motor vehicle access package lists "Permitted" for collector or local access, all vehicular access lanes shall meet the width, quantity, and spacing standards set by motor vehicle access package.

### e. Alley

**i.** Vehicular access lanes taking access from an improved alley are permitted provided vehicular access lanes meet the width standards set by motor vehicle access package.

**ii.** Vehicular access lanes taking access from an improved alley are not limited in quantity or spacing.

### f. Shared Access Easement

A shared access easement may be provided where a vehicular access lane is otherwise prohibited along a primary street lot line, boulevard or avenue meeting the following standards:

**i.** Shall have a minimum width of 20 feet.

**ii.** Shall be designed to a target operating speed of 5 miles per hour.

**iii.** Shall execute a shared access easement acceptable to the city connecting to a minimum of one abutting lot sharing the same primary street. The connection to the abutting lot may be provided as a stub facilitating future connection.

**iv.** No shared street drive may be permitted on a lot that is served by an existing or planned shared access easement.

**v.** Vehicular access lanes that take access from a shared access easement are permitted in all motor vehicle access packages provided that the vehicular access lane is located behind the *parking frontage setback (Sec. 3C.2.1.)* specified in the *Frontage District (Part 3B)*.

**vi.** Vehicular access lanes that take access from a shared access easement are not limited in width, quantity or spacing.

## D. Measurement

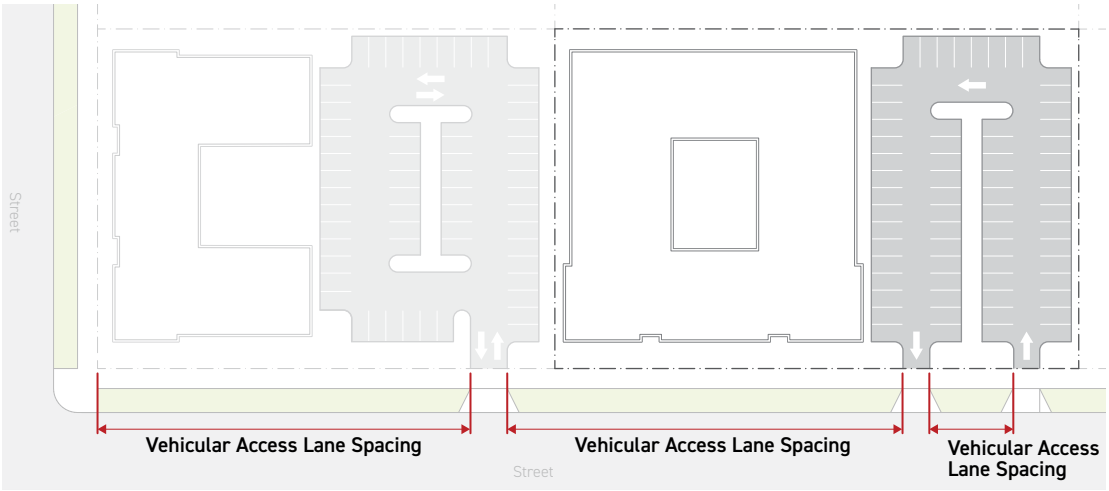
**1.** For determining primary and side street lot lines see *Sec. 14.1.12 (Lot Line Determination)*.

**2.** Street designation is determined by the community plan circulation map.

**3.** Vehicular access lane width is measured as the narrowest horizontal dimension from edge of vehicular access lane to edge of vehicular access lane excluding up to a 9 inches of curb on either side property line that access is taken through.

**4.** Vehicular access lane quantity is calculated as the total number of vehicular access lanes providing access to a lot.

5. Vehicular access lane spacing is measured along each street lot line from end of lot line to edge of vehicular access lane and from edge of vehicular access lane to edge of vehicular access lane. Vehicular access lane spacing includes vehicular access lane on other lots along the same *block face*.




## E. Relief

1. A deviation from any automobile vehicular access lane or access standard may be requested in accordance with *Sec. 13B.5.1. (Alternative Compliance)*.

2. A deviation from any vehicular access lane dimensional standard of up to 10% may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. A deviation from any automobile vehicular access lane or access standard may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# SEC. 4C.2.2. MOTOR VEHICLE USE AREA DESIGN

## A. Intent

To ensure motor vehicle use areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of neighboring lots or the public realm.

## B. Applicability

**1.** Motor vehicle use area design standards apply to all lots that contain a motor vehicle use area.

**2.** Parking lots and parking structures are excluded from motor vehicle use area design standards.

## C. Standards

### 1. General

#### a. Screening

**i.** Where a motor vehicle use area faces a frontage lot line, common lot line or an alley lot line the entire length of the motor vehicle use area shall be screened.

**a)** A *Type B2 or B3 frontage screen (Sec. 4C.8.1.C.3)* is required along frontage lot lines where motor vehicle use areas face a frontage lot line.

**b)** A *Type C1 transition screen (Sec. 4C.8.2.C.3.a)* is required along common lot lines and alley lot lines where motor vehicle use areas face a common or alley lot line.

**ii.** Screens may only be located in a frontage yard where they comply with frontage yard fences and wall standards in *Frontage District (Part 3B)*.

#### b. Location

**a)** Motor vehicle use areas shall not be located in a frontage yard.

**b)** Motor vehicle use areas shall not be located in the area between a frontage lot line and the minimum parking frontage setback specified by *Frontage District (Part 3B)*.

### 2. Drive-Throughs

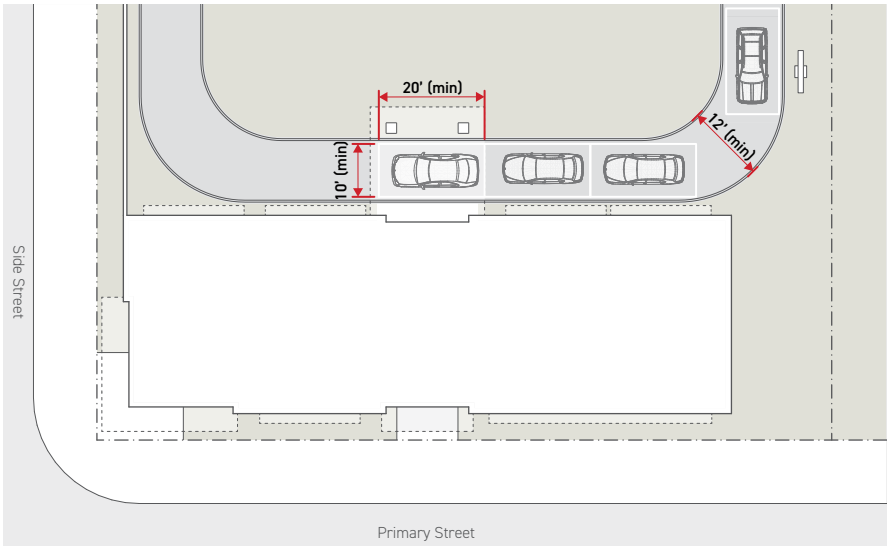
**a.** Where the *Development Standards District (Part 4B)* specifies that drive-throughs are not allowed, no drive-through may be provided on-site.

**b.** Where the *Development Standards District (Part 4B)* specifies that drive-throughs are allowed, drive-throughs may be provided on-site provided they meet the following standards:

**i.** Shall meet *Sec. 4C.2.2.C.1. (General Motor Vehicle Use Area Standards)*.

**ii.** Drive-through lanes may not encroach on or interfere with the use of sidewalks, drive aisles, loading areas or parking areas.

**iii.** Each drive-through queuing space shall be a minimum of 20 feet in length and 10 feet in width along straight segments of the drive-through lane. Drive-through lanes shall be a minimum of 12 feet in width along curved segments.




**iv.** All projects proposing drive-through lanes require additional review and approval by LADOT to ensure the site design does not cause detrimental impacts on traffic and circulation.

### 3. Loading Areas

**a.** Shall meet *Sec. 4C.2.2.C.1. (General Motor Vehicle Use Area Standards)*.

**b.** If determined necessary by LADOT adequate space shall be made available on-site for the unloading and loading of goods, materials, items or stock for delivery and shipping, otherwise on-site loading space is not required.

**c.** Loading and unloading activities are not permitted in non alley public streets, with the exception of loading areas designated by the City.

**d.** Loading and unloading activities may not encroach on or interfere with the use of sidewalks, drive aisles, queuing areas or parking areas.

## D. Measurement

**1.** For lot line determination see *Sec. 14.1.12 (Lot Line Determination)*.

**2.** For frontage yard designation see *Sec. 14.1.20.G. (Frontage yard)*.

**3.** For parking frontage setback see *Sec. 3C.2.1. (Frontage Setback, Parking)*.

**4.** Drive-through queuing space length is measured parallel to the drive-through lane from one end to the opposite end of the queuing space.

5. Drive-through queuing space width is measuredperpendicular to the queuing space length from one end to the opposite end of the queuing space.

## E. Relief

1. A deviation from any motor vehicle use area design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. A deviation from any motor vehicle use area design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.3. BICYCLE PARKING

## SEC. 4C.3.1. BICYCLE PARKING SPACES

### A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for all users.

### B. Applicability

**1.** Required bicycle parking spaces standards apply to all buildings, structures and all portions of a lot.

**2.** Projects undergoing a change of use are not required to provide additional bicycle parking. This includes adaptive reuse projects in accordance with *Sec. 9.4.5. (Downtown Adaptive Reuse Projects) and Sec. 9.4.6. (Downtown Adaptive Reuse Projects)*.

### C. Standards

Bicycle parking spaces are required determined by use according to the following provisions:

#### 1. Residential

##### a. Dwelling Units

For all residential buildings other than hotels and motels containing more than 3 dwelling units, long- and short-term bicycle parking shall be provided according to the ratios specified for each marginal increment of dwelling units specified below. A minimum of 2 short-term bicycle parking spaces shall be provided in all cases.

| RESIDENTIAL BICYCLE PARKING | | |
|---|---|---|
| Dwelling Units | Short-term Spaces *(Sec. 4C.3.2.)* | Long-term Spaces *(Sec. 4C.3.3.)* |
| **First 25** | 1/10 du | 1/du |
| **26th-100th** | 1/15 du | 1/1.5 du |
| **101st-200th** | 1/20 du | 1/2 du |
| **201st +** | 1/40 du | 1/4 du |

**i.** Developments that include individually accessed private garages for each unit are required to provide long-term bicycle parking.

**ii.** For all Senior Living housing, including Alzheimer's and Dementia Care Housing, Assisted Living, Eldercare Facility, Senior Independent Living, and Skilled Nursing Home, short-term bicycle parking shall be provided at a rate of 1 space per 10,000 square feet and long-term bicycle parking shall be provided at a rate of 1 space per 5,000 square feet. A minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

### b. Guest Rooms

All Apartment Hotels containing more than 5 guest rooms shall provide both short- and long-term bicycle parking, respectively, at a rate of 1 per 10 guest rooms. A minimum of 2 short-term and 2 long-term bicycle parking spaces shall be provided.

### c. Buildings with Dwelling Units and Guest Rooms

The total amount of bicycle parking for a building containing both dwelling units and guest rooms is calculated by adding the number of required bicycle parking spaces for dwelling units to the number of required bicycle parking spaces for guest rooms. Any combination that results in more than 5 combined dwelling units and guest rooms requires bicycle parking.

## 2. Public and Institutional, Commercial and Industrial Uses

Short- and long-term bicycle parking shall be provided as provided below.

**a.** For uses listed in the table below, a minimum of two short-term and two long-term bicycle parking spaces shall be provided.

**b.** After the first 100 bicycle parking spaces are provided, additional spaces may be provided at the minimum number required by the California Green Building Standards Code Section 5.106.4.

**PUBLIC, INSTITUTIONAL, COMMERCIAL & INDUSTRIAL BICYCLE PARKING**

| Land Use | Short-term Bicycle Parking *(Sec. 4C.3.2.)* | Long-term Bicycle Parking *(Sec. 4C.3.3.)* |
|---|---|---|
| **Public & Institutional Uses** | | |
| Public and Institutional Uses, Except as Listed Below: | 1/10,000 SF, 2 min | 1/5,000 SF, 2 min |
| School, K-12 | 4/classroom, 2 min | 1/10 classrooms, 2 min |
| School, Postsecondary | 1/500 SF or 1/50 fixed seats whichever is greater, 2 min | 1/1,000 SF or 1/100 fixed seats whichever is greater, 2 min |
| **Commercial Uses** | | |
| All Commercial Uses, Except as Listed Below: | 1/10,000 SF, 2 min | 1/10,000 SF, 2 min |
| Restaurants and Bars, General | 1/2,000 SF, 2 min | 1/2,000 SF, 2 min |
| Restaurant, Small (<1,000 SF) | 2 min | 2 min |
| Auditorium | 1/350 SF or 1/50 fixed seats whichever is greater, 2 min | 1/700 SF or 1/100 fixed seats whichever is greater, 2 min |
| Hotel (containing more than 5 Guest Rooms) | 1/Guest Room, 2 min | 1/Guest Room, 2 min |
| Motel (containing more than 5 Guest Rooms) | 1/Guest Room, 2 min | 1/Guest Room, 2 min |
| Office | 1/10,000 SF, 2 min | 1/5,000 SF, 2 min |

| PUBLIC, INSTITUTIONAL, COMMERCIAL & INDUSTRIAL BICYCLE PARKING | | |
|---|---|---|
| Land Use | Short-term Bicycle Parking *(Sec. 4C.3.2.)* | Long-term Bicycle Parking *(Sec. 4C.3.3.)* |
| Gym | 1/2,000 SF, 2 min | 1/2,000 SF, 2 min |
| Retail Stores, General | 1/2,000 SF, 2 min | 1/2,000 SF, 2 min |
| Retail, Furniture Stores | 1/10,000 SF, 2 min | 1/10,000 SF, 2 min |
| **Industrial Uses** | | |
| All Industrial Uses | 1/10,000 SF, 2 min | 1/10,000 SF, 2 min |

#### c. City Owned and Leased Buildings and Parking Lots

**i.** In all buildings or parking lots used by the City of Los Angeles for government purposes, including government office buildings, both short-term and long-term bicycle parking shall be provided at a rate of 10% of the required parking available on the site. However, short- and long-term bicycle parking can be no less than 5 spaces each for the entire site.

**ii.** Buildings and lots owned by the City of Los Angeles that are leased for private uses shall meet the bicycle parking required for commercial uses as detailed by Table in *Sec. 4C.3.1.C.2.*

#### d. Parks

**i.** For all Community Centers, Parks and Open Spaces, and School Playgrounds, short-term bicycle parking shall be provided at a rate of 10% of the required automobile parking with a minimum of five short-term bicycle parking spaces.

**ii.** For all Community Centers, Parks and Open Spaces, and School Playgrounds where no automobile parking is provided, at least 5 short-term bicycle parking spaces shall be provided, except that in park space of less than 2 acres in which there are no recreational facilities requiring building permits, no short-term bicycle parking is required.

**iii.** Long-term bicycle parking shall be provided as required in the *California Green Building Standards Code Section 5.106.4*.

#### e. Unmanned Facilities

No bicycle parking is required for unmanned facilities, such as stand-alone public restrooms in parks or unmanned cellular antenna facilities.

## D. Measurement

### 1. Multiple Uses

Where there is a combination of uses on a lot, the number of bicycle parking spaces required is the sum of the requirements of the various uses. The exceptions provided in *Sec. 4C.4.1.E.* for automobile parking also apply to bicycle parking.

### 2. Fractions

When the application of these regulations results in the requirement of a fractional bicycle space, any fraction up to and including one-half may be disregarded, and any fraction over one-half is construed as requiring one bicycle parking space.

## E. Relief

**1.** A deviation from any required bicycle parking dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** A deviation from any required bicycle parking standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.3.2. SHORT-TERM BICYCLE PARKING DESIGN

## A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for visitors and other short-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

## B. Applicability

Short-term bicycle parking design standards apply to all short-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking)*.

## C. Standards

### 1. General

**a.** Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Section 4C.10.1 (Outdoor Lighting)*.

**b.** No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for short-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

### 2. Bicycle Parking Space Design

#### a. General

**i.** Bicycle share station docks counted toward the requirements for short-term bicycle parking spaces as permitted in *Section 4C.3.2.C.3.a.v* shall conform to *Section 4C.3.2.C.6*.

**ii.** Required short-term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Racks that support only the wheel of the bicycle are not permissible.

**iii.** Racks shall allow for the bicycle frame and at least 1 wheel to be locked to the racks.

**iv.** The bicycle rack shall allow for the use of a cable as well as a U-shaped lock.

**v.** If bicycles can be locked to each side of the rack, each side can be counted toward a required space.

**vi.** Racks shall be securely anchored to a permanent surface.

**vii.** If more than 20 short-term bicycle parking spaces are provided, at least 50% shall be covered by a roof or overhang.

### b. Horizontal Storage

Short-term bicycle parking spaces shall be a minimum of 2 feet wide and 6 feet long.

**i.** Individual racks installed beside each other that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

**ii.** Racks installed parallel to walls shall be a minimum of 30 inches from the wall, except that bicycle parking spaces providing a tray or channel for insertion of bicycle wheels may be placed a minimum of 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

**iii.** Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.

### c. Stacked Storage

Short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle.

## 3. Siting Requirements

**a.** Required short-term bicycle parking shall be provided in one of the following locations:

**i.** On the same lot as the use for which it is intended to serve.

**ii.** In a parking facility serving that use.

**iii.** Immediately in front of a lot within the public right-of-way in accordance with *Sec. 4C.3.2.C.4 (Bicycle Parking in the* Public right-of-way*)*.

**iv.** In a city-funded bicycle corral in accordance with *Sec. 4C.3.2.C.5 (Bicycle Corrals).*

**v.** In a bicycle share station in accordance with *Sec. 4C.3.2.C.6 (Bicycle Share Stations)*.

**b.** Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.

**c.** Bicyclists cannot be required to rely on stairways or escalators for access or to share access with motor vehicles.

**d.** Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

**e.** Short-term bicycle parking shall be located so as to provide safe and convenient access to visitors.

**f.** For new construction, at least 50% of short-term bicycle parking shall be located outside buildings or parking structures; however, no more than 8 short-term bicycle parking spaces per 100 linear feet of street frontage are required to be outside.

**g.** All short-term bicycle parking spaces located inside the building or parking structure shall be located on the ground story with a direct pedestrian accessway to a public street.

**h.** For new developments, short-term bicycle parking shall be located to maximize visibility from a pedestrian entrance.

**i.** All short-term bicycle parking areas located within buildings or parking garages require signs meeting the following standards:

**i.** Permanently posted at each building entrance and each street entrance to the lot

**ii.** Legible and reflectorized.

**iii.** Indicate the availability and location of bicycle parking within the site.

**iv.** All signs shall comply with *Division 4C.12* of this Code.

**j.** Short-term bicycle parking spaces may be located no farther than 100 feet of *walking distance (Sec. 14.1.3)* from a pedestrian entrance that provides access to uses that requires the bicycle parking spaces.

**k.** For buildings with more than one pedestrian entrance, short-term bicycle parking shall be distributed in approximately equal proportions among all pedestrian entrances. In buildings with 3 or more pedestrian entrances, no more than 50% of all short-term bicycle parking spaces shall be assigned to a single pedestrian entrance.

### 4. Bicycle Parking in the Public right-of-way

**a.** Business operators or property owners may install their own racks within the public right-of-way unless a City owned rack already exists.

**b.** Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install short-term bicycle parking within the public right-of-way. A Bureau of Engineering permit may be issued only after the business operator or property owner receives issuance of plan approval or a permit by LADOT pursuant to *LAMC Section 85.04 (Bicycle Infrastructure Zones)*.

**c.** All bicycle parking provided in the public right-of -way shall meet the rules and regulations set out by the *Bureau of Engineering Standard Plan S-671.*

**d.** Business operators or property owners who choose to install bicycle parking within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.

### 5. Bicycle Corrals

#### a. City-funded Bicycle Corrals

Any site located within 500 feet of a City funded bicycle corral may count up to 4 bicycle parking spaces within the bicycle corral towards their required short-term bicycle parking spaces.

#### b. Bicycle Corral Parking Incentive Program

**i.** Business operators or property owners may submit an application to LADOT to install and maintain their own bicycle corrals immediately in front of their property in the public right-of-way.

**ii.** Businesses or property owners who do so may count all the bicycle parking within the bicycle corral towards their required number of short-term bicycle parking spaces. In such cases, short-term bicycle parking installed in such a manner cannot be counted towards the bicycle parking requirements of surrounding businesses.

**iii.** Business operators or property owners shall pay the construction and maintenance costs of building said bicycle corrals.

**iv.** Multiple businesses or property owners may submit an application to LADOT as a group and split the costs to construct and maintain the corral.

**a)** In such cases, a single business is responsible for assuming the maintenance responsibilities detailed in a Covenant Maintenance Agreement as outlined below.

**b)** The business responsible for maintaining the bicycle corral may count the full amount of bicycle parking in the corral towards its short-term bicycle parking requirements.

**c)** All other businesses may count up to half of the bicycle parking spaces in the corral towards their required short-term bicycle parking spaces so long as they provide a financial contribution.

**v.** Business operators or property owners are responsible for applying for a permit with the Bureau of Engineering to install bicycle corrals within the public right-of-way.

**vi.** Business operators or property owners who choose to install bicycle corrals within the public right-of-way are responsible for maintaining the racks according to the standards set forth in a Covenant Maintenance Agreement with LADOT.

**vii.** If, for any reason, the responsibility for maintaining a bicycle corral is returned to the City of Los Angeles, it will be considered a City-funded bicycle corral.

**viii.** If, for any reason, the City determines that a bicycle corral shall be removed, business owners will no longer be able to count the spaces removed toward their required bicycle parking. In such cases, said businesses are required to provide any bicycle spaces lost in the removal of the corral. Failure to comply may result in the revocation of a business's Certificate of Occupancy and a fine for Code violation.

### 6. Bicycle Share Stations

**a.** Business operators or property owners may allow a bicycle share service provider to install one or more bicycle share stations on their property, provided that such bicycle share station is part of a bicycle share system approved by LADOT and complies with all location criteria established by LADOT for bicycle share stations.

**b.** Any site within 500 feet of a bicycle share station may count up to 4 bicycle share docks toward the required number of short-term bicycle parking spaces for a building or buildings on the same lot. In all cases, the number of bicycle share docks counted toward the required number of short-term bicycle parking spaces cannot exceed 10% of the total number of short-term bicycle parking spaces required for the subject site.

**c.** Where bicycle share docks are counted toward the required number of short-term bicycle parking spaces, residential and nonresidential uses may replace a percentage of the required automobile parking spaces with bicycle share docks in a manner consistent with the limitations and replacement ratio established in *Sec. 4C.4.2.C.3 (Reduction for Bicycle Parking).*

**d.** If, for any reason, bicycle share docks are removed, the associated land uses may no longer count the docks removed toward required bicycle parking and shall be required to replace the number of docks formerly counted toward required bicycle parking with an equivalent number of bicycle parking spaces.

### 7. Attended bicycle parking service

**a.** Pick-up and drop-off location shall either comply with *long-term bicycle parking siting requirements (Sec. 4C.3.3.C.3.)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.

**b.** If some or all required short-term bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.

**c.** If, for any reason, an Attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward the required number of bicycle parking spaces and shall provide a number of short-term bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

## D. Measurement

[Reserved]

## E. Relief

1. An alternative to any short-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any short-term bicycle parking design dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any short-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.3.3. LONG-TERM BICYCLE PARKING DESIGN

## A. Intent

To promote bicycling as an alternative to automobile transportation, ensure safe, secure, accessible, and convenient storage of bicycles for tenants and other long-term users, improve bicyclist access from the public realm to the interior of buildings, and ensure entrances are conveniently and effectively accessible to bicyclists.

## B. Applicability

Long-term bicycle parking design standards apply to all long-term bicycle parking spaces required by *Sec. 4C.3.1 (Required Bicycle Parking Spaces)*.

## C. Standards

### 1. General

**a.** Adequate lighting shall be provided to ensure safe access to bicycle parking facilities in accordance with *Section 4C.10.1 (Outdoor Lighting)*.

**b.** No rules that unreasonably interfere with the ability of bicyclists to safely and conveniently access bicycle parking are allowed. Unreasonable rules include shorter operating hours for long-term bicycle parking than for any building or automobile parking, prohibitions on walking of bicycles in pedestrian areas that provide access to bicycle parking, and prohibitions on bicycles in elevators where elevators are used to provide access to bicycle parking. The provisions of this section do not prohibit property owners from requiring bicycles to be walked in pedestrian-only areas.

### 2. Bicycle Parking Space Design

#### a. General

**i.** Long-term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

**ii.** Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages, or commercially operated attended bicycle facilities.

**iii.** Except in the case of lockers and commercially operated attended bicycle parking, all long-term parking shall provide a means of securing the bicycle frame at two points to a securely anchored rack.

#### b. Horizontal Storage

Long-term bicycle parking spaces shall be sized to permit safe, efficient, and convenient access to each individual bicycle parking space without interference from bicycles in adjoining spaces, as described below:

**i.** Individual racks installed beside each other within bicycle rooms or bicycle cages that allow bicycles to be locked to either side of the rack shall be spaced a minimum of 30 inches on center.

**ii.** Racks installed parallel to walls shall be a minimum of 30 inches from the wall, with the exception that bicycle parking spaces that provide a tray into which the bicycle wheels may be inserted may be placed a minimum of 20 inches from the wall, or 14 inches from the wall if such spaces are on the upper level of a stacked, two-tier rack.

**iii.** Triangular lockers with varying widths may be used so long as the opening is at least 2 feet wide.

**iv.** Bicycle parking spaces arranged in a vertically staggered layout that permits bicycles to be placed in and removed from each individual space without interference from bicycles in adjoining spaces may be spaced a minimum of 16 inches on center.

**v.** If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles. However, where long-term bicycle parking is provided in more than one location, a single workspace may be provided adjacent to the location with the greatest number of long-term bicycle parking spaces.

### c. Vertical Storage

Long-term bicycle parking may be mounted so that the bicycle is stored vertically. Such devices that hold the bicycle by the wheel shall be designed to support the bicycle without damaging the wheels. Vertically installed bicycle parking shall be a minimum of 4 feet deep and 6 feet in height.

### d. Stacked Storage

Long-term or short-term bicycle parking may be mounted so that bicycles are stored in a stacked, two-tier layout, provided such parking is an attended bicycle facility where facility staff parks the bicycles, or such racks provide mechanical assistance for lifting the bicycle.

## 3. Siting Requirements

**a.** Long-term bicycle parking spaces shall be provided in one of the following locations, or in a combination of the following locations:

**i.** On the ground floor within 100 feet of the major entrance to the lobby. There shall be safe and convenient access between the public right-of-way, the bicycle parking space, and the lobby area.

**ii.** In the off-street automobile parking area, subject to the following limitations:

**a)** Long-term bicycle parking inside a parking garage may be no more than 200 feet from a pedestrian entrance to the main building, and located so as to provide reasonably convenient access from the bicycle parking to the nearest walkway, ramp, or elevator providing access to the building.

**b)** Long-term bicycle parking inside a parking garage shall be located within the space available on the building's pedestrian entry level, after required handicapped-accessible parking stalls and other required elements have been provided. Remaining long-term bicycle parking may be provided on other levels of the parking garage in accordance with the provisions of this Subparagraph (iv).

**iii.** One level above or below the ground floor, within 100 feet of the elevator, ramp, walkway, or other building entrance on that story. In such cases, elevator or ramp access to the building shall be provided.

**iv.** Residential long-term bicycle parking may be provided in common storage facilities on residential floors in accordance with *Sec. 4C.3.3.C.2. (Bicycle Parking Space Design)*. If residential long-term bicycle parking is provided on residential floors, the amount of bicycle parking on each floor shall be equal to or greater than 50% of the number of dwelling units on the same floor.

**b.** For lots with multiple uses, long-term bicycle parking may be provided in one or more bicycle parking facilities within 200 feet of each use.

**c.** For lots with multiple buildings, required bicycle parking may be sited in one or more bicycle parking facilities within 200 feet of each building.

**d.** Bicycle parking shall be located so as to allow bicyclists safe and convenient access to and from the site.

**e.** Bicyclists cannot be required to rely on stairways or escalators for access or to share access with motor vehicles.

**f.** Elevators providing access for bicyclists shall be sized to accommodate standard adult bicycle dimensions with both wheels on the floor (at least 6 feet by 2 feet).

### 4. Showers and Personal Lockers

Showers and personal lockers are required for long-term bicycle parking in nonresidential uses in accordance with *LAMC Section 91.6307 (Shower and Locker Facilities)*. If showers and personal lockers are provided, such showers and personal lockers shall remain available for the use of building occupants, including residents and/or employees, arriving by bicycle.

### 5. Attended Bicycle Parking Service

**a.** Pick-up and drop-off location shall either comply with *long-term bicycle parking siting requirements (Sec. 4C.3.3.C.3)* or be co-located with a valet automobile parking pick-up or drop-off location provided on the same site for the subject use.

**b.** If some or all required bicycle parking spaces are provided by means of an attended bicycle parking service, the service shall be available to building occupants at all times during the hours the building is in operation.

**c.** If, for any reason, an attended bicycle parking service is discontinued, the associated land uses may no longer count the attended bicycle parking service toward the required number of bicycle parking spaces and shall provide a number of bicycle parking spaces equivalent to the number formerly provided by the attended bicycle parking service.

## D. Measurement

[Reserved]

## E. Relief

**1.** An alternative to any long-term bicycle parking design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any long-term bicycle parking design *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any long-term bicycle parking design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.4. AUTOMOBILE PARKING

## SEC. 4C.4.1. AUTOMOBILE PARKING STALLS

### A. Intent

To accommodate the arrival to a site by automobile at a level appropriate to the demand generated by a particular use within different mobility contexts without creating detrimental effects on surrounding properties or public right-of-way.

### B. Applicability

Required automobile parking stall standards apply to all uses on a lot determined by the automobile parking package assigned by Development Standards District.

### C. Standards

#### 1. General

**a.** All uses subject to the parking requirements of this Division shall provide the minimum number of automobile parking stalls for the applicable parking package- A, B, C, D or E. *Part 4B (Development Standards Districts)* specifies the applicable parking package requirement for each Zone.

**b.** When a site or lot is used for a combination of uses, the parking requirements are the sum of the requirements for each use, and no parking stall for one use may be included in the calculation of parking requirements for any other use, except as allowed in *Sec. 4C.4.2.C.2 (Reduction for Shared Parking).*

**c.** For electric vehicle charging space requirements, see the *Green Building Code (LAMC Chapter 9, Article 9)*.

#### 2. Required Automobile Parking Table

**a.** When the Required Automobile Parking Table lists multiple parking stall requirement options, the greater number of required parking stalls is required.

**b.** Uses are defined in *Part 5D (Use Definitions).*

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

| | PARKING PACKAGE | | | | |
|---|---|---|---|---|---|
| | A | B | C | D | E |
| **RESIDENTIAL USES** | | | | | |
| **Household Living, as listed below:** | | | | | |
| 1-Unit | 2/du | 2/du | 1/du | 1/du | -- |
| 2+ Units: | | | | | |
| 0-3 Habitable Rooms | 1/du | 1/du | 1/du | 0.5/du | -- |
| 4+ Habitable Rooms | 2/du | 2/du | 2/du | 1/du | -- |
| **Accessory Dwelling Unit** | 1/du | 1/du | 1/du | 1/du | -- |
| **Boarding or Apartment House, Fraternity/Sorority Housing, Live Work (including Joint Living and Work Quarters*)** | | | | | |
| 0-2 Habitable Rooms | 1/du | 1/du | 1/du | 0.5/du | -- |
| 3 Habitable Rooms | 1.5/du | 1.5/du | 1/du | 0.5/du | -- |
| 4+ Habitable Rooms | 2/du | 2/du | 2/du | 1/du | -- |
| **Apartment Hotel, Dormitory Room** | | | | | |
| First 30 rooms | 1/guest room | 1/guest room | 0.5/guest room | 0.25/guest room | -- |
| Next 30 rooms | 0.5/guest room | 0.5/guest room | 0.25/guest room | 0.25/guest room | -- |
| Remaining rooms | 0.25/guest room | 0.25/guest room | -- | -- | -- |
| **Community Care Facility (Licensed) and Substance Abuse Facility (Licensed)** | .2/resident over 7 residents, 2 min | .2/resident over 7 residents, 2 min | .1/resident over 7 residents, 1 min | .1/resident over 7 residents, 1 min | -- |
| **Mobilehome Park** | See Title 25 of the California Administrative Code | | | | |
| **Homeless Shelter** | 2/shelter | 2/shelter | -- | -- | -- |
| **Senior Living, as listed below:** | | | | | |
| Eldercare Facility | Sum of combination of uses below | | | | -- |
| Alzheimer's and Dementia Care Housing | 0.2/bed | 0.2/bed | 0.1/bed | 0.1/bed | -- |
| Assisted Living | 1/du or 1 per guest room | 0.75/du or 0.75 per guest room | 0.5/du or 0.5 per guest room | 0.25/du or 0.5 per guest room | -- |
| Senior Independent Living | 1/du | 0.75/du | 0.5/du | 0.25/du | -- |
| Skilled Nursing Home | 0.2/bed | 0.15/bed | 0.1/bed | 0.05/bed | -- |
| *The number of existing parking stalls shall count as the number of parking stalls required for the site for up to 8 Joint Living and Work Quarters units. | | | | | |
| **PUBLIC AND INSTITUTIONAL USES** | | | | | |
| **Civic, except as listed below:** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| Ground Passenger Terminal | -- | -- | -- | -- | -- |
| **Correctional or Penal Institution** | -- | -- | -- | -- | -- |
| **Counseling and Referral Facility** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |

**"--"** = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre,
**"As required for building"** = required based on all uses within on-site buildings.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

| | PARKING PACKAGE | | | | |
|---|---|---|---|---|---|
| | A | B | C | D | E |
| House of Worship | 20/1,000 SF or 0.2/fixed seat | 20/1,000 SF or 0.2/fixed seat | 10/1,000 SF or 0.1/fixed seat | 10/1,000 SF or 0.1/fixed seat | -- |
| Nature Conservation Area | -- | -- | -- | -- | -- |
| Parking | -- | -- | -- | -- | -- |
| Parks and Open Space | -- | -- | -- | -- | -- |
| Public Safety Facility | -- | -- | -- | -- | -- |
| School, except as listed below: | Same as for Auditorium or 2/1,000 SF | Same as for Auditorium or 1.5/1,000 SF | Same as for Auditorium or 1/1,000 SF | Same as for Auditorium or 0.5/1,000 SF | -- |
| School K-8 | 1/classroom | 1/classroom | 0.5/classroom | 0.5/classroom | -- |
| Trade School, as listed below | | | | | |
| Classroom or Assembly Area | 20/1000 SF or 0.2/fixed seat | 25/1000 SF or 1.5/fixed seat | 10/1000 SF or 0.1/fixed seat | 5/1000 SF or 0.05/fixed seat | -- |
| Laboratory or Classroom with Heavy Equipment | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| Shoreline Project | -- | -- | -- | -- | -- |
| Utilities | -- | -- | -- | -- | -- |
| GENERAL COMMERCIAL USES | | | | | |
| Animal Care Sales and Service, except as listed below: | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | |
| Sales | 4/1,000 SF | 3/1,000 SF | 2/1,000 SF | 1/1,000 SF | -- |
| Cemetery, except as listed below: | -- | -- | -- | -- | -- |
| Funeral and Related Services | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| Day Care Facility | 2/1,000 SF or 1/classroom | 1.5/1,000 SF or 0.75/ classroom | 1/1,000 SF or 0.5/classroom | 0.5/1,000 SF or 0.25/classroom | -- |
| Eating and Drinking Establishment including Rooftop Dining and Outdoor Dining, except as listed below: | 10/1,000 SF | 5/1,000 SF | 2/1,000 SF | 2/1,000 SF | -- |
| Take Out (no seating) | 4/1,000 SF | 3/1,000 SF | 2/1,000 SF | 1/1,000 SF | -- |
| Small Restaurants <1000SF (no separate bar, dancing or live entertainment) | 5/1,000 SF | 3/1,000 SF | 2/1,000 SF | 1/1,000 SF | -- |
| Entertainment Venue, including Auditorium | 25/1,000 SF or 0.2/fixed seat | 20/1,000 SF or 0.2/fixed seat | 15/1,000 SF or 0.1/fixed seat | 10/1,000 SF or 0.1/fixed seat | -- |
| Financial Services | 4/1,000 SF | 3/1,000 SF | 2/1,000 SF | 1/1,000 SF | -- |
| Hotel, as listed below: | | | | | -- |
| First 30 rooms | 1/guest room | 1/guest room | 0.5/guest room | 0.5/guest room | -- |
| Next 30 rooms | 0.5/guest room | 0.5/guest room | 0.25/guest room | 0.25/guest room | -- |

**"--"** = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre,
**"As required for building"** = required based on all uses within on-site buildings.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

| | PARKING PACKAGE | | | | |
|---|---|---|---|---|---|
| | A | B | C | D | E |
| Remaining rooms | 0.25/guest room | 0.25/guest room | -- | -- | -- |
| Multi-Purpose Assembly Room (>750 SF) | 25/1,000 SF or 0.2/fixed seat | 20/1,000 SF or 0.2/fixed seat | 15/1,000 SF or 0.1/fixed seat | 10/1,000 SF or 0.1/fixed seat | -- |
| Eating and Drinking Establishment (>750 SF) | 10/1,000 SF | 5/1,000 SF | 2/1,000 SF | 2/1,000 SF | -- |
| **Instructional Services** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| **Medical Facility, except as listed below:** | 5/1,000 SF | 5/1,000 SF | 2/1,000 SF | 2/1,000 SF | -- |
| Hospice | 0.2/bed or 2/1,000SF | 0.2/bed or 2/1,000SF | 0.1/bed or 1/1,000SF | 0.1/bed or 1/1,000SF | -- |
| Hospital | 2 per bed | 2 per bed | 1 per bed | 1 per bed | -- |
| **Office** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| **Personal Services** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| **Private Club** | 10/1,000 SF | 7.5/1,000 SF | 5/1,000 SF | 2.5/1,000 SF | -- |
| **Recreation, Indoor, except as listed below** | 10/1,000 SF | 7.5/1,000 SF | 5/1,000 SF | 2.5/1,000 SF | -- |
| Skating Rink, Bowling Alley, Basketball Court | 10/1,000 SF | 10/1,000 SF | 10/1,000 SF | 5/1,000 SF | -- |
| **Recreation, Outdoor** | -- | -- | -- | -- | -- |
| **Retail Sales, except as listed below:** | 4/1,000 SF | 3/1,000 SF | 2/1,000 SF | 1/1,000 SF | -- |
| Retail Furniture, Major Appliance | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| HEAVY COMMERCIAL USES | | | | | |
| **Car Wash** | -- | -- | -- | -- | -- |
| **Fueling Station** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| **Vehicle Repair** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| **Vehicle Sales and Rental, except as listed below** | As required for building | | | | -- |
| Used Vehicle Sales, Light** | 0.5/1,000 SF of outdoor vehicle sales area + parking as required for building | 0.25/1,000 SF of outdoor vehicle sales area + parking as required for building | 0.25/1,000 SF of outdoor vehicle sales area + parking as required for building | 0.25/1,000 SF of outdoor vehicle sales area + parking as required for building | -- |
| ** There shall be a minimum of 2 customer parking stalls provided for any Light Used Vehicle Sales area. | | | | | |
| **Vehicle Storage** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| Official Police Garage | As required for building + Parking required for the outdoor storage area | | | | -- |
| 0-1 acre of outdoor storage area | 6 | 5 | 3 | 2 | -- |
| >1-2 acres of outdoor storage area | 3.5/ac | 2.5/ac | 1.5/ac | 1/ac | -- |
| >2 acres of outdoor storage area | 1/ac | 0.75/ac | 0.5/ac | 0.25/ac | -- |

**"--"** = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre,
**"As required for building"** = required based on all uses within on-site buildings.

-TABLE 1- **REQUIRED AUTOMOBILE PARKING**

| | PARKING PACKAGE | | | | |
|---|---|---|---|---|---|
| | **A** | **B** | **C** | **D** | **E** |
| **LIGHT INDUSTRIAL USES** | | | | | |
| **All Light Industrial, except as listed below:** | 2/1,000 SF | 1.5/1,000 SF | 1/1,000 SF | 0.5/1,000 SF | -- |
| Self-Service Storage, Wholesale Trade and Warehousing | 2/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after | 1.5/1,000 SF (1st 10,000 SF) + 0.2/1,000 SF after | 1/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after | 0.5/1,000 SF (1st 10,000 SF) + 0.1/1,000 SF after | -- |
| **HEAVY INDUSTRIAL USES** | | | | | |
| **Heavy Industrial, except as listed below:** | -- | -- | -- | -- | -- |
| Junk Yard Facility | As required for building + Parking required for outdoor storage area | | | | -- |
| 0-1 acre of outdoor storage area | 6 | 5 | 3 | 2 | -- |
| >1-2 acres of outdoor storage area | 3.5/ac | 2.5/ac | 1.5/ac | 1/ac | -- |
| >2 acres of outdoor storage area | 1/ac | 0.75/ac | 0.5/ac | 0.25/ac | -- |
| **AGRICULTURAL USES** | | | | | |
| **All Agriculture** | -- | -- | -- | -- | -- |

**"--"** = no parking required, **"du"** = dwelling unit, **"SF"** = square feet, **"ac"** = acre,
**"As required for building"** = required based on all uses within on-site buildings.

### 3. Public Benefit Projects

Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in Article 9, Public Benefit Systems, may qualify for reduced required parking as deemed eligible.

### 4. Substituting Required Automobile Parking with Bicycle Parking

**a.** Required automobile parking stalls may be substituted with bicycle parking at a ratio of 1 automobile parking stall for every 4 bicycle parking spaces provided the bicycle parking spaces meet the applicable requirements of Sec. 4C.3.1.C. (Required Bicycle Parking Spaces).

**b.** Nonresidential uses may substitute up to 20% of the required automobile parking with bicycle parking. When a nonresidential use is located within 1,500 feet of a major transit stop, up to 30% of the required automobile parking stalls may be substituted with bicycle parking.

**c.** Residential uses may substitute up to 10% of the required automobile parking with bicycle parking. When a residential use is located within 1,500 feet of a major transit stop, up to 15% of the required automobile parking stalls may be substituted with bicycle parking.

**d.** Projects participating in an Affordable Housing Incentive Program, Community Benefits Program, or a General Incentive Program included in Article 9, Public Benefit Systems, may substitute up to 30% of the required automobile parking with bicycle parking, as deemed eligible.

## D. Measurement

### 1. Square Feet

For the purpose of calculating *required automobile parking stalls (Sec . 4C.4.1*), square feet is calculated for the total floor area of all buildings on a site. The calculation of square feet includes the floor area of accessory buildings. For the calculation of floor area, see *Sec. 14.1.7. (Floor Area)*.

### 2. Fractional Space

When calculating *required automobile parking stalls (Sec . 4C.4.1)* results in the requirement of a fractional parking stall, any fraction up to and including one-half may be disregarded and any fraction over one-half will require one additional parking stall.

## E. Exception

### 1. Change of Use, Commercial Tenant Size

When allowed by the Development Standards District, change of use projects of a size equal to or less than the square footage threshold specified by the applicable Development Standards District are not required to provide additional automobile parking stalls to accommodate a general commercial use that would otherwise require more automobile parking stalls than exists on-site.

### 2. Small Commercial Tenant Space

Commercial tenant spaces with a floor area of 1,500 square feet or less and located on the ground floor of a building are exempt from parking requirements. This exemption is limited to two tenant spaces per lot.

### 3. Accessible Electric Vehicle Parking Stalls

An accessible parking stall with an access aisle served by electric vehicle supply equipment or an accessible parking stall with an aisle designated as a future electric vehicle charging space shall count as at least two standard automobile parking stall for the purpose of complying with any applicable minimum parking stall requirements of *Sec. 4C.4.1 (Automobile Parking Stalls)*.

### 4. Historic Buildings and Buildings Constructed Prior to July 1, 1974

No additional parking is required for uses occupying a building that meets one of the following criteria:

**a.** The building is Included on the National Register of Historic Places, including Contributing Buildings in National Register Historic Districts.

**b.** The building is listed in the California Register of Historical Resources.

**c.** The building is included in the City of Los Angeles List of Historic-Cultural Monuments.

**d.** The building is a Contributing Structure located in an Historic Preservation Overlay Zone (HPOZ).

**e.** The building was constructed prior to July 1, 1974.

### 5. ADUs

No parking is required for an ADU that meets any of the following criteria:

**a.** Located within one-half mile walking distance of a public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public.

**b.** Located within one block of a designated pick-up and drop-off location of a car share vehicle.

**c.** Located in an architecturally and historically significant district listed in or formally determined eligible for listing in the National Register of Historic Places or California Register of Historical Resources or located in any City Historic Preservation Overlay Zone.

**d.** Part of the proposed or existing primary residence or an accessory structure.

### F. Relief

1. A reduction in required automobile parking requirements may be requested in accordance with *Sec. 4C.4.2. (Alternative Parking Strategies)*.

2. A reduction in required automobile parking requirements of up to 20% may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. A deviation in required automobile parking requirements may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

## SEC. 4C.4.2. ALTERNATIVE PARKING STRATEGIES

### A. Intent

To provide opportunities for projects to reduce the number of required automobile parking stalls through alternative methods of accommodating arrival to a site and reduce demand for automobile parking.

### B. Applicability

All projects required by *Sec. 4C.4.1 (Required Automobile Parking stalls)* to provide automobile parking.

### C. Standards

#### 1. General

**a.** A reduction in required automobile parking stalls through the provision of one or more alternative parking strategies may be authorized in accordance with *Sec. 13B.2.5. (Director Determination)*. Applicants that wish to provide an alternative parking strategy as a means of reducing the total number of required spaces shall submit a report which provides the following:

**i.** Detailed description of all uses involved in the alternative parking strategy, including location, gross floor area, seating capacity if applicable, and hours of operations.

**ii.** Anticipated parking demand generated by employees, tenants and visitors on an hourly basis, 24 hours per day, for seven consecutive days

**iii.** Description of how an alternative parking strategy will alleviate the demand for a specified number of the total required parking stalls.

**iv.** Supplemental maps and plot plans deemed necessary for depicting all relevant components of an alternative parking strategy.

**b.** Additional documents, covenants, deed restrictions, or other agreements shall be executed and recorded as deemed necessary, in order to assure the continued maintenance, operation and viability of an approved alternative parking strategy, under the conditions set

forth in the Director's Determination. Revisions to the parking strategy shall submit a report documenting the revised manner in which the new parking strategy achieves the same intention and level of service as the originally approved parking strategy.

### 2. Shared Parking

In order to take advantage of different peak periods of parking demand among nearby uses the total number of required automobile parking stalls may be reduced when an applicant demonstrates that automobile parking stalls can be shared among multiple uses. The parking strategy shall meet all of the following criteria:

**a.** A shared parking facility shall be located within a 1,500 foot *walking distance* of each participating use.

**b.** Participating uses shall have mutually exclusive periods of peak parking demand.

**c.** The shared parking strategy will sufficiently alleviate the demand for the specified number of required parking stalls.

### 3. Proximity to Public Transportation

Uses within walking distance of a public transit facility may take advantage of increased transit ridership among employees, tenants and visitors and a decreased demand for automobile parking. The total number of required automobile parking stalls may be reduced provided the parking strategy meets all of the following criteria:

**a.** A use shall be located within a 1,500 foot *walking distance* of public transit. For this purpose, public transit means a location, including, but not limited to, a bus stop or train station, where the public may access buses, trains, subways, and other forms of transportation that charge set fares, run on fixed routes, and are available to the public. A public transit stop or station that is in development may also apply if the anticipated operating date is within three years.

**b.** The nearby public transit facility will sufficiently alleviate the demand for the specified number of required parking stalls.

### 4. Shuttle Service

Uses generating travel patterns whereby a majority of employees or visitors arrive and depart within the same time periods may operate a viable shuttle service that decreases the demand for automobile parking.

Criteria:

**a.** A shuttle shall provide scheduled service between the use and a location that can accommodate the arrival of shuttle users, such as a park and ride facility or public transit station or stop.

**b.** A majority of shuttle users arrive and depart roughly within the same three hour period.

**c.** The planned shuttle service will sufficiently alleviate the demand for the specified number of required parking stalls.

### 5. Designated Passenger Loading area

Uses that can accommodate a high share of arrivals and departures through dynamic ridesharing or taxi services when provided a safe and efficient passenger loading area may have a decreased demand for automobile parking.

Criteria:

**a.** A designated passenger loading area shall be located within a 300-foot *walking distance* of a street facing entrance to the use it serves. Travel between a designated passenger loading area and the use being served shall not require pedestrians to cross streets.

**b.** The passenger loading area shall not be placed within 75 feet of an intersection.

**c.** The passenger loading area shall provide sufficient space for a vehicle to pull out of roadway traffic and safely load and unload passengers without interfering with traffic flow.

**d.** The passenger loading area shall not decrease sidewalk space for pedestrians or impede pedestrian movement.

**e.** Passenger loading areas shall be clearly indicated with signage.

**f.** The designated passenger loading area will sufficiently alleviate the demand for the specified number of required parking stalls.

## D. Measurement

**1.** For measurement of walking distance see *Sec. 14.1.3 (Walking Distance)*.

**2.** For peak period demand [Reserved]

## E. Relief

A deviation from any alternative parking strategy *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

# SEC. 4C.4.3. PARKING AREA DESIGN

## A. Intent

To ensure parking areas provide sufficient accommodation for automobile parking.

## B. Applicability

Parking area design standards are applicable to every parking area containing automobile parking stalls.

## C. Standards

### 1. Automobile Circulation

All portions of a parking area, including public parking structures, shall be accessible by automobile to all other portions of a parking area without requiring the use of any public street. LADOT may allow use of the public street for this purpose where they determine that it is not detrimental to the flow of traffic.

### 2. Location of Parking Stalls

**a.** The required automobile parking stalls shall be provided either on the same lot as the use they are intended to serve or on another lot not more than a 750-foot *walking distance* of a street facing entrance to the use intended to be served by the required parking. An *alternative parking strategy* may be approved to exceed this distance.

**b.** Automobile parking is not permitted within the *primary street parking setbacks*, *side street parking setbacks* and any *special lot line parking setbacks* established by the frontage district in accordance with *Sec. 3C.2.1. (Street Setback)*.

**c.** Automobile parking is not permitted within any portion of a site designated to be used as *lot amenity space* or *residential amenity space* in accordance with *Div. 2C.3. (Amenity)*.

### 3. Parking Stall Maneuvering

**a.** Each automobile parking stall shall be so located that no automobile is required to back onto any public street or sidewalk to leave the parking stall, parking bay or vehicular access lane, except where the automobile parking facility serves 4 parking stalls or less and where the vehicular access lane access is to a street other than a boulevard or avenue.

**b.** Each automobile parking stall shall be so located that parking maneuvers can be accomplished without driving onto a frontage parking setback area.

### 4. Parking Stall Striping

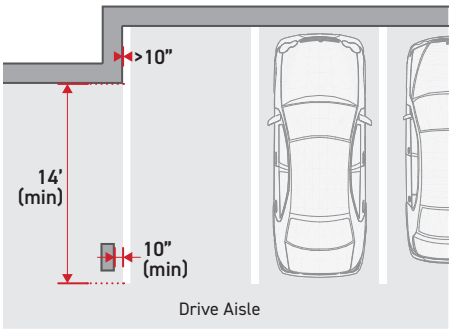
Each parking stall shall be clearly marked with striping for the entire required parking stall depth with the exception of parking areas on lots that contain less than 5 parking stalls.

### 5. Lighting

Parking areas shall be illuminated in accordance with *Sec. 4C.11.1 (Outdoor Lighting)*.

### 6. Parking Stall Obstructions

No fence, wall, partition, column, post or similar obstruction may be located within 10 inches of a parking stall along its longest dimension unless the obstruction is located a minimum of 14 feet from the access aisle measured parallel to the parking stall. Parking stalls provided in 1L or 2L Density Districts are exempt from this standard.




### 7. Parking Lots

For additional standards for *parking lots* see *Sec. 4C.4.4. (Parking Lot Design)*.

### 8. Structured Parking

For additional standards for *structured parking* see *Sec. 4C.4.5. (Parking Structure Design)*.

### 9. Parking Stall Dimensions

All automobile parking stalls shall meet the minimum dimension standards in the table below:

**PARKING STALL DIMENSIONS**

| Parking Stall Angle | Dimension | Parking Stall Type | | |
|---|---|---|---|---|
| | | STANDARD | COMPACT | TANDEM |
| Angled | Width (min) | 8'-4" | 7'-6" | 8'-4" |
| | Depth (min) | 18'-0" | 15'-0" | 33'-0" |
| Parallel (Typical) | Width (min) | 26'-0" | 23'-0" | n/a |
| | Depth (min) | 8'-0" | 7'-6" | n/a |
| Parallel (End Stall) | Width (min) | 30'-0" | 27'-0" | n/a |
| | Depth (min) | 8'-0" | 7'-6" | n/a |

### 10. Compact Parking

**a.** All parking stalls in excess of the required number of parking stalls in *Sec. 4C.4.1. (Required Automobile Parking Stalls)* may be compact parking stalls.

**b.** All parking stalls in excess of one parking stall per dwelling unit may be compact parking stalls.

**c.** In each parking area containing 10 or more parking stalls, a maximum of 40% of the required stalls may be compact parking stalls. Such restriction shall not apply to parking stalls in excess of the number of required stalls.

**d.** All compact stalls shall be clearly and visibly striped and labeled for compact car use only.

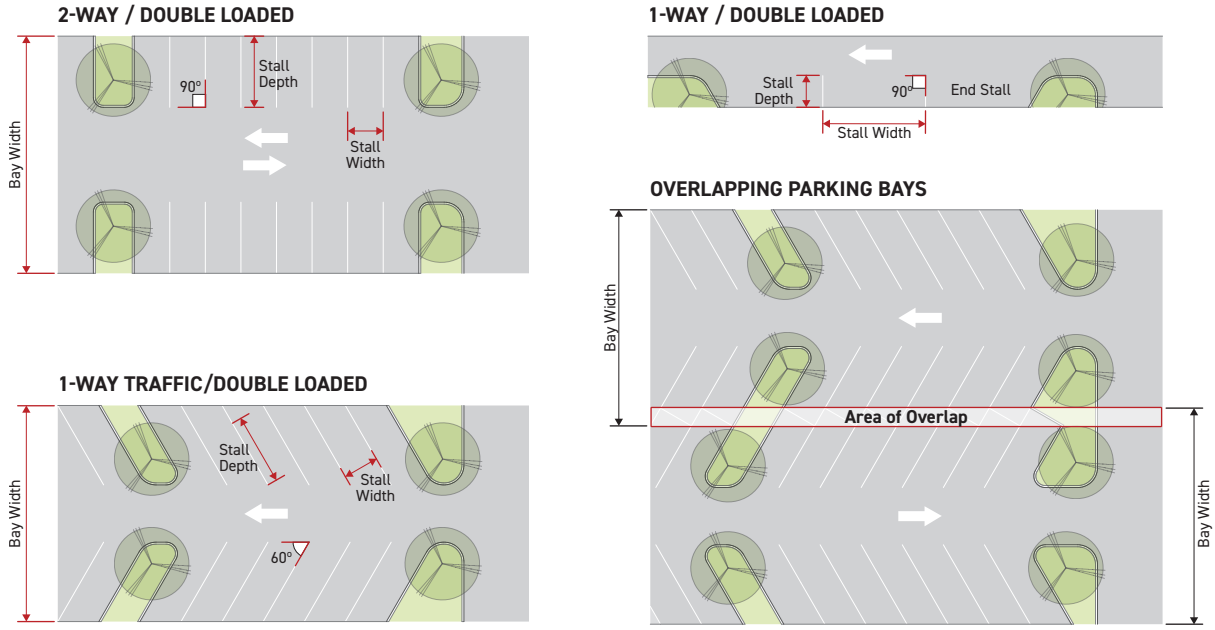
## 11. Tandem Parking

Automobiles may be parked in tandem in a private *parking area* serving a *residential use*, where the tandem parking is not more than two cars in depth. Tandem parking is not allowed for recreational vehicles or guest parking provided as part of a private *parking area* serving a *residential use*.

## 12. Parking Bay Dimensions

**a.** The minimum width of each parking bay is determined by the stall width and parking angle in accordance with the table below:

| PARKING BAY WIDTH | | | | | |
|---|---|---|---|---|---|
| Parking Stall | | One-Way Drive Aisle | | Two-Way Drive Aisle | |
| STALL ANGLE | STALL WIDTH | DOUBLE LOADED | SINGLE LOADED | DOUBLE LOADED | SINGLE LOADED |
| 0° (Parallel) | 8'-0" | 28'-0" | 18'-0" | 36'-0" | 28'-0" |
| 30° | 7'-6" | 40'-0" | 26'-0" | 48'-2" | 34'-0" |
| | 8'-4" | 43'-0" | 27'-6" | 51'-2" | 35'-6" |
| | 8'-6" | 43'-0" | 27'-6" | 51'-2" | 35'-6" |
| | 9'-0" | 43'-0" | 27'-6" | 51'-2" | 35'-6" |
| 45° | 7'-6" | 44'-4" | 28'-2" | 52'-1" | 36'-3" |
| | 8'-4" | 50'-3" | 31'-11" | 56'-4" | 38'-6" |
| | 8'-6" | 49'-10" | 31'-6" | 56'-4" | 38'-6" |
| | 9'-0" | 48'-7" | 30'-3" | 56'-4" | 38'-4" |
| 60° | 7'-6" | 49'-4" | 32'-8" | 54'-1" | 37'-11" |
| | 8'-4" | 56'-5" | 37'-3" | 59'-11" | 41'-1" |
| | 8'-6" | 55'-11" | 36'-9" | 59'-9" | 40'-11" |
| | 9'-0" | 54'-8" | 35'-3" | 59'-3" | 40'-7" |
| 90° | 7'-6" | 55'-4" | 40'-4" | 55'-4" | 40'-4" |
| | 8'-4" | 64'-0" | 46'-0" | 64'-0" | 46'-0" |
| | 8'-6" | 63'-4" | 45'-4" | 63'-4" | 45'-4" |
| | 9'-0" | 61'-4" | 43'-4" | 61'-4" | 43'-4" |




**b.** Where parking stalls of two bays interlock the parking bays may overlap.

**c.** Any tandem stalls provided shall increase the minimum parking bay width by 15' tandem stalls are provided on only one side of a drive aisle and 30' where tandem stalls are provided on two sides of a drive aisle.

**d.** Dimensions other than those specified may be approved by the Superintendent of Building in accordance with *LADBS Information Bulletin No. P/ZC 2002-001*.

## 13. Attended Mass Parking

A *parking area* providing *attendants* to park the vehicles at all times when the parking area is open for use does not have to meet the requirements of the following of *Sec. 4C.4.3.6. (Standard Parking Stalls)* and *Sec. 4C.4.3.7. (Parking Bay Dimensions)*.

## 14. Mechanical Automobile Lifts and Robotic Parking Structures

**a.** The *stacking* of 2 or more automobiles using a mechanical car lift or computerized parking structure is permitted.

**b.** All automobile parking stalls included in a mechanical lift or robotic parking structure shall meet the minimum dimension standards in the table below:

| PARKING STALL DIMENSIONS | | |
|---|---|---|
| Dimension | Parking Stall Type | |
| | STANDARD | COMPACT |
| Clear Width (min) | 8'-0" | 7'-0" |
| Clear Height (min) | 7'-0" | 6'-0" |

**d.** The platform of the mechanical lift on which the automobile is first placed shall be individually accessed and shall be placed so that the location of the platform and access to the platform meet all applicable requirements of this Division.

**e.** The lift equipment or computerized parking structure shall meet any applicable building, mechanical and electrical code requirements as approved by the Department of Building and Safety.

## D. Measurement

### 1. Parking Stall Width

The horizontal distance between opposite edges of a parking stall measured perpendicular to the parking stall angle.

### 2. Parking Stall Depth

The horizontal distance measured from the drive aisle to the farthest point of the parking stall that meets the minimum parking stall width standard, measured parallel to the parking stall angle.

### 3. Parking Bay Width

The horizontal distance between opposite edges of a parking stall measured perpendicular to the drive lane.

### 4. Parking Angle

The angle measured from the long edge of a *parking stall* to the *drive lane*.

### 5. Clear Height

Minimum clear height is measured as the vertical dimension of a parking stall at the lowest point, from finished floor surface or platform to the ceiling or other fixed obstruction for the full width and depth of the parking stall.

### 6. Clear Width

Minimum clear width is measured as the horizontal dimension of a parking stall at the narrowest point between walls or other fixed obstructions for the full depth of the parking stall.

## E. Exceptions

A *parking area* providing *attendants* to park the vehicles at all times when the parking area is open for use does not have to meet the requirements of the following of *Sec. 4C.4.3.6. (Standard Parking Stalls)* and *Sec. 4C.4.3.7. (Parking Bay Dimensions)*.

## F. Relief

1. A deviation from parking area design standards may be requested in accordance with Sec. 13B.5.1. (Alternative Compliance).

2. A reduction in required number of standard parking stalls by 10% in lieu of compact parking stalls may be requested in accordance with *Sec. 13.7.2 (Adjustments)*.

3. A deviation in required parking stall dimensions or parking bay dimensions may be allowed as a variance in accordance with *Sec. 13.7.3 (Variance)*.

# SEC. 4C.4.4. PARKING LOT DESIGN

## A. Intent

Ensure parking lots are designed to create safe, comfortable and attractive environments for users and pedestrians along the adjacent public right-of-way, while also mitigating heat island effects, absorbing noise pollution, managing stormwater runoff, sequestering carbon emissions and supporting urban biodiversity through landscaping and surface design.

## B. Applicability

**1.** Parking lot design standards apply to all (surface) automobile parking areas that are not contained within a *parking structure*. For parking structure design standards see Sec. 4C.4.5 (Parking Structure Design).

**2.** Interior landscaping standards apply to all (surface) automobile parking areas containing five or more parking stalls.

## C. Standards

### 1. Surfacing

All automobile parking areas shall be graded and drained to collect, retain and infiltrate surface water on-site by applying low impact development practices and standards in accordance with *LAMC Sec. 64.72. (Stormwater Pollution Control Measures for Development Planning and Construction Activities)*.

### 2. Interior Landscaping

#### a. General

**i.** Projects may comply with either Option 1 or Option 2 in order to meet the requirements of this section.

**ii.** Trees provided to meet interior landscaping standards may count toward the tree planting requirements in *Sec. 4C.6.2.*.

**iii.** The required stall length of parking stalls may overhang the planting areas required by the interior landscaping standards by 2 feet or less.

**iv.** All *planting areas* shall comply with *Sec. 4C.6.4. (Plant Design and Installation)* in addition to any planting area requirements of the chosen interior landscaping option.

**v.** All required *plants* shall comply with *Sec. 4C.6.4. (Plant Design and Installation)*.

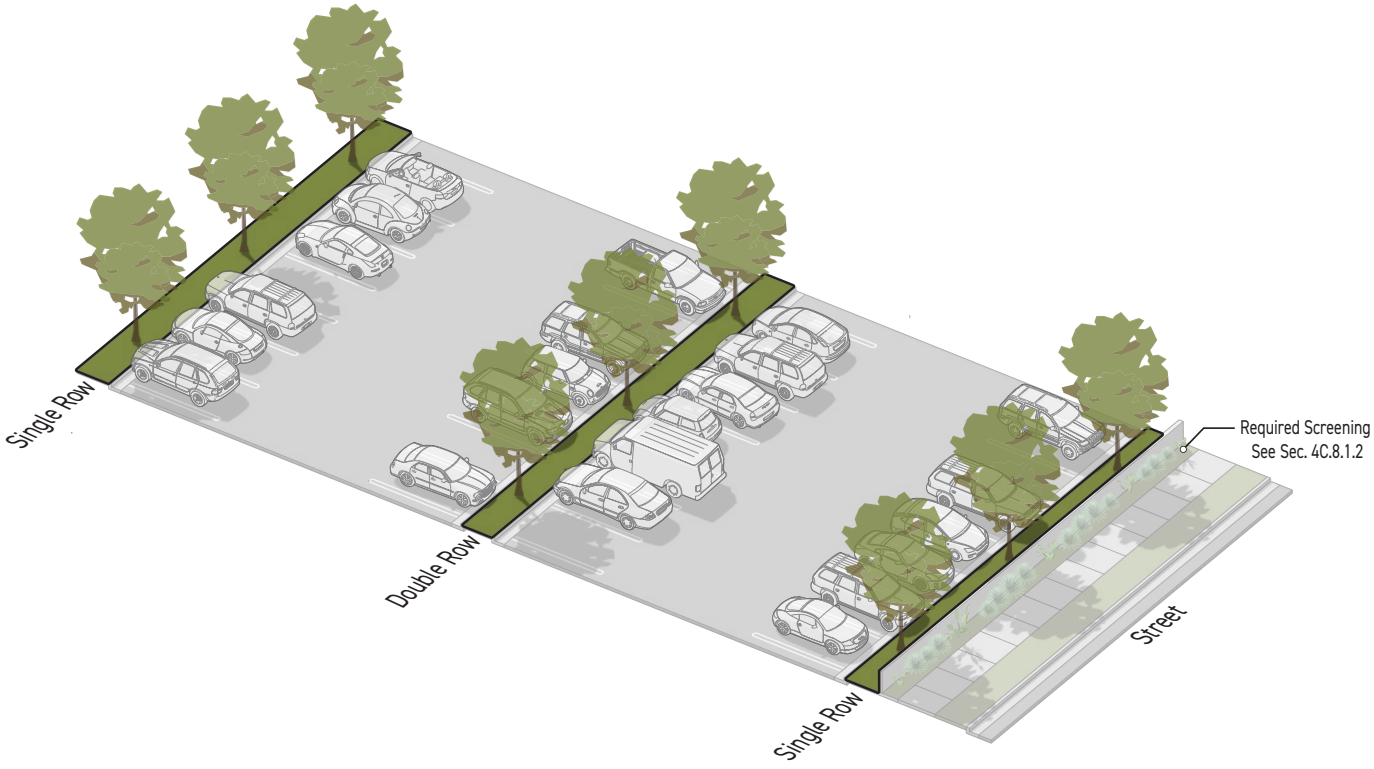
#### b. Option 1: Prescriptive Standard

**i.** The entire length of each *row of parking stalls* shall be accompanied by a continuous *planting area* with a minimum width of 5 feet.

**ii.** Trees planted within a *planting area* located along a single row of *parking stalls* shall be provided at a rate of one *large species tree (Sec. 4C.6.5.C.3.a.)* or two *small species trees (Sec. 4C.6.5.C.3.a.)* for every three *parking stalls*.

**iii.** Trees planted between a double row of *parking stalls* shall be provided at a rate of one *large species tree (Sec. 4C.6.5.C.3.a.)* or two *small species trees (Sec. 4C.6.5.C.3.a.)* for every six parking stalls.

**iv.** Required trees shall be spaced evenly along the entire length of the require *planting area*.




### C. Option 2: Performance-Based Standard

Trees shall be planted so that at least 50% of all parking lot stalls will be shaded by tree canopy after 10 years of planting.

## 3. Perimeter Screening

**a.** A *Type B2 or B3 frontage screen (Sec. 4C.8.1.C.3)* is required along frontage lot lines for the width of a parking lot facing a frontage lot line. If a Type B2 Frontage screen is used along the perimeter of a surface parking lot, appropriate bumper guards, wheel stops, steel posts, curbs, or other installations adequate to prevent vehicles from parking or driving into the planting area or into a public right-of-way are required.

**b.** A *Type C1 transition screen (Sec. 4C.8.2.C.3.a)* is required along common lot lines shared with lots having a 1L, 2L, 3L or 4L Density District for the width of any parking lot facing a common or alley lot line.

**c.** The required stall length of parking stalls may overhang the planting area of a required frontage screen or transition screen by 2 feet or less.

## D. Measurement

To measure planting area width see *Sec. 4C.6.4.D.1 (Planting Area Width)*.

## E. Relief

**1.** A deviation from any parking lot design *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** A deviation from any parking lot design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.4.5. PARKING STRUCTURE DESIGN

## A. Intent

To limit the visual and environmental impact of motor vehicle use areas on the public realm to extent appropriate to the mobility context.

## B. Applicability

### 1. General

Parking structure design standards apply to all portions of parking structure facades along non-alley public rights-of way.

### 2. Parking Structure

For the purpose of parking structure design, parking structure includes parking garages and integrated parking.

### 3. Parking Garage

For the purpose of parking structure design, parking garage standards apply to structures with 50% or more of their floor area dedicated to parking uses.

### 4. Integrated Parking

For the purpose of parking structure design, integrated parking standards apply to structures with less than 50% of their floor area dedicated to parking uses.

### 5. Ground Story

When *Development Standards District (Part 4B)* requires ground story parking structures to be screened, concealed, adaptable or wrapped, the parking structure treatments apply to all above ground parking structure facades up to the first finished floor located above the ground story.

### 6. Upper Stories

When *Development Standards District (Part 4B)* requires upper stories of parking structures to be screened, concealed, adaptable or wrapped, the parking structure treatments apply to all portions of parking structure facades from the first finished floor located above the ground story to the topmost point of the parking structure facade.

## C. Standards

### 1. General

**a.** Parking structure design treatments are hierarchical according to the following order:

**i.** Screened Parking

**ii.** Concealed Parking

**iii.** Adaptable Parking

**iv.** Wrapped Parking

**b.** If a treatment listed higher in the order is required by *Development Standards District (Part 4B)*, the applicant may choose to meet the standards of a treatment lower in the order.

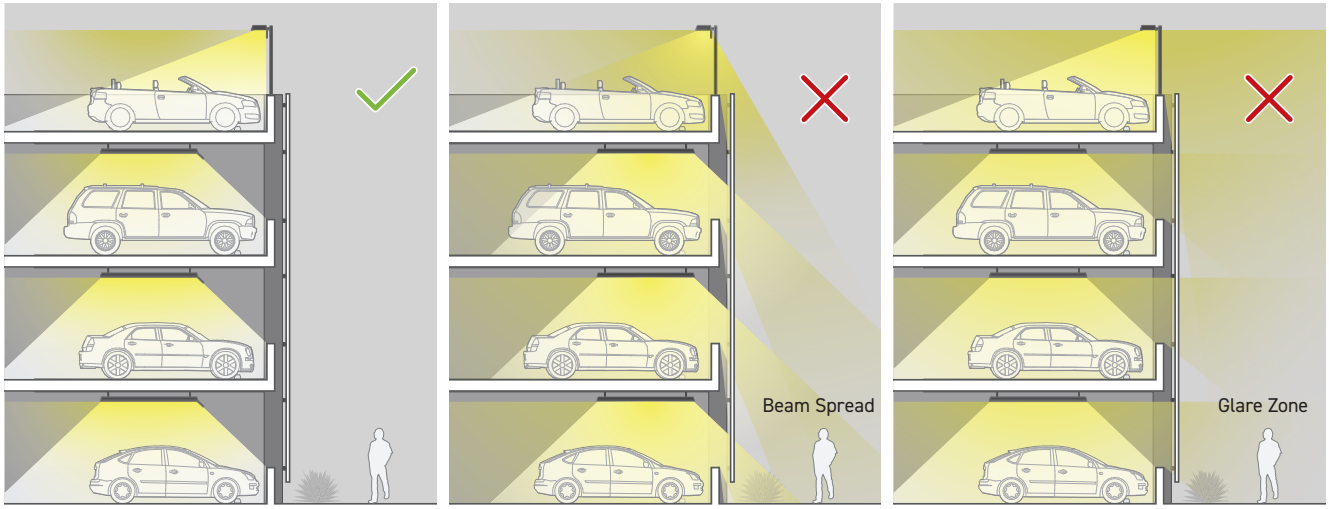
**c.** Ground story motor vehicle use areas located in a parking structure shall meet any parking setback standards in Frontage.

## 2. Lighting

All luminaires located in parking structures shall meet the following standards:

**a.** Luminaires shall meet the standards for outdoor lighting (*Div. 4C.11*).

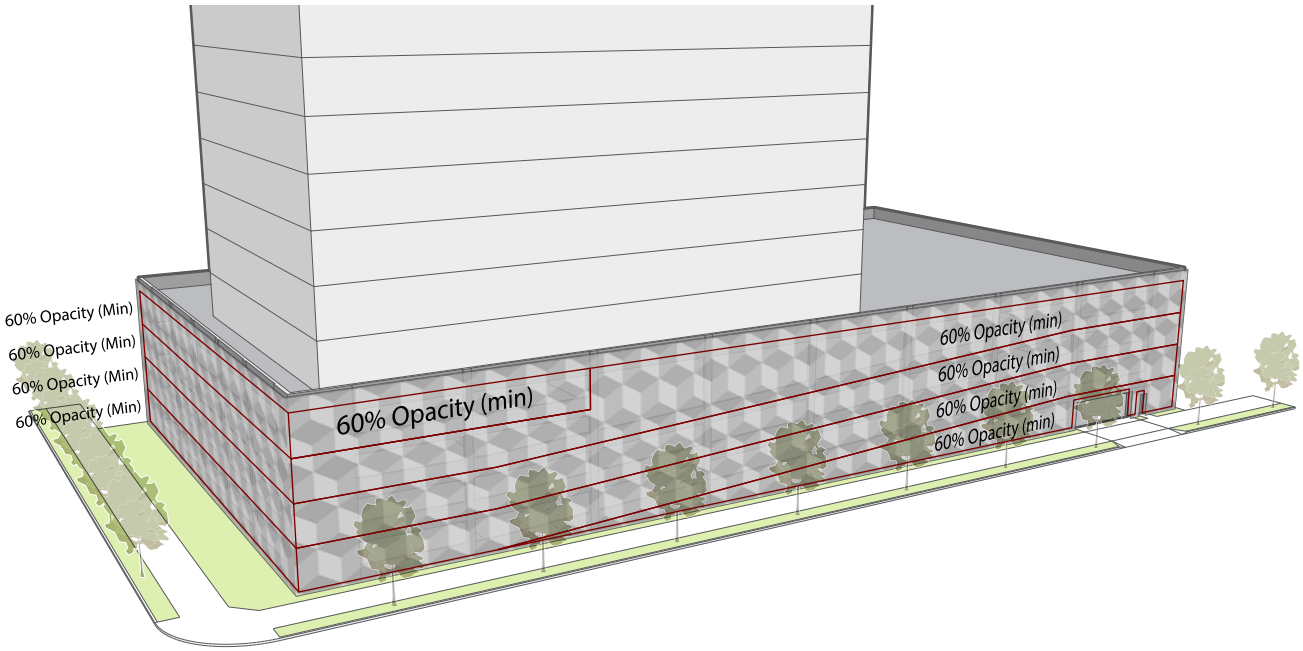
**b.** Beam spread and glare zone from luminaires shall be contained within the parking structure.



## 3. Parking Structure Design Treatments

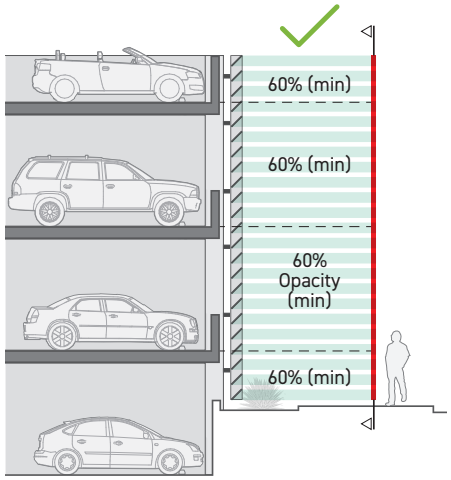
### a. Screened Parking

Intended to limit the visual and environmental impact of motor vehicle use areas on the public realm.

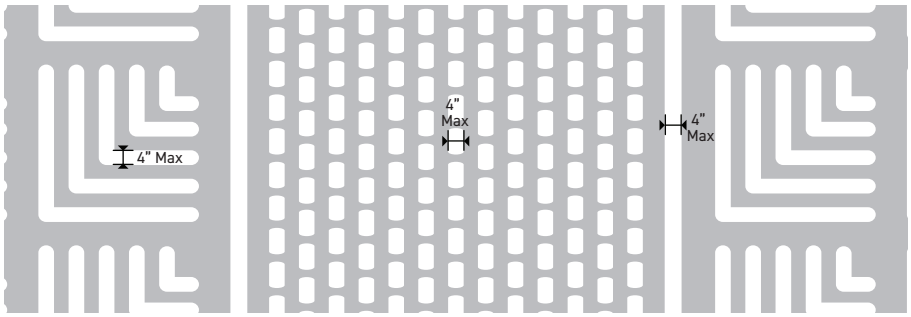



**i.** Underground, ground story, and upper story parking screening:

**a)** Shall be, on average, no less than 60% opaque for any individual tier of parking.

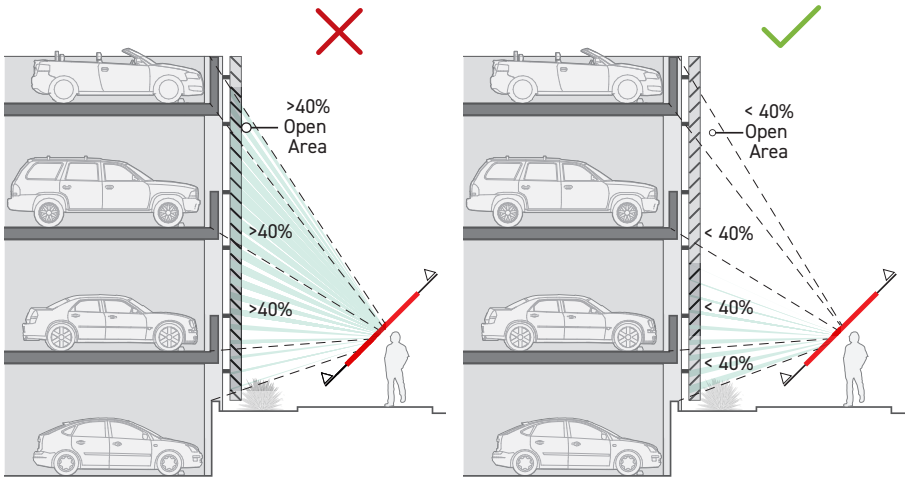


**b)** Openings in screens shall be 4 inches or less in at least one dimension.




**ii.** A type B1 or B2 *frontage screen (Sec. 4C.8.1.C.2.)* is required between ground story parking and all frontage lot lines.

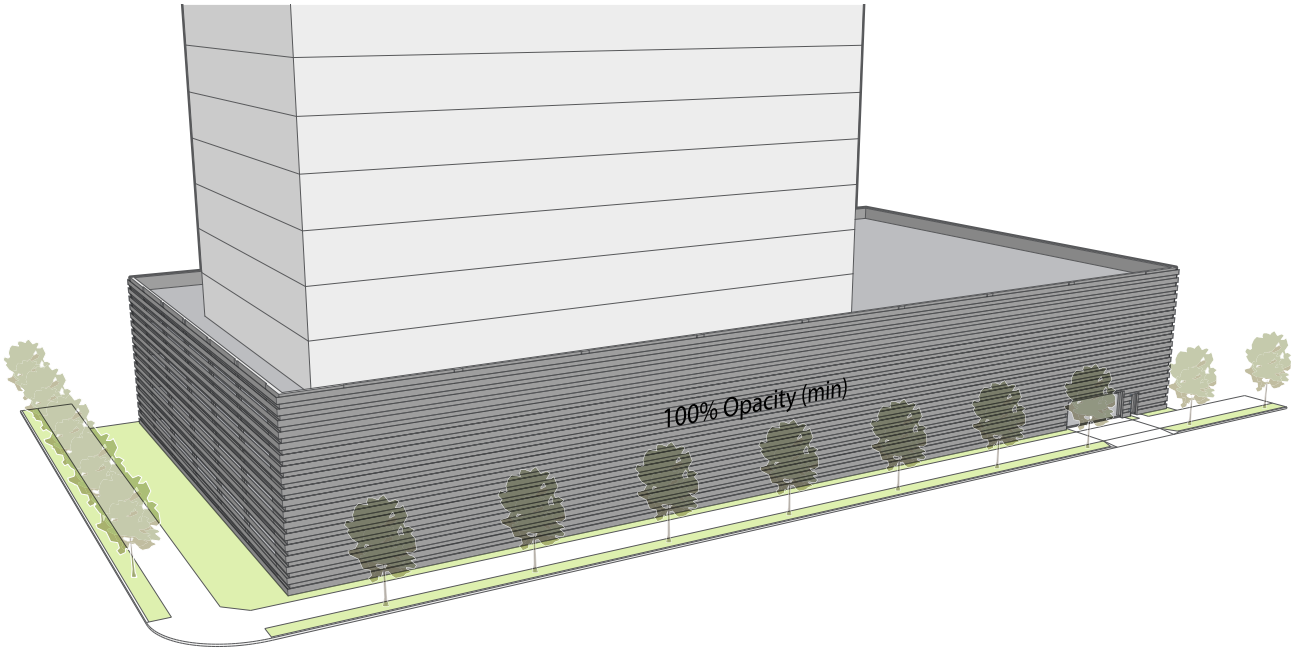
**iii.** Upper story parking screening, when viewed from the sidewalk below, shall not be less than 60% opaque.



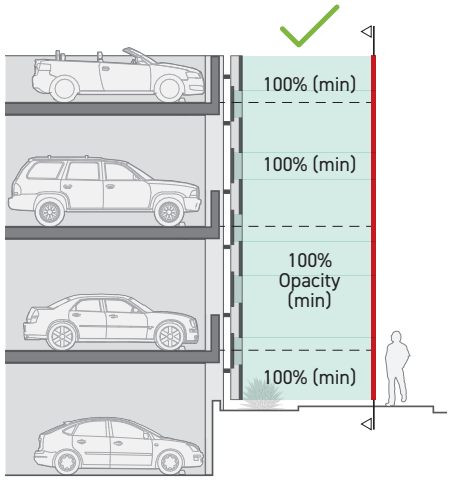

**iv.** Openings, providing vehicular or pedestrian access are allowed provided they are the minimum practical width.

### b. Concealed Parking

To entirely block views of cars, people and direct light from inside parking structures to the public realm.




**i.** All above grade parking structure facades shall be screened with an enclosure no less than 100% opaque.



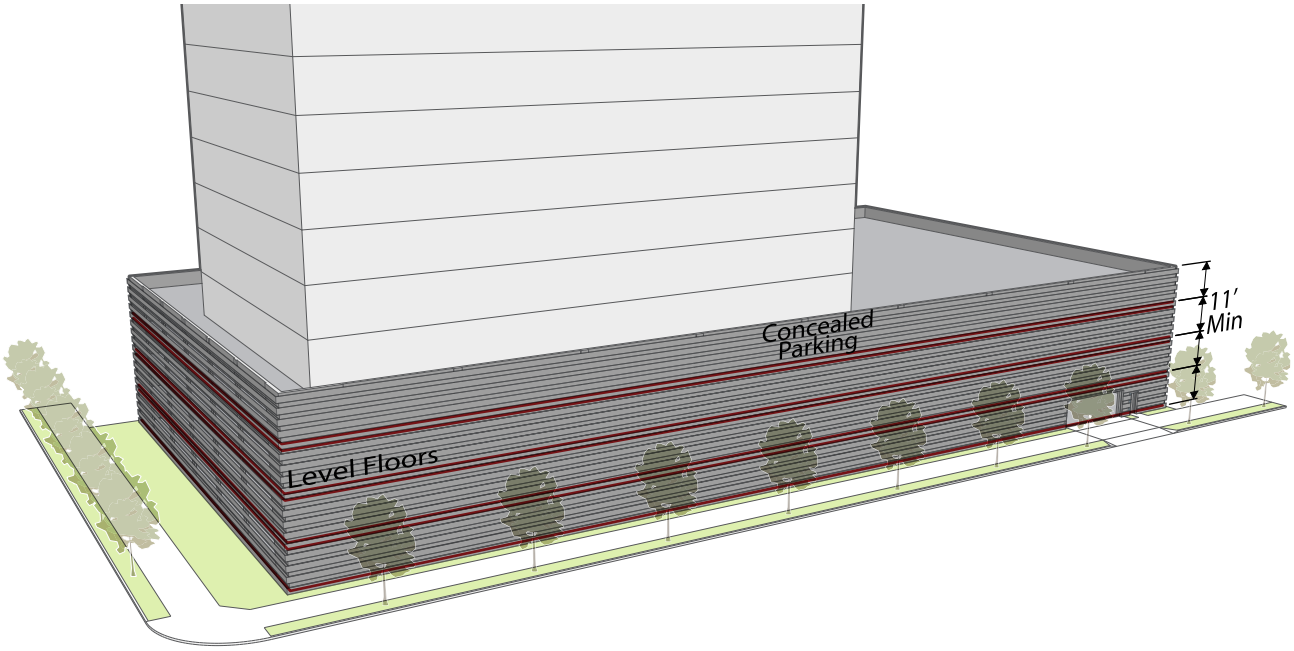

**ii.** Parking structure enclosures shall not include perforated metal screening products.

**iii.** A *type B2 or B3 frontage screen (Sec. 4C.8.1.C.3)* is required between ground story parking and all frontage lot lines.

**iv.** Openings, providing vehicular or pedestrian access are allowed provided they are the minimum practical width.

### C. Adaptable Parking

Intended to ensure floors used for parking are built in a way that allows vehicular use areas to change to active uses in the future without significant structural renovation.




**i.** Where required to be adaptable; parking structures shall meet the following standards for a minimum depth of 30 feet from the applicable street-facing building face:

**a)** Floor plates shall be level except to the minimum extent required for drainage.

**b)** Structure shall be constructed to accommodate loads associated with office building corridors above first floor as indicated by the International Building Code.

**c)** Floor to floor heights shall be a minimum of 11 feet.

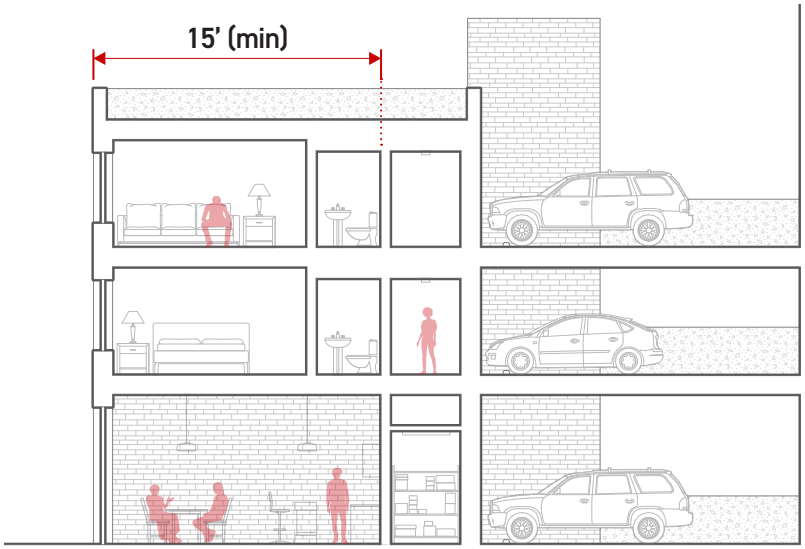
**ii.** All parking required to be adaptable shall also meet the standards for *concealed parking (Sec. 4C.4.5.C.3.b.)*.

### d. Wrapped Parking

Intended to ensure active uses along the public right-of-way in order to provide a human-scale and visual interest to buildings along streets and sidewalks, and passive surveillance of the public space, contributing to public safety, walkability and social engagement.

**i.** Where required to be wrapped; parking structures shall meet the following standards for the portion of the building width required to meet the minimum build-to width required in *Part 3B (Frontage District)*.

**a)** Parking and other motor vehicle use areas shall be separated from the street lot line by active uses for a minimum depth of 15 feet measured from the applicable street-facing building face.



**b)** For the purpose of wrapping parking, active uses include enclosed spaces designed and intended for tenants or residents. Areas for circulation, storage, mechanical equipment and utilities shall not account for more than 15% of an area designated an active use on any story.

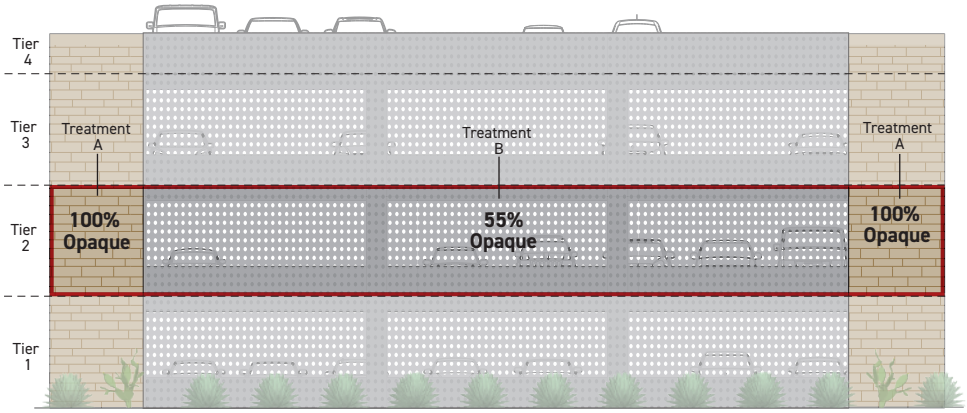
**ii.** The portion of the building width not required to meet the minimum build-to width required by *Frontage District (Part 3B)* may meet either the standards for wrapped parking or *concealed parking (Sec. 4C.4.5.C.3.b.)*.

## D. Measurement

**1.** Opacity of screening is calculated separately for each tier of parking on each building facade.

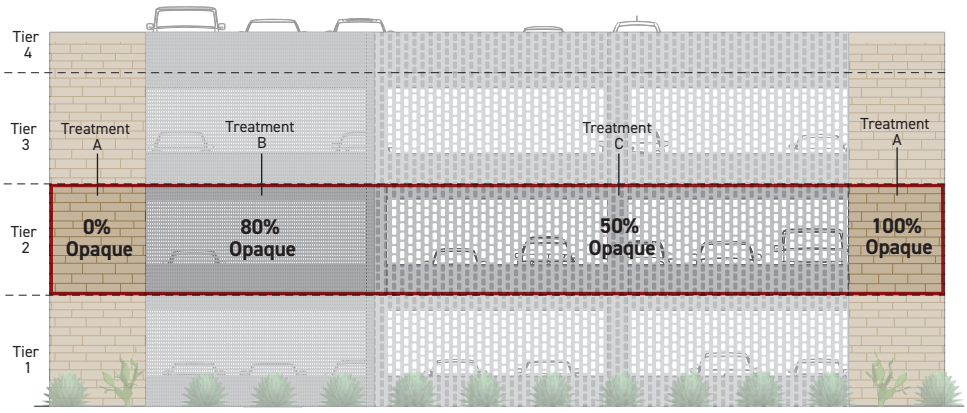
**2.** Minimum opacity is measured as a percentage calculated as the sum of all open areas on a parking screen facade area divided by the total parking screen facade area. Also see *Sec. 14.1.14. (Opacity %)*.

**3.** For the purpose of measuring opacity, above-grade portions of underground and ground floor parking screen facade area using a green wall meeting the standards of *Sec. 3C.4.2.E.1.j (Blank Foundation Wall Treatments)* is considered 60% opaque.




TIER 2 OPACITY CALCULATION

| | % OPAQUE | x PORTION OF TOTAL FACADE AREA | = WEIGHTED VALUE |
|---|---|---|---|
| TREATMENT A | 100% | 0.2 | 20% |
| TREATMENT B | 55% | 0.8 | 42% |
| TIER 2 TOTAL OPACITY | | | 62% |




TIER 2 OPACITY CALCULATION

| | % OPAQUE | x PORTION OF TOTAL FACADE AREA | = WEIGHTED VALUE |
|---|---|---|---|
| TREATMENT A | 100% | 0.2 | 20% |
| TREATMENT B | 80% | 0.3 | 24% |
| TREATMENT C | 50% | 0.5 | 25% |
| TIER 2 TOTAL OPACITY | | | 69% |

## E. Exceptions

As an alternative to meeting the wrapped parking standards, constrained sites, less than 30,000 square feet, may fully enclose upper story motor vehicle use areas with a facade meeting all applicable Frontage standards.

## F. Relief

1. An alternative to any parking structure design standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any parking structure design *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. A deviation from any parking structure design standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.5. TRANSPORTATION DEMAND MANAGEMENT

## SEC. 4C.5.1. SMALL PROJECTS

### A. Intent

[Reserved]

### B. Applicability

**1.** Development in Excess of 25,000 Square Feet of Gross Floor Area

**2.** Transportation demand management standards apply only to the construction of new non-residential gross floor area.

### C. Standards

Prior to the issuance of a building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures:

A bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

**a.** Current routes and schedules for public transit serving the site;

**b.** Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;

**c.** Ridesharing promotion material supplied by commuter-oriented organizations;

**d.** Regional/local bicycle route and facility information;

**e.** A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

**f.** Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to LADOT.

### D. Measurement

[Reserved]

### E. Exceptions

The provisions of this subsection shall not apply to developments for which:

1. An application has been deemed complete by the City pursuant to Government Code Section 65943,
2. A Notice of Preparation for a Draft Environmental Impact Report has been circulated, or
3. Plans sufficient for a complete plan check were accepted by the Department of Building and Safety, on or before the effective date of this ordinance.

### F. Relief

1. An alternative to small project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any small project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).
3. A deviation from any small project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

## SEC. 4C.5.2. MEDIUM PROJECTS

### A. Intent

[Reserved]

### B. Applicability

1. Development in Excess of 50,000 Square Feet of Gross Floor Area
2. Transportation demand management standards apply only to the construction of new non-residential gross floor area. Prior to the issuance of a building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

### C. Standards

The owner shall comply with Paragraph B. above and in addition shall provide:

1. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking stalls required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;

2. One permanent, clearly identified (signed and striped) carpool/vanpool parking stall for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking stall for any development over 100,000 square feet of gross floor area;

3. Parking stalls clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking stalls within the designated carpool/vanpool parking area may be used by other vehicles;

4. No signed and striped parking stalls for carpool/vanpool parking shall displace any handicapped parking;

5. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;

6. A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking stalls and accessways used by vanpool vehicles when located within a parking structure;

7. Bicycle parking shall be provided in conformance with Division 4C.3 of this Code.

8. Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to LADOT.

## D. Measurement

[Reserved]

## E. Exceptions

The provisions of this subsection shall not apply to developments for which an application has been deemed complete by the City pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report has been circulated or for which plans sufficient for a complete plan check were accepted by the Department of Building and Safety, on or before the effective date of this ordinance.

## F. Relief

1. An alternative to medium project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

2. A deviation from any medium project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

3. A deviation from any medium project transportation demand management standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

# SEC. 4C.5.3. LARGE PROJECTS

## A. Intent

[Reserved]

## B. Applicability

1. Development in Excess of 50,000 Square Feet of Gross Floor Area

2. Transportation demand management standards apply only to the construction of new non-residential gross floor area. Prior to the issuance of a building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

## C. Standards

The owner shall comply with Paragraphs B. and C. above and shall provide:

1. A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;

2. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;

3. If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;

4. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

5. Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to LADOT.

## D. Measurement

[Reserved]

## E. Exceptions

The provisions of this subsection shall not apply to developments for which an application has been deemed complete by the City pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report has been circulated or for which plans sufficient for a complete plan check were accepted by the Department of Building and Safety, on or before the effective date of this ordinance.

## F. Relief

**1.** In cases of extreme hardship, duly established to its satisfaction, the City Council, acting in its legislative capacity, and by resolution, may grant an exemption from any/or all the provisions of this ordinance. In granting such an exemption, the City Council shall make the following findings:

**a.** Specific features of the development make it infeasible to satisfy all of the provisions of this subsection; and

**b.** The applicant has committed to provide equivalent alternative measures to reduce vehicle trips.

**2.** An alternative to large project transportation demand management standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

**3.** A deviation from any large project transportation demand management dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment)..

## G. Monitoring

LADOT shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.

# DIV. 4C.6. PLANTS

## SEC. 4C.6.1. PROTECTED TREES

See *LAMC Sec. 46.01 (Definition)*, *LAMC Sec. 46.02. (Requirements for Public Works Permits to Relocate of Remove Protected Trees and Shrubs)* and *Sec. 11.1.4.P. (Division of Land; Protected Tree Regulations)*.

## SEC. 4C.6.2. TREE PLANTING

### A. Intent

To maintain and increase the City's tree canopy, reduce consumption of electricity, improve air quality, promote infiltration of stormwater runoff, offset urban heat island effect, mitigate noise pollution, sequester carbon and support urban biodiversity.

### B. Applicability

All lots shall comply with tree requirement standards.

### C. Standards

1. One large species tree *(Sec. 4C.6.4.C.3.a.i)* or two small species trees (*Sec. 4C.6.4.C.3.a.ii*) shall be planted for every 4,000 square feet of floor area provided. For each additional 4,000 square feet of floor area, one additional one large species tree or two small species trees shall be required.

2. No less than one large species tree or two small species trees (*Sec. 4C.6.4.C.3.a.ii*) shall be planted on every lot.

3. All required trees shall have 1 inch minimum caliper and 15 gallon container size minimum at planting.

4. All required trees located in a surface parking lot, pedestrian amenity space, or public right-of-way shall have a minimum 1.5 inch minimum caliper and a 24 inch box container size minimum at planting.

5. Palms and bamboo do not count as required trees.

6. Required trees shall be planted either on-site or in the abutting parkway. Trees planted in the parkway require approval from the Board of Public Works or its designee per *LAMC Sec. 63.169 (Permit Required to Plant Streets).*

7. Existing trees on-site count toward the minimum tree requirement based on species in compliance with *Sec. 4C6.4.C.3.a.(Tree Types)*, provided each tree is healthy and has a minimum 1 inch caliper.

## D. Measurements

1. For measuring floor area see *Sec. 14.1.7 (Floor Area)*.
2. For large tree measurements see *Sec. 4C.6.4.C.3 (Tree Types)*.
3. For small tree measurements see *Sec. 4C.6.4.C.3 (Tree Types)*.
4. For measurement of caliper see *Sec. 4C.6.4.D.9. (Caliper)*.
5. For measurement of container size see *Sec. 4C.6.4.D.8. (Container Size)*.

## E. Exceptions

If required trees cannot feasibly be planted on-site or in the abutting parkway:

1. The tree may be planted off-site on private property or along public streets (with the prior approval of the Board of Public Works or its designee) within one mile of the lot of the Project, or
2. Payment of an in-lieu fee may be requested in accordance with *LAMC Sec. 62.177 (Establishment of Tree Replacement and Planting In-Lieu Fee)*.

## F. Relief

1. An alternative to tree planting standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any tree requirement standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.6.3. STREETSCAPE

[RESERVED]

# SEC. 4C.6.4. PLANT DESIGN & INSTALLATION

## A. Intent

To provide the necessary elements to support a healthy urban ecological system.

## B. Applicability

All plants used to meet a requirement of this Zoning Code shall comply with plant design and installation standards unless otherwise specified.

## C. Standards

### 1. General

**a.** No invasive species may be planted in the city of Los Angeles. Any plant listed by the California Invasive Plant Inventory as an invasive or watch plant (including the ratings of "limited", "moderate", "high" or "watch") is considered an invasive species. (https://www.cal-ipc.org/plants/inventory/)

**b.** Plants shall not interfere with visibility at intersections and driveways per *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.

**c.** No plant identified by the Los Angeles Fire Department as a prohibited flammable plant species is allowed in a Very High Fire Severity Hazard Zone, as established in *LAMC Sec. 57.4908.1 (Very High Fire Severity Zone Established)*.

**d.** No artificial plants, trees, or other plants may be installed as required planting.

**e.** Projects with planting areas may be subject to *LAMC Sec. 99.04.304 (Outdoor Water Use)*.

**f.** Projects with planting areas may be subject to *LAMC Sec. 64.72 (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities)*.

### 2. Planting Areas

#### a. General

**i.** Planting areas shall not include structures, foundation walls, footings or flatwork.

**ii.** Planting areas shall include an automatic irrigation system in compliance with *LAMC Sec. 99.04.304 (Outdoor Water Use)*.

**iii.** Planting areas shall have no horizontal dimension less than 3 feet.

**iv.** Planting areas shall have a minimum plant coverage of 75 percent.

**v.** All plants required to meet the minimum plant coverage standard shall meet the applicable plant type design and installation standards *(Sec.4C.6.4.C.3.)*.

**vi.** Planting areas shall include 1 large species tree or 2 small species trees for each 500 square feet of total required on-site planting area.

### b. Rooftop Planting Areas

Plants provided on or over a built structure, including but not limited to, a roof, a bridge, a balcony or a parking structure, shall comply with the following standards:

**i.** Where rooftop planting area standards conflict with plant type planting hole standards *(Sec. 4C.6.4.C.3.)*, rooftop planting area standards supersede.

**ii.** Minimum soil depth or soil volume for required plants, is as follows:

| TREES | | |
|---|---|---|
| Height at Maturity | Soil Volume (min) | Soil Depth (min) |
| 15' to 19' | 220 $ft^3$ | 36" |
| 20' to 24' | 400 $ft^3$ | 36" |
| 25' to 29' | 620 $ft^3$ | 42" |
| 30' to 34' | 900 $ft^3$ | 42" |
| 35' to 39' | 1,200 $ft^3$ | 42" |
| 40' or more | 1,600 $ft^3$ | 48" |

| OTHER PLANTS | |
|---|---|
| Height at Maturity | Soil Depth (min) |
| <5.9" | 12" |
| 6" to 11" | 18" |
| 1' to 7' | 24" |
| 8' to 14' | 30" |
| 15' to 24' | 36" |
| 25' or more | 42" |

**iii.** All trees shall be setback from the edge of the roof a minimum of two-thirds the mature height of the tree measured perpendicularly from the edge of the roof.

**iv.** All rooftop gardens and landscapes, occupied or unoccupied, shall comply with *LAMC Sec. 57.317 (Rooftop Gardens and Landscaped Roofs)*.

## 3. Plant Type

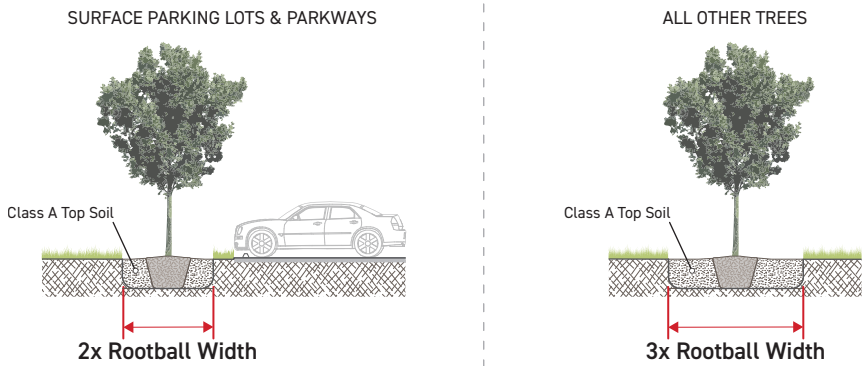
### a. Trees

#### i. Tree Types

**a)** Large species tree shall have a minimum 30 foot canopy spread at maturity.

**b)** Small species tree shall have a canopy spread at maturity of less than 30 feet and an no less than 15 feet.

#### ii. Planting Specifications



All trees and their planting hole, provided to meet a planting requirement shall meet the following standards:

**a)** Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

**b)** For trees located in surface parking lots and parkways, planting holes shall be a minimum width of 2 times the width of the rootball

**c)** For all other trees, planting holes shall be a minimum width of 3 times the width of the rootball.

**d)** Planting holes shall be no deeper than the height of the rootball.

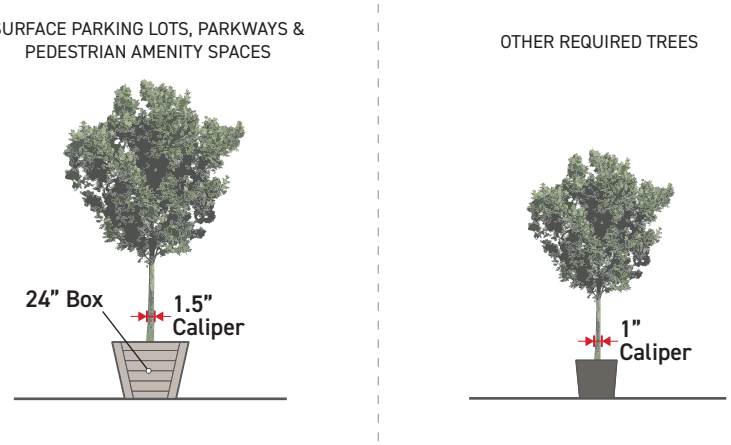
**e)** Planting hole shall be backfilled with class A top soil or native variety.

**f)** Backfill soil shall be compacted to no more than 70%.

**g)** Soil in beneath the rootball shall be compacted to at least 90%.

**h)** No other plants may be planted within 2 feet of a tree, measured from the center of the tree trunk.

**i)** All trees, planted in a surface parking lot, pedestrian amenity space, or parkway shall have a minimum 24 inch box container size and a minimum caliper of 1.5 inches or as specified by *ASNS (American Standard for Nursery Stock)*. All other required trees shall have 1 inch minimum caliper size.




## b. Screening Plants

### i. General

**a)** Required screening plants shall be perennial including, shrubs, vines, succulents, grasses and ferns.

**b)** Required screening plants shall have a minimum height at maturity of 3 feet.

### ii. Planting Specifications

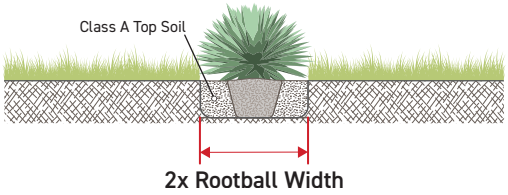
All screening plants and their planting holes provided to meet a screening requirement shall meet the following standards:

**a)** Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

**b)** Planting holes shall have a minimum width of 2 times the width of the rootball.

**c)** Planting holes shall be no deeper than the height of the rootball.

**d)** Planting holes shall be backfilled with Class A top soil or native variety.




**e)** Required screening plants shall have a minimum height of 18 inches at time of planting.

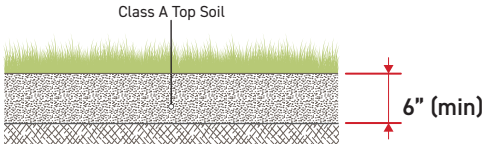
## c. Groundcover & Turf Plants

Turf plants such as sodded or seeded grass areas provided to meet a planting requirement shall meet the following standards:

**i.** Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

**ii.** Minimum top soil depth of 6 inches.

**iii.** Top soil shall be Class A top soil or native variety.




## d. Hedges

### i. General

**a)** Hedges include all shrubs planted closer than 1/2 of their *height at maturity* from another shrub or tree and all trees planted closer than 1/2 of their *canopy diameter at maturity* from another tree.

**b)** Trees planted at least 3 feet apart having no branches a minimum of six feet from surrounding grade are not considered a hedge and are not regulated by maximum hedge standards.

### ii. Planting Specifications

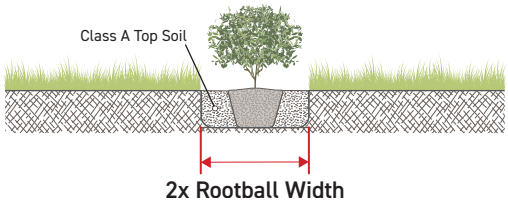
Shrubs and their planting holes provided as part of a hedge shall meet the following standards:

**a)** Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

**b)** Planting holes shall have a minimum width of 2 times the width of the rootball.

**c)** Planting holes shall be no deeper than the height of the rootball.

**d)** Planting holes shall be backfilled with Class A top soil or native variety.




## e. Living Walls

Living walls provided to meet a standard shall meet the following standards:

**i.** Permanently attached to the exterior of a building or structure.

**ii.** Automatic irrigation system permanently integrated into the assembly in compliance with *LAMC Sec 99.04.304 (Outdoor Water Use)*.

**iii.** Growing medium shall be permanently integrated into the assembly while retaining the ability to remove, replace and maintain the plants and growing medium.

**iv.** Minimum soil depth of 4 inches of Class A top soil or native variety

**v.** Minimum 75 percent plant coverage at maturity, measured vertically.

## f. All Other Plants

All plants, other than living walls, hedges, groundcover and turf plants, screening plants and trees provided to meet a planting requirement shall meet the following standards:

**i.** Located within in a planting area meeting *Sec. 4C.6.4.C.2 (Planting Areas)*.

**ii.** Planting holes shall have a minimum width of 2 times the width of the rootball.

**iii.** Planting holes shall be no deeper than the height of the rootball.

**iv.** Planting holes shall be backfilled with Class A top soil or native variety.

# 4. Native Plants

All plants required to be native plants shall meet the applicable plant type design and installations standards *(Sec. 4C.6.4.C.3.)* in addition to the following standards:

**a.** Shall be a tree, shrub or plant species specified by Water Use Classification of Landscape Species (WUCOLS) as native to the South Coastal region.

**b.** Soil amendments shall not be used.

#### 5. Maintenance

**a.** All required plants shall be maintained in good and healthy condition.

**b.** All required plants shall be allowed to reach and be maintained at no less than the spread at maturity specified in a landscape plan.

**c.** Landscape and screening areas shall be kept free of weeds and trash.

**d.** "Topping," defined as removal of more than 1/3 of the leaves and branches of a tree as measured from the lowest branch on the trunk of the tree to the top of the tree, is prohibited.

## D. Measurement

### 1. Planting Area Width

Planting area width is measured as the horizontal dimension from one edge of an area complying with *Sec. 4C.6.4.C.2 (Planting Areas)* to the opposite edge.

### 2. Plant Coverage

Plant coverage is measured as the cumulative area of a planting area covered by plants divided by the total planting area.

**a.** Trees count as plant coverage only for the portion of a planting area within 2 feet of a tree, measured as a circle, centered on the trunk of the tree, with a radius of 2 feet.

**b.** All other plants count as plant coverage for the anticipated spread of the plant at maturity.

### 3. Soil Depth

Soil depth is measured as the total vertical dimension of growing medium provided, measured from the lowest elevation to the highest elevation for all portions of a planting area.

### 4. Soil Volume

Soil volume is measured as the total volume of growing medium provided. Drainage layers and other elements located within a container or planter that are not growing medium are not included in the calculation of soil volume.

### 5. Rootball Depth

Depth of the rootball is measured from the root flare to the bottom of the root mass or bottom of the container.

### 6. Rootball Width

Width of the rootball is measured as the shortest horizontal dimension of the root mass or container from one end to the opposite end.

### 7. Canopy Diameter, Spread, Height at Maturity

Canopy diameter at maturity, spread at maturity and height at maturity shall be specified in Landscape Plants for California Gardens, or other locally calibrated and professionally recognized source.

### 8. Height at Planting

**a.** Height at planting is measured from the root flare.

**b.** For evergreens, height at planting is measured vertically to the midpoint of the leader between the uppermost whorl (branch) and the top of the leader.

**c.** For deciduous shrubs, height is measured vertically to the top of the shortest of all canes.

**d.** For all other plants, height is measured vertically to the highest point of the plant.

### 9. Container Size

**a.** Container Size is measured in accordance with the American Standard for Nursery Stock (ASNS).

**b.** When a minimum container size is indicated by a standard, all equivalent or greater container sizes are also requested in accordance with ASNS Container class volume ranges.

### 10. Caliper

**a.** For fruit trees, small fruits, understock and seedling trees and shrubs, caliper measurement shall be taken at the root collar or at the other points expressly described in the applicable sections of the American Standard for Nursery Stock.

**b.** Caliper for trees with multiple stems is measured as one-half the sum of the caliper of the three largest trunks.

**c.** For all other plants, caliper measurement shall be taken six inches above the root collar.

## E. Relief

**1.** An alternative to plant design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any plant design and installation *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any plant design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.7. FENCES & WALLS

## SEC. 4C.7.1. FRONTAGE YARD FENCES & WALLS

### A. Intent

To balance the needs for natural surveillance and visual interest along the public realm and security and privacy for private ground floor uses in a manner appropriate to context.

### B. Applicability

All fences, walls or hedges located in a frontage yard as specified by *Frontage District (Part 3B)*.

### C. Standards

#### 1. General

**a.** Where a required frontage screen (Sec. 4C.8.1.C.3) includes a wall or fence, the required fence or wall may only be located in the frontage yard if the wall or fence complies with the allowed frontage yard fence and wall standards specified by *Frontage District (Part 3B)*.

**b.** All fences and walls including their sub-grade elements, such as footings or foundation, shall be located on-site.

**c.** Allowed fence & wall types are hierarchical. Where a fence & wall type with a higher number designator is allowed in a Frontage District, all fence & wall types having a lower number designator are also allowed.

**d.** No fence & wall type with a greater number designator than the fence & wall allowed in Frontage may be located in the *frontage yard*.

**e.** All fences and wall provided shall provide necessary gates or openings to comply with the pedestrian access package standards specified by *Development Standards District (Part 4B)*.

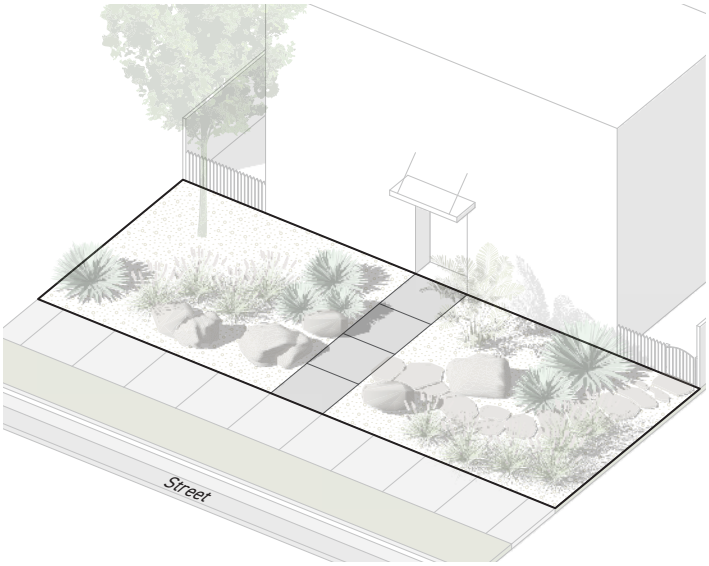
**f.** All fences and walls provided shall comply with *Sec. 4C.7.3. (Fence/Wall Design and Installation)*.

**g.** All hedges provided shall comply with *Sec. 4C.6.4 (Plant Design and Installation).*

## 2. Fence & Wall Types

### a. Type A1

Intended for frontage yards where building shall engage directly with the public realm to provide natural surveillance and visual interest along the public realm. Especially where ground floor uses are commercial or non-fenced frontage yards are the predominant character.

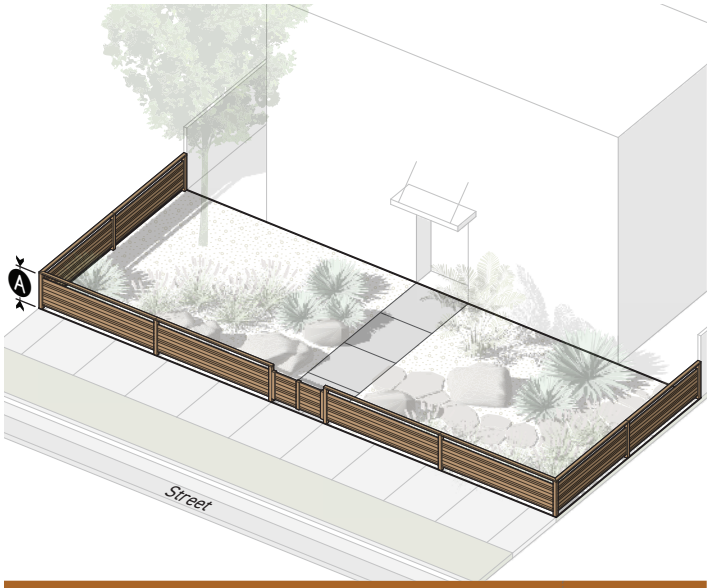



| DIMENSIONAL STANDARDS | |
|---|---|
| **Hedge Height** | Not allowed |
| **Fence/Wall Height*** | Not allowed |

* A fence or wall a maximum of 42" in height is allowed only where required by the California Department of Alcohol and Beverage Control.

### b. Type A2

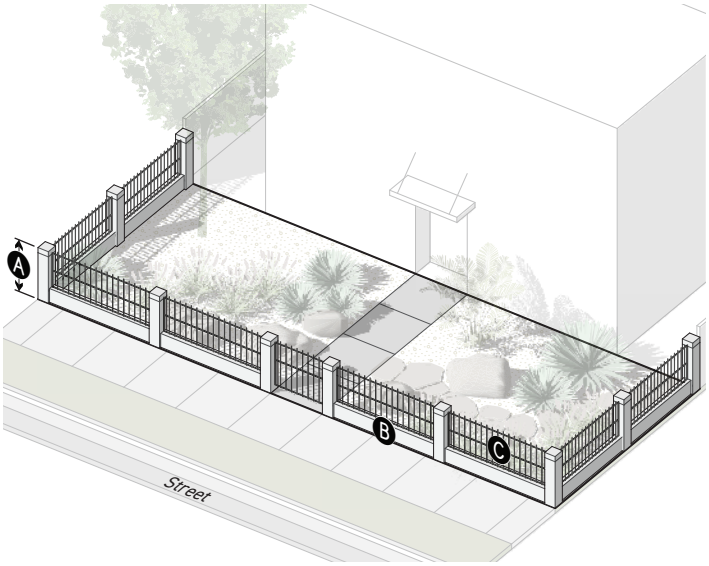
Intended for frontage yards where the need for natural surveillance, and visual interest along the public realm shall be balanced with the need for separation between private ground floor uses and the public realm.




| DIMENSIONAL STANDARDS | |
|---|---|
| Ⓐ **Hedge Height** (max) | 3.5' |
| **Fence/Wall Height** (max) | 3.5' |

## c. Type A3

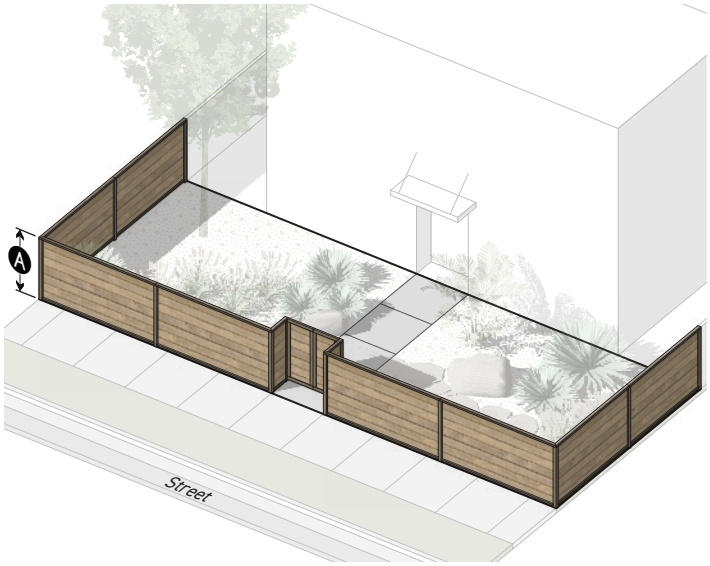
Intended for frontage yards where the need for natural surveillance and visual interest along the public realm shall be balanced with the need for security between private ground floor uses and the public realm.




| DIMENSIONAL STANDARDS | |
|---|---|
| **Hedge Height** (max) | 3.5' |
| A **Fence/Wall** | |
| Height (max) | 6' |
| Opacity below 3.5' in height (max) | 100% |
| Opacity 3.5' and above in height (max) | 50% |

## d. Type A4

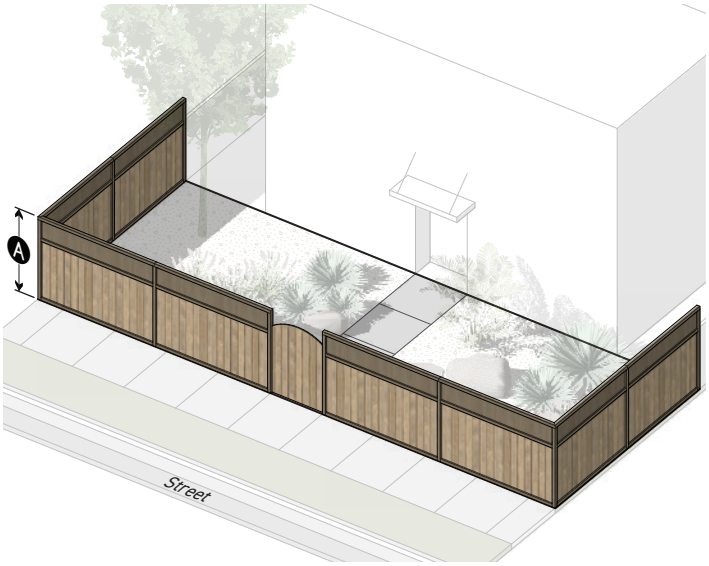
Intended for frontage yards in areas with high pedestrian and vehicular traffic, where natural surveillance and visual interest along the public realm is less critical than the need to mitigate impacts from the public realm on private ground floor uses.




| DIMENSIONAL STANDARDS | |
|---|---|
| A **Hedge Height** (max) | 6' |
| **Fence/Wall Height** (max) | 6' |

## e. Type A5

Intended for frontage yards in areas with high pedestrian and vehicular traffic, where natural surveillance and visual interest along the public realm is less critical than the need to mitigate intrusions from the public realm on private ground floor uses.




| DIMENSIONAL STANDARDS | |
|---|---|
| A **Hedge Height** (max) | 8' |
| **Fence/Wall Height** (max) | 8' |

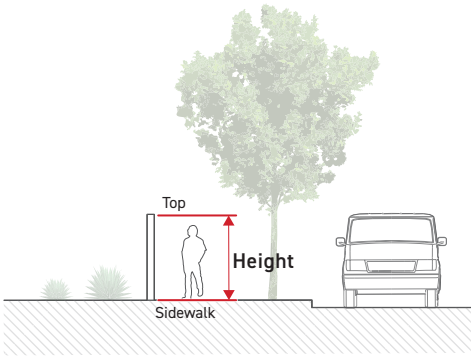
## D. Measurement

### 1. Frontage yard

For frontage yard designation see *Sec. 14.1.20 (Yard Designation)*.

### 2. Fence & Wall Height

**a.** Wall, fence and hedge height is measured from the adjacent sidewalk to the topmost point of the wall or fence.




**b.** Where no sidewalk exists within 20 feet of the wall, fence or hedge, height is measured from finished grade at the base of the wall or fence to the topmost point of the wall or fence.

### 3. Hedge Height

Hedge height is measured according to *Sec. 4C.6.4.D.7 (Height at Planting)*.

### 4. Opacity

For measurement of opacity, see *Sec. 14.1.14 (Opacity %)*.

## E. Relief

**1.** An alternative to frontage yard fences and walls standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** Up to a type A5 fence & wall type may be allowed in any Frontage district in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any frontage yard fences and walls standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.7.2. SIDE/REAR YARD FENCES & WALLS

### A. Intent

To provide security and privacy for private ground floor uses facing side and rear yards in a manner appropriate to context.

### B. Applicability

All walls and fences located in a rear or side yard. See *Sec. 14.1.22 (Yard Designation)*.

### C. Standards

1. Where a required *transition screen (Sec. 4C.8.2.C.3)* includes a wall or fence, the required screen standards supersede side/rear yard fences and walls standards.

2. Side and rear yard fences, walls and hedges shall be no taller than specified in the following table:

**SIDE/REAR YARD FENCE & WALL HEIGHT**

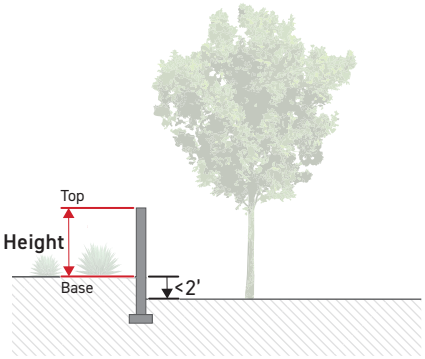
| Use Districts | Height (Max) |
|---|---|
| **Open Space** | 6' |
| **Residential** | 6' |
| **Commercial Mixed** | 6' |
| **Commercial** | 6' |
| **Industrial Mixed** | 6' |
| **Industrial** | 10' |
| **Public** | 6' |

3. All fences and walls provided shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation).*

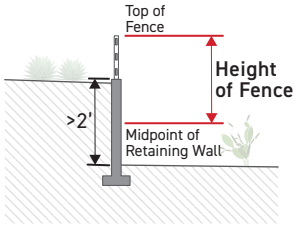
4. All hedges provided shall comply with *Sec. 4C.6.4 (Plant Design and Installation).*

### D. Measurement

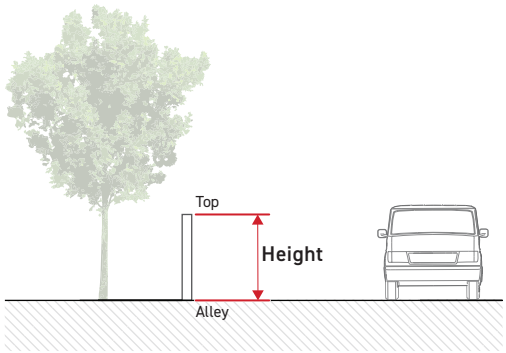
1. Where the difference in finished grade on either side of a fence or wall is less than 2 feet, height is measured from finished grade at the base of the wall or fence on the side with the highest finished grade.



2. When a wall or fence is located within 3 feet of the exterior face of a retaining wall and the retaining wall is 2 feet in height or greater, height is measured from the top of the wall or fence to the midpoint of the retaining wall.




3. Fences and walls located in a rear or side yard abutting an alley are measured from the surface of the adjacent alley, vertically to the topmost point of the wall or fence.




## E. Relief

1. An alternative to side/rear yard fences and walls standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any side/rear yard fences and walls *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. A deviation from any side/rear yard fences and walls standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.7.3. FENCE/WALL DESIGN & INSTALLATION

## A. Intent

To allow for needed security and privacy while preventing looming, and ensuring adequate access to light and air for abutting properties.

## B. Applicability

All fences, walls and hedges provided on a lot shall comply with fence/wall design and installation standards unless otherwise specified.

## C. Standards

### 1. General

**a.** Walls and fences shall be constructed of a durable, low maintenance material that has a long life expectancy.

**b.** No wall or fence may be constructed of tires, junk, leaves or other discarded materials.

**c.** Fences and walls shall not interfere with visibility at intersections and driveways see *LAMC Sec. 62.200 (Street Intersections - Obstructions to Visibility)*.

### 2. Maintenance

Walls and fences shall be maintained in good repair and shall be kept vertical, structurally sound and protected from deterioration.

## D. Measurement

[Reserved]

## E. Relief

**1.** An alternative to fence/wall design and installation standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any fence/wall design and installation *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any fence/wall design and installation standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.8. SCREENING

## SEC. 4C.8.1. FRONTAGE SCREENS

A device or combination of elements along a frontage lot line that conceals, obstructs or protects the public realm from adjacent uses.

### A. Intent

To mitigate negative impacts of uses with significant impacts from the public realm, promoting visual interest and increasing comfort for users of the public realm.

### B. Applicability

Frontage screen standards are applicable when required by *Part 5B (Use Districts)*, *Part 5C (General Use Standards)*, *Sec. 4C.2.2. (*Motor vehicle use area *Design)*, *Sec. 4C.2.3. (Queuing)*, *Sec. 4C.2.4. (Loading)*, *Sec. 4C.4.3. (Parking Lot Design)* or *Sec. 4C.4.4. (Parking Structure Design)*.

### C. Standards

#### 1. General

**a.** Required frontage screens shall be located along the frontage lot line for the length of the use subject to screening requirements.

**b.** Required frontage screens including their sub-grade elements, such as footings or foundation, shall be located entirely on-site.

**c.** Breaks for pedestrian, bicycle and vehicular access are allowed, provided the break in the screen is the minimum practical width.

**d.** When more than one frontage screen type is required, the screen with the highest minimum wall shall apply.

**e.** For portions of frontage lot lines where a building is located between the public realm and an the use requiring the frontage screen, no fence or wall is required as part of a frontage screen.

**f.** Where a required frontage screen includes a wall or fence, the fence or wall may only be located in the frontage yard if the wall or fence complies with the allowed frontage yard fence and wall standards specified by *Frontage District (Part 3B)*.

**g.** Where a required frontage screen includes a wall or fence, the required screen standards supersede *side/rear yard fences and walls standards (Sec. 4C.7.2.)*.

**h.** All fences and walls provided in a frontage screen shall comply with *Sec. 4C.7.3 (Fence/Wall Design and Installation)*

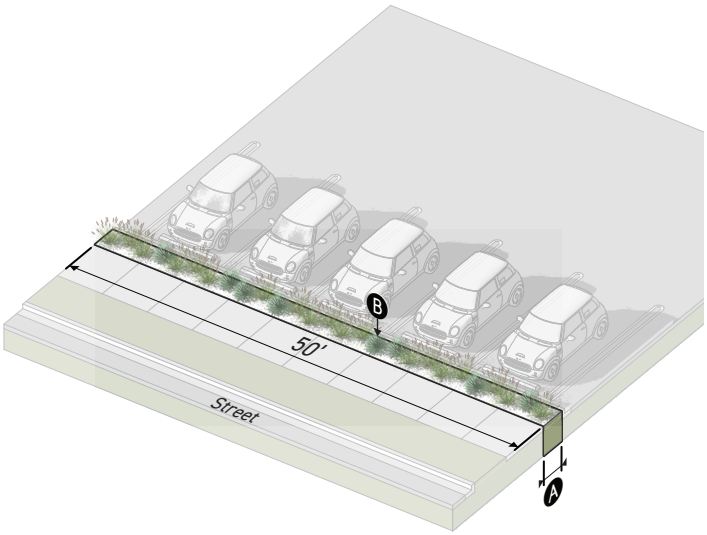
**i.** All plants provided in a frontage screen shall comply with *Sec. 4C.6.4 (Plant Design and Installation).*

**j.** *Maximum wall and fence height is regulated by Sec. 4C.7.2. and Sec. 4C.7.2.*

## 2. Frontage Screen Types

### a. Type B1

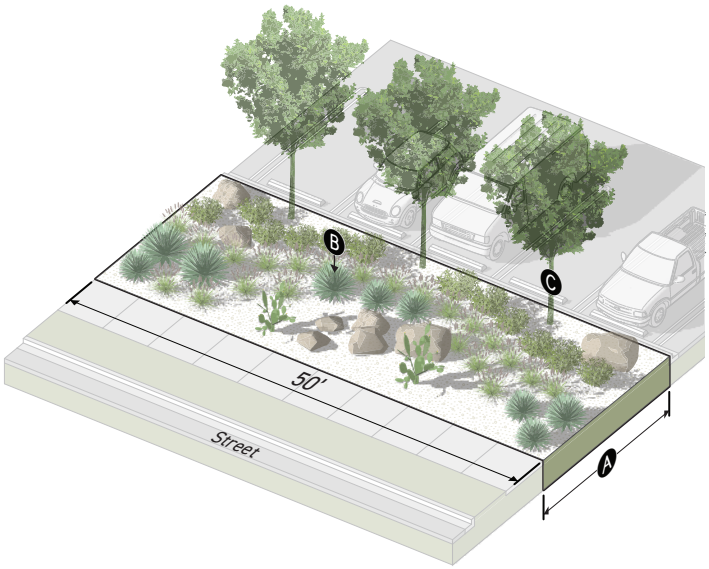
Intended for screening motor vehicle use areas that face a frontage lot line, including vehicle display areas.




| PLANTING AREA | |
|---|---|
| A **Width (min)** | 2.5' |
| B **Screening Plants** (min per 50') | 30 |
| **FENCES & WALLS** | |
| Height | n/a |
| Opacity | n/a |

### b. Type B2

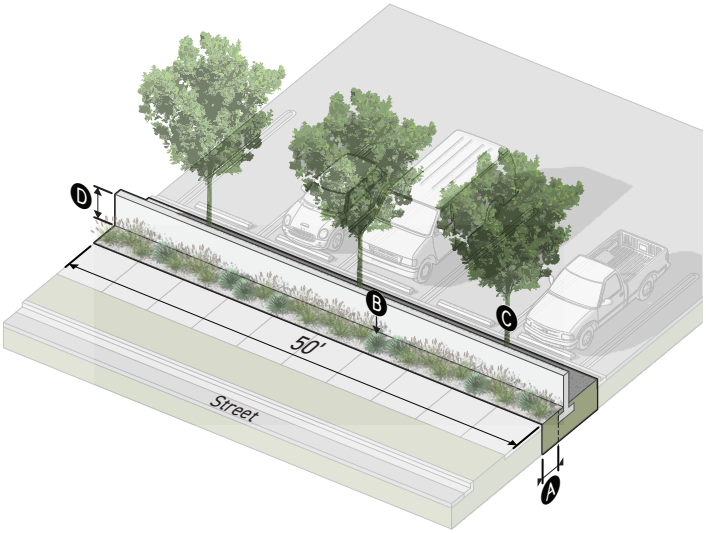
Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.




| PLANTING AREA | |
|---|---|
| A **Width (min)** | 15' |
| B **Screening Plants** (min per 50') | 45 |
| C **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| Height | n/a |
| Opacity | n/a |

## c. Type B3

Intended for screening motor vehicle areas including drive-through lanes, drive aisles, maneuvering areas and fire lanes that face a frontage lot line.

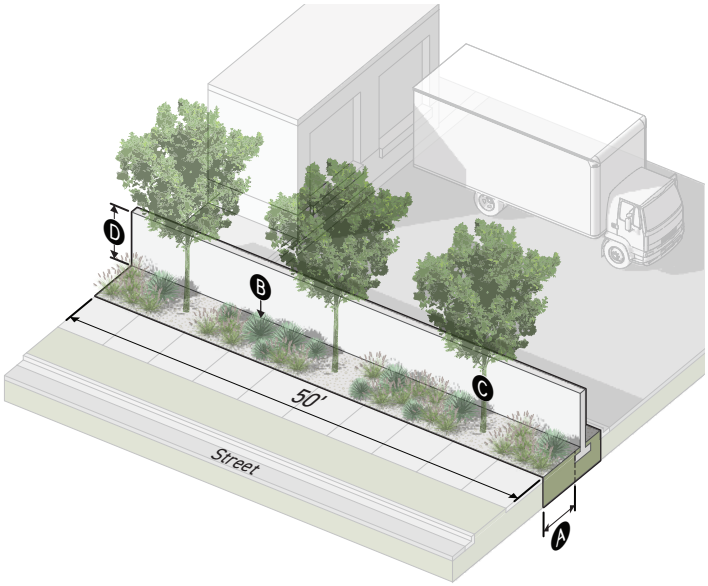



| PLANTING AREA | |
|---|---|
| A **Width** (min)* | 2.5' |
| B **Screening Plants** (min per 50') | 30 |
| C **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| D **Height** (min) | 3.5' |
| Opacity | |
| Below 3.5' (min) | 90% |
| 3.5' and above (max) | 50% |

* **Planting areas standards** *(Sec. 4C.6.4.C.2)* **shall be met for each required plant.**

## d. Type B4

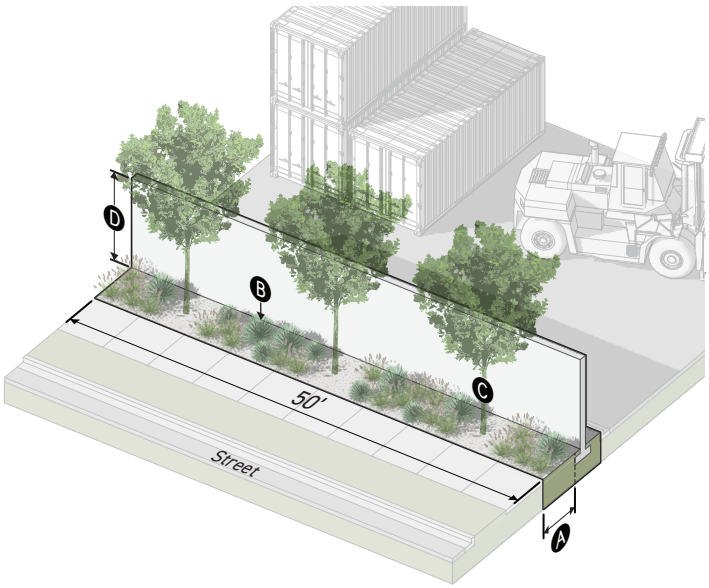
Intended for screening outdoor areas associated with moderate-impact uses that face a frontage lot line.




| PLANTING AREA | |
|---|---|
| A **Width** (min)* | 5' |
| B **Screening Plants** (min per 50') | 30 |
| C **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| D **Height** (min) | 6' |
| Opacity | |
| Below 6' (max) | 100% |
| 6' and above (max) | 50% |

## e. Type B5

Intended for screening outdoor areas associated with high-impact uses that face a frontage lot line.




| | |
|---|---|
| **PLANTING AREA** | |
| Ⓐ **Width** (min) | 5' |
| Ⓑ **Screening Plants** (min per 50') | 30 |
| Ⓒ **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| Ⓓ **Height** (min) | 10' |
| **Opacity** | |
| Below 10' (min) | 100% |
| 10' and above (max) | 100% |

## D. Measurement

### 1. Planting Area Width

For measuring planting area width see *Sec. 4C.6.4.D.1 (Planting Area Width)*.

### 2. Screening Plants

For screening plant standards see *Sec. 4C.6.4.C.4 (Screening Plants)*.

### 3. Large Species Trees

For large tree standards see *Sec. 4C.6.4.C.3.a.i (Tree Type- Large Tree)*.

### 4. Fences & Wall Height

For measuring fence and wall height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

### 5. Fences & Wall Opacity

For measuring opacity see *Sec. 14.1.14. (Opacity %)*.

## E. Relief

**1.** An alternative to frontage screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any frontage screen *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any frontage screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.8.2. TRANSITION SCREENS

A device or combination of elements along a common lot line that conceals, obstructs or protects abutting lots from impactful uses.

### A. Intent

To mitigate negative impacts from subject uses to adjacent uses, promoting visual interest and increasing comfort for users of the subject lot, the public realm and adjacent lots.

### B. Applicability

Transition screen standards are applicable when required by *Part 5B (Use Districts)*, *Part 5C (General Use Standards)*, *Sec. 4C.2.2. (*Motor vehicle use area *Design)*, *Sec. 4C.2.3. (Queuing)*, *Sec. 4C.2.4. (Loading)*, *Sec. 4C.4.3. (Parking Lot Design)* or *Sec. 4C.4.4. (Parking Structure Design)*.

### C. Standards

#### 1. General

**a.** Required transition screens shall be located along the common lot line for the length of the use subject to screening requirements.

**b.** Required transition screens including their sub-grade elements, such as footings or foundation, shall be located entirely on-site.

**c.** Breaks for pedestrian, bicycle and vehicular access are allowed, provided the break in the screen is the minimum practical width.

**d.** When more than one transition screen type is required, the screen with the highest minimum wall shall apply.

**e.** For portions of common lot lines where a building is located between the common lot line and an impact use, no fence or wall is required as part of a frontage screen.

**f.** Where a required transition screen includes a wall or fence, the fence or wall may only be located in the frontage yard if the wall or fence complies with the allowed frontage yard fence and wall standards specified by *Frontage District (Part 3B)*.

**g.** Where a required transition screen includes a wall or fence, the required screen standards supersede *side/rear yard fences and walls standards (Sec. 4C.7.2.)*.

**h.** All fences and walls provided in a transition screen shall comply with *Sec. 4C.7.3 (Fence/ Wall Design and Installation)*

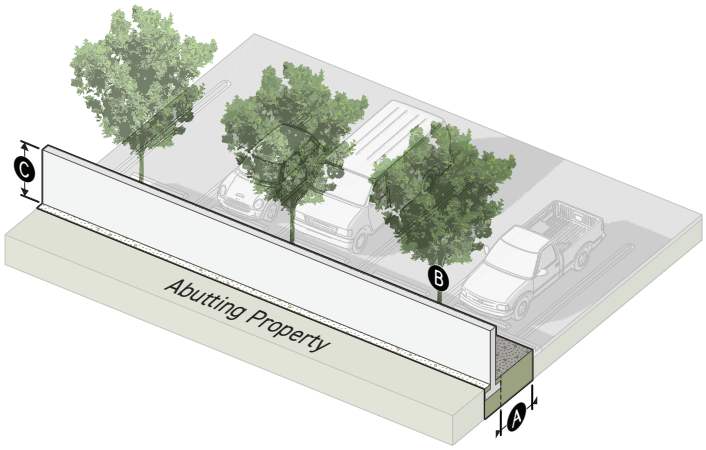
**i.** All plants provided in a transition screen shall comply with *Sec. 4C.6.4 (Plant Design and Installation).*

**j.** Maximum wall and fence height is regulated by *Sec. 4C.7.2. and Sec. 4C.7.2.*

## 2. Transition Screen Types

### a. Type C1

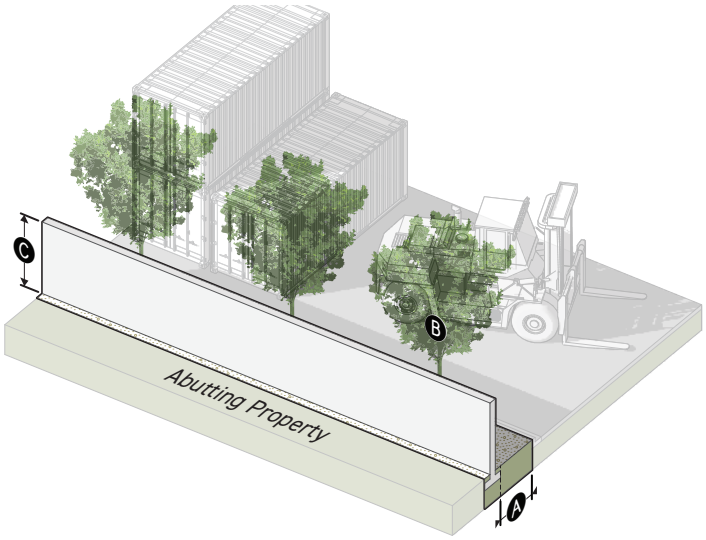
Intended for screening moderate-impact uses from abutting lower-intensity uses.




| PLANTING AREA | |
|---|---|
| A **Width (min)** | 5' |
| **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| B Height (min) | 6' |
| **Opacity** | |
| Below 6' (min) | 100% |
| 6' and above (max) | 50% |

### b. Type C2

Intended for screening high-impact uses from lower-intensity abutting uses.




| PLANTING AREA | |
|---|---|
| A **Width (min)** | 5' |
| **Large Species Trees** (min per 50') | 3 |
| **FENCES & WALLS** | |
| D Height (min) | 10' |
| **Opacity** | |
| Below 10' (min) | 100% |
| 10' and above (max) | 100% |

## D. Measurement

### 1. Planting Area Width

For measuring planting area width see *Sec. 4C.6.4.D.1 (Planting Area Width)*.

### 2. Large Species Trees

For large tree standards see *Sec. 4C.6.4.C.3.a.i (Tree Type- Large Species Tree)*.

### 3. Fences & Wall Height

For measuring fence and wall height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

### 4. Fences & Wall Opacity

For measuring opacity see *Sec. 14.1.14 (Opacity %)*.

## E. Relief

**1.** An alternative to transition screen standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any transition screen *dimensional standard* of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** A deviation from any transition screen standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.8.3. OUTDOOR STORAGE

Material and equipment, new or used, held outside of a building for future use. Outdoor storage includes the storage of vehicles, boats, or airplanes which are inoperable, wrecked, damaged or unlicensed, i.e. not currently licensed by the Department of Motor Vehicles.

## A. Intent

To ensure outdoor storage areas are designed in a manner that conceals, obstructs or protects abutting lots from impactful activities associated with outdoor storage.

## B. Applicability

Outdoor storage screening standards are applicable where required by a *Use District (Part 5B)* or *General Use Standard (Part 5C)*.

## C. Standards

### 1. Location

Outdoor storage and its screening enclosure shall not be located in any of the following locations:

**a.** In a frontage yard.

**b.** Closer to any frontage lot line than the frontage lot line setback listed in outdoor storage screen types.

### 2. Screening Enclosure

**a.** Outdoor storage areas shall be screened with the *outdoor storage screening type (Sec. 4C.8.3)* specified by *Use District (Part 5B)* or *General Use Standard (Part 5C)*.

**b.** Necessary gates provided in the screening structure shall meet the applicable *outdoor storage screening type (Sec. 4C.8.3)* requirements in addition to the following standards:

**i.** Shall have a height of no less than the minimum required fence or wall height.

**ii.** Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.

**iii.** In no case shall gates exceed the height of the screening structure by more than 1 foot.

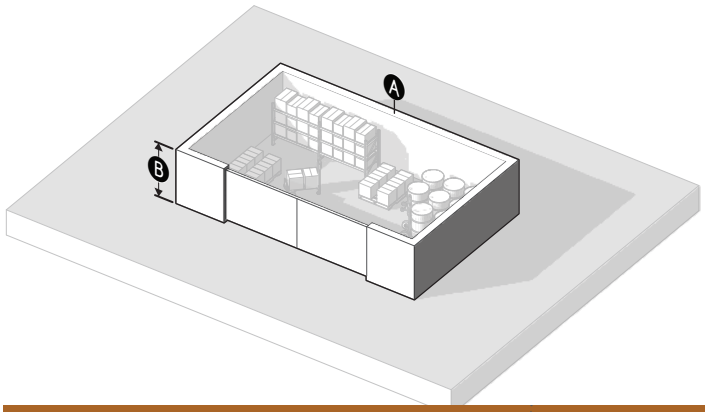
**c.** No material or equipment shall be stored to a height greater than the height of the enclosing wall or fence.

**d.** All provided fences and walls shall comply with *Sec 4C.7.3 (Fence/Wall Design and Installation)*.

### 3. Outdoor Storage Screening Types

## a. Screen A

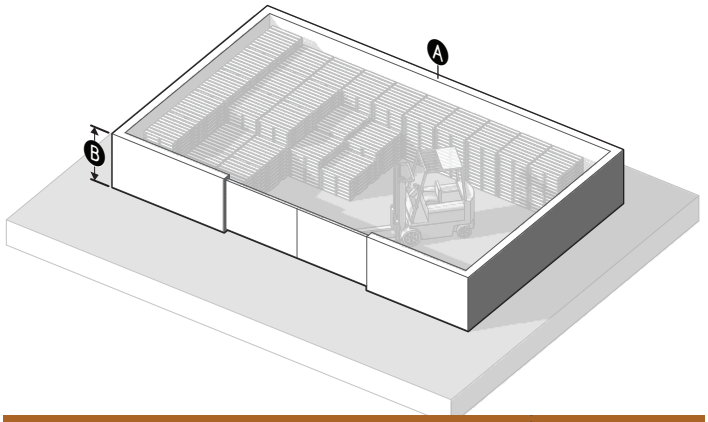
Applicable as required by *Article 5 (Use)*.




| | |
|---|---|
| **SITING** | |
| **Frontage lot line setback** (min) | 60' |
| **Area** (max) | 3000 SF |
| **FENCES & WALLS** | |
| **Enclosure** (min) | 100% |
| **Height (min)** | 6' |
| **Opacity (min)** | 90% |

## b. Screen B

Applicable as required by *Article 5 (Use)*.




| | |
|---|---|
| **SITING** | |
| **Frontage lot line setback** (min) | n/a |
| **Area** (max) | n/a |
| **FENCES & WALLS** | |
| **Enclosure** (min) | 100% |
| **Height (min)** | 6' |
| **Opacity (min)** | 90% |

## D. Measurement

### 1. General

**a.** For frontage yard designation see *Sec. 14.1.20.G. (Frontage yard)*.

**b.** Frontage lot line setbacks are measured perpendicular from all frontage lot lines toward the interior of the lot

**c.** For lot line designation see *Sec. 14.1.20.G. (Frontage yard)*.

**d.** For measurement of area, the area of an outdoor storage space is measured as all portions of a lot enclosed by a screening structure. The area does not include the screening structure.

**e.** For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

**f.** For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

**g.** For measurement of opacity see *Sec. 14.1.14 (Opacity %)*.

## E. Relief

**1.** An alternative to outdoor storage screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

**2.** A deviation from any outdoor storage screen type dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**3.** Deviation from any outdoor storage standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.8.4. WASTE RECEPTACLES

## A. Intent

To ensure waste receptacle service areas are designed in a manner that does not detract from the safety, comfort, or enjoyment of users of the lot, neighboring lots or the public realm.

## B. Applicability

All waste receptacles provided on a lot with the exception of lots zoned with a 1L, 2L, 3L, or 4L Density District.

## C. Standards

### 1. Location

**a.** Waste receptacles and their screening enclosures shall not be located in a frontage yard.

**b.** Waste receptacles may be located within a building or structure provided they are 100% enclosed.

### 2. Screening Enclosure

The outdoor waste receptacle shall be screened with an enclosure that meets the following requirements:

**a.** 100% enclosed for a minimum height of 6 feet.

**b.** Minimum of 90% opaque.

**c.** Access gates provided in the screening enclosure shall meet the following standards:

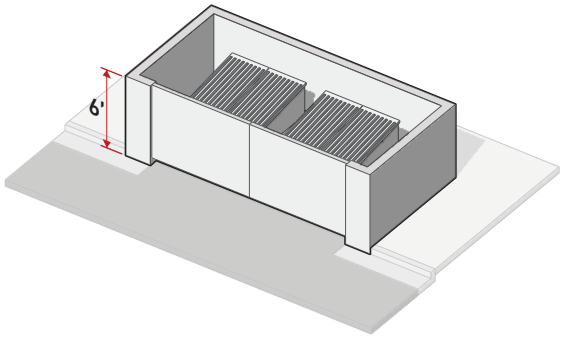
**i.** Shall have a height of no less than 6 feet.

**ii.** Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.

**iii.** In no case shall gates exceed the height of the screening structure by more than 1 foot.

**iv.** No less than 90% opaque.

**d.** Meet *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.




## D. Measurement

**1.** For frontage yard designation see *Sec. 14.1.20.G. (Frontage yard)*.

**2.** For measurement of height see *Sec. 4C.7.1.D.1 (Fence and Wall Height)*.

**3.** For measurement of enclosure see *Sec. 14.1.4. (Enclosure)*.

**4.** For measurement of opacity see *Sec. 14.1.14 (Opacity %)*.

## E. Relief

**1.** An alternative to waste receptacle screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.

2. A deviation from any waste receptacle screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

3. Deviation from any outdoor storage standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.8.5. ROOF-MOUNTED EQUIPMENT

### A. Intent

To ensure roof mounted equipment is designed to minimize effects on surrounding properties and the *public realm* and to ensure roof-mounted equipment is obscured from view on the city skyline.

### B. Applicability

All *mechanical* or *utility equipment* located on a roof shall meet the following screening standards.

### C. Standards

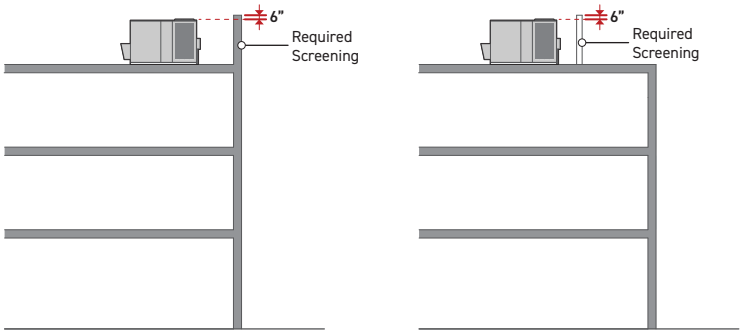
1. Roof-mounted mechanical or utility equipment (including but not limited to, compressors, condensers, conduits, pipes, vents, and ducts) shall be screened on all sides by a parapet or *screening enclosure* that:

   a. Is no less than 75% opaque;

   b. Has a minimum height 6 inches greater in height than the topmost point of the equipment; and

   c. Encloses the equipment 100% up to the minimum height of the structure.

2. The screening structure shall meet *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.




### D. Measurement

1. For measurement of opacity see *Sec. 14.1.14 (Opacity %)*.

2. For measurement of Enclosure see *Sec. 14.1.4 (Enclosure)*.

3. Height from topmost point of the equipment is measured to the top of the screen at its lowest height.

### E. Exceptions

The following are exempt:

1. *Sustainable energy systems*;
2. *Los Angeles Fire Department equipment*;
3. *Helipads*; and
4. *Window cleaning systems*.

### F. Relief

1. An alternative to roof-mounted equipment screening standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any roof-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.
3. Deviation from any roof-mounted equipment screening standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.8.6. GROUND-MOUNTED EQUIPMENT

### A. Intent

To ensure ground-mounted equipment is concealed to minimize effects on the public realm.

### B. Applicability

All outdoor mechanical or utility equipment supported by an approximately horizontal surface located between finished grade and the top of the ground story shall meet the following screening standards.

### C. Standards

#### 1. Location

a. Equipment located entirely below finished grade may be located anywhere on a lot.

b. Electrical transformers, utility boxes and other utility equipment, located in a frontage yard shall be installed below grade to the satisfaction of the Los Angeles Department of Water and Power.

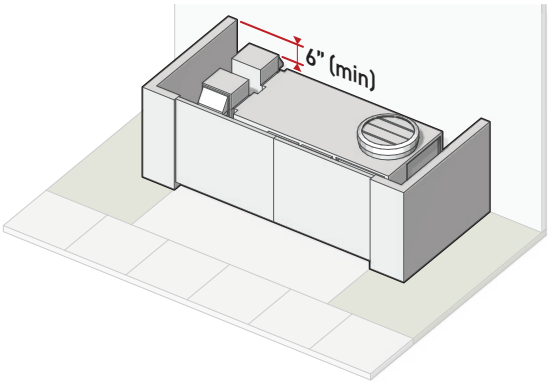
c. Ground mounted equipment may be located within a building or structure provided no portion faces a frontage yard.

**d.** Ground mounted equipment and their screening enclosures shall not be located in a frontage yard unless it is fully screened with a screening enclosure meeting the standards below and that screening enclosure complies with the frontage yard fences and walls type standards allowed by *Frontage District (Part 3B)*.

### 2. Screening Enclosure

The ground-mounted equipment located in a frontage yard shall be screened with an enclosure that meets the following requirements:

**a.** 100% enclosed for a height no less that 6 inches taller than the topmost point of the equipment.




**b.** Minimum of 90% opaque.

**c.** Access gates provided in the screening enclosure shall meet the following standards:

**i.** Shall have a height no less that 6 inches taller than the topmost point of the equipment.

**ii.** Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.

**iii.** In no case shall gates exceed the height of the screening structure by more than 1 foot.

**iv.** No less than 90% opaque.

**d.** Meet *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

## D. Measurement

**1.** For measurement of opacity see Sec. 14.1.14 (Opacity %).

**2.** For measurement of Enclosure see Sec. 14.1.4 (Enclosure).

**3.** Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest height.

### E. Exceptions

Where Los Angeles Department of Water and Power deems below grade vaults for electrical transformers, utility boxes and other utility equipment infeasible, this equipment may be located at grade and in a frontage yard provided the equipment is screened in conformance with *Sec 4C.8.6. (Ground-Mounted Equipment- Screening Enclosure)* and the frontage yard fences and walls allowed standards in *Frontage District (Part 3B)*.

### F. Relief

1. An alternative to ground mounted equipment screening standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).
2. A deviation from any ground-mounted equipment screening dimensional standard of up to 15% may be requested in accordance with Sec. 13B.5.2 (Adjustment).
3. Deviation from any ground-mounted equipment screening standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

## SEC. 4C.8.7. WALL-MOUNTED EQUIPMENT

### A. Intent

To ensure wall-mounted equipment is concealed to minimize effects on the public realm.

### B. Applicability

All outdoor mechanical or utility equipment attached to the wall of a building or structure shall meet the following screening standards.

### C. Standards

#### 1. Location

**a.** Equipment located entirely below finished grade may be located anywhere on a lot.

**b.** Wall-mounted equipment may be located within a building or structure provided no portion faces a frontage yard.

**c.** Wall-mounted electrical meters, gas meters, cable boxes and other utility equipment shall not be attached to a building facade facing a frontage yard, and shall not be located in a frontage yard unless it is fully screened with a screening enclosure meeting the standards below and that screening enclosure complies with the frontage yard fences and walls type standards allowed by *Frontage District (Part 3B)*.

#### 2. Screening Enclosure

Wall-mounted equipment located on a building or structure facade abutting a frontage yard shall be screened with an enclosure that meets the following requirements:

**a.** Minimum 75% enclosed for a height of at least 6 inches taller than the topmost point of the equipment.

**b.** Minimum of 75% opaque.

**c.** Access gates provided in the screening enclosure shall meet the following standards:

**i.** Shall have a height no less that 6 inches taller than the topmost point of the equipment.

**ii.** Where a screening structure is taller than the minimum height, gates may differ no more than 1 foot from the height of the wall or fence provided.

**iii.** In no case shall gates exceed the height of the screening structure by more than 1 foot.

**iv.** No less than 90% opaque.

**d.** Meet *Sec. 4C.7.3 (Fence/Wall Design & Installation)*.

## D. Measurement

**1.** For measurement of opacity see Sec. 14.1.14 (Opacity %).

**2.** For measurement of Enclosure see Sec. 14.1.4 (Enclosure).

**3.** Height from topmost point of the equipment is measured to the top of the screen and gate at their lowest height.

## E. Exceptions

[Reserved]

## F. Relief

**1.** An alternative to wall-mounted equipment screening standards may be requested in accordance with Sec. 13B.5.1 (Alternative Compliance).

**2.** A deviation from any wall-mounted equipment screening dimensional standard of up to 10% may be requested in accordance with Sec. 13B.5.2 (Adjustment).

**3.** Deviation from any wall-mounted equipment screening standard may be allowed as a variance in accordance with Sec. 13B.5.3 (Variance).

# DIV. 4C.9. GRADING & RETAINING WALLS

## SEC. 4C.9.1. GRADING & HAULING

[Reserved]

# SEC. 4C.9.2. RETAINING WALLS

A freestanding continuous structure, as viewed from the top, intended to support earth, which is not attached to a building.

## A. Intent

To prevent retaining walls which loom over neighboring properties and public right-of-ways in our *hillside areas* and improve the aesthetic quality of large retaining walls.

## B. Applicability

This Section applies to retaining walls that meet all of the following criteria:

**1.** Located in an Agricultural or Residential Use District;

**2.** Located on land designated as a *hillside area*; and

**3.** Located on a lot developed or to be developed with dwelling units.

## C. Standards

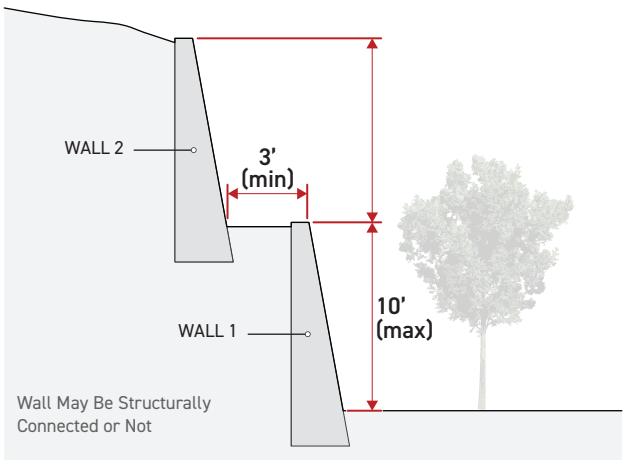
### 1. General

A maximum of one free standing vertical or approximately vertical retaining wall may be built on any lot with a maximum height of 12 feet. However, as shown in the diagram below, a maximum of two vertical or approximately vertical walls or portions of a wall can be built if they comply with the following:

**a.** The minimum horizontal distance between the two walls is three feet,

**b.** Neither of the two walls exceed a height of 10 feet, and

**c.** In no case shall the height of a wall located in a yard exceed the maximum height specified by the *frontage yard fence and wall type (Sec. 4C.7.1.C.2.)* allowed by *Frontage District (Part 3B)*.



### 2. Landscaping

For retaining walls of eight feet or greater in height, the applicant shall submit a landscape plan designed to completely hide the retaining wall from view within a reasonable amount of time. The landscape plan shall be subject to the approval of the Director of Planning in accordance with Sections 12.40 through 12.43 of this Code and any plant standards in *Div 4C.6 (Plants)* and fences and wall standards in *Div. 4C.7. (Fences and Walls)*.

## D. Measurement

The height of retaining walls is measured from the top of the wall to the lower side of the adjacent ground elevation.

## E. Exceptions

### 1. Exception for Public Agency Projects

This Section does not apply to projects undertaken by a public agency.

### 2. Exception for Retaining Walls Required by Building and Safety

The provisions of this subdivision do not apply to any retaining wall built to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition.

## F. Relief

The Zoning Administrator may approve retaining walls that exceed the heights or the maximum number allowed in Subsection C. above pursuant to Sec. 13B.2.1. (Class 1 Conditional Use Permit).

# DIV. 4C.10. OUTDOOR LIGHTING & GLARE

## SEC. 4C.10.1. OUTDOOR LIGHTING

### A. Intent

Minimize light trespass and provide lighting standards to support a variety of environments.

### B. Applicability

Any new outdoor lighting shall meet the requirements of this Section.

### C. Standards

#### 1. Light Trespass

All outdoor lighting shall be directed toward the lot upon which the luminaire is located in order to prevent light trespass onto adjacent properties.

#### 2. Lighting Quantity

**a.** Projects must comply with the applicable outdoor lighting requirements from Chapter 9, Article 3 of this Code (Electrical Code), and non-residential lighting and glare requirements from Chapter 9, Article 9 of this Code (Green Building Code).

**b.** All parking areas and garages provided for three or more dwelling units or guest rooms shall have an average surface illumination of not less than 0.2 footcandles (2.15 lx).

**c.** River Form Districts or Frontages. Any property zoned with a River Form District or River Frontage must meet the additional standards below:

**i.** All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles (2.15 lux) at the site boundary and no greater than 0.01 horizontal foot candles (0.11 lux) 15 feet beyond the site.

**ii.** All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Sec. 4C.10.1.C.2.a, above.

### D. Measurement

[Reserved]

### E. Exceptions

[Reserved]

### F. Relief

A deviation from any lighting standard may be requested as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.10.2. GLARE

### A. Intent

To prevent the use of materials that generate high levels of glare and reflected heat resulting in detrimental effects on surrounding properties and the public realm.

### B. Applicability

1. All glass installed on a building facade shall comply with glare standards.
2. Properties zoned with a House-Scale or Estate-Scale Form District do not need to comply with glare standards.

### C. Standards

Buildings may not use materials with an exterior reflectance rating of 30 percent or greater.

### D. Measurement

[Reserved]

### E. Exceptions

[Reserved]

### F. Relief

1. An alternative to any glare standards may be requested in accordance with *Sec. 13B.5.1 (Alternative Compliance)*.
2. A deviation from any glare standard may be requested as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.11. SIGNS

## SEC. 4C.11.1. RULES FOR ALL SIGNS

### A. Intent

The intent of this Division is to promote public safety and welfare by regulating signs in keeping with the following objectives:

1. The design, construction, installation, repair and maintenance of signs will not interfere with traffic safety or otherwise endanger public safety.
2. This Division will provide reasonable protection to the visual environment by controlling the size, height, spacing and location of signs.
3. Both the public and sign users will benefit from signs having improved legibility, readability and visibility.
4. Consideration will be given to equalizing the opportunity for messages to be displayed.
5. Adequacy of message opportunity will be available to sign users without dominating the visual appearance of the area.
6. This Division will conform to judicial decisions, limiting further costly litigation and facilitating enforcement.

### B. Applicability

1. All *exterior signs*, *window signs* and *sign support structures* not located primarily in a public right-of-way shall conform to the requirements of this Division and all other applicable provisions of this Chapter.
2. There may be additional sign regulations in Sign Districts, Specific Plans, Overlays and Use Standards. See *Article 8 (Specific Plans and Supplemental Districts)* for their relationship with the standard regulations.
3. A sign, having no sign face visible from any public or private right-of-way, that is enclosed by permanent, opaque architectural features on the project site, including building walls, freestanding walls, roofs, or overhangs, is not subject to the requirements of this Division except for the general brightness limitation set forth in *Sec. 4C.11.1.C.2. (Sign Illumination Limitations)*.

### C. Standards

#### 1. Ideological, Political and Non-Commercial Messages

No provision of this Division prohibits an *ideological*, *political* or other *noncommercial message* on a sign otherwise permitted by this Division.

### 2. Sign Illumination Limitations

No sign shall be arranged and illuminated in a manner that will produce a light intensity of greater than 3 *footcandles* above ambient lighting, as measured at the property line of the nearest residentially-zoned property.

### 3. Maintenance

#### a. Appearance

Every sign shall be maintained in a clean, safe and good working condition, including the replacement of defective parts, defaced or broken faces, lighting and other acts required for the maintenance of the sign. *Display surfaces* shall be kept neatly painted or posted at all times.

#### b. Debris Removal

The base of any sign erected on the ground shall be kept clear of weeds, rubbish or other combustible material at all times.

#### c. Abandoned Signs

90 days after the cessation of a business activity, service or product, the related signs shall be removed, or the face of the signs removed and replaced with blank panels, or be painted out.

### 4. Hazard To Traffic

#### a. Prohibition

No sign or sign support structure shall be erected, constructed, painted or maintained, and no permit can be issued, if the sign or sign support structure, because of its location, size, nature or type, constitutes a hazard to the safe and efficient operation of vehicles upon a street or a freeway, or creates a condition that endangers the safety of persons or property.

#### b. Hazard Referral

The Department of Building and Safety will refer the following to LADOT for hazard evaluation and determination prior to the issuance of a building permit:

**i.** All permit applications for signs that will be visible from and are located within 500 feet of the main traveled roadway of a freeway; and

**ii.** All other permit applications and any signs that are determined by the Department of Building and Safety to have a potential for hazard.

#### c. Hazard Determination

LADOT will return to the Department of Building and Safety each application given to it together with a statement of its determination. If LADOT determines that the sign or sign

support structure will constitute a hazard, the Department of Building and Safety shall deny the application for permit.

### 5. Freeway Exposure

**a.** No person shall erect, construct, install, paint or maintain, and no building or electrical permit can be issued for, any sign or sign support structure within 2,000 feet of a freeway unless the Department of Building and Safety has determined that the sign will not be viewed primarily from a main traveled roadway of a freeway or an on-ramp/off-ramp.

**b.** The phrase "viewed primarily from" means that the message may be seen with reasonable clarity for a greater distance by a person traveling on the main traveled roadway of a freeway or on-ramp/off-ramp than by a person traveling on the street adjacent to the sign.

### 6. Sign Permit Priority Status

**a.** To maintain location, area, frontage or spacing status, signs shall be installed within 6 months of issuance of a building permit for such sign or prior to expiration of any permit extension granted by the Department of Building and Safety.

**b.** Where more than one permit is issued for a sign or signs on a lot and the more recently issued permit or permits cause such sign or signs to violate this Division, the more recently issued permit or permits are invalid and are subject to revocation. Any previously issued permits remain valid provided that such permits were issued in compliance with this Division. This provision does not apply to legally existing nonconforming signs.

### 7. Prohibited Signs

Signs are prohibited if they:

**a.** Contain obscene matters, as defined in Section 311 of the Penal Code of the State of California.

**b.** Contain or consist of posters, pennants, banners, ribbons, streamers or spinners, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.

**c.** Contain flashing, mechanical and strobe lights in conflict with the provisions of *Sections 80.08.4 and 93.0107 of this Code*.

**d.** Are revolving and where all or any portion rotate at greater than 6 revolutions per minute.

**e.** Are tacked, pasted or otherwise temporarily affixed on the walls of buildings, barns, sheds, trees, poles, posts or fences, except as permitted in *Sec. 4C.11.2 (Temporary Signs)*.

**f.** Are affixed to any vehicle or trailer on private property if the vehicle or trailer is not intended to be otherwise used in the business and the sole purpose of attaching the sign to the vehicle or trailer is to attract people to a place of business.

**g.** Emit audible sounds, odor or visible matter.

**h.** Use human beings, live animals, animated figures, motion pictures or projectors or any other means that causes continuous motion in connection with any sign.

**i.** Are supergraphic signs, except where supergraphic signs are specifically permitted pursuant to a legally-adopted specific plan, a supplemental use district, an approved development agreement or a sign district. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to Section 91.106.4.3.1.

**j.** Are off-site signs, including off-site digital displays, except when off-site signs are specifically permitted by pursuant to a relocation agreement entered into pursuant to California Business and Professions Code Section 5412. This prohibition also applies to alterations, enlargements or conversions to digital displays of legally existing off-site signs, except for alterations that conform to the provisions of Section 91.6216 and all other requirements of this Code. This prohibition does not apply to off-site signs, including off-site digital displays, that are specifically permitted pursuant to a legally-adopted specific plan, a supplemental use district, an approved development agreement or a sign district. In addition, despite the provisions of *Sec. 13B.10.1.B. (Vesting of Development Plan)*, this prohibition does not apply to any building permit issued prior to August 14, 2009 if the Department of Building and Safety determines that both substantial liabilities have been incurred, and substantial work has been performed on-site, in accordance with the terms of that permit pursuant to Section 91.106.4.3.1.

**k.** Are inflatable devices, except where inflatable devices are specifically permitted pursuant to a legally-adopted specific plan, a supplemental use district, an approved development agreement or a sign district.

### 8. Prohibited Locations

**a.** No sign or sign support structure shall project into any public alley, except that a sign or sign support structure above a height of 14 feet may project no more than 6 inches into a public alley.

**b.** No sign or sign support structure shall be located less than 6 feet horizontally or 12 feet vertically from overhead electrical conductors energized in excess of 750 volts. As used here, the term overhead electrical conductors means any electrical conductor, either bare or insulated, installed above-ground, except electrical conductors that are enclosed in iron pipe or other material covering of equal strength. Arcs of 6-foot radius may be used to define corners of the prohibition area.

**c.** No sign or sign support structure shall be erected in a visibility triangle as defined by Section 62.200.

**d.** No sign or sign support structure shall be located within 2 feet of the curb or edge of any roadway.

#### 9. Temporary Signs

For additional standards applicable to temporary signs, see *Sec. 4C.11.2 (Temporary Signs)*.

#### 10. Off-site Signs

For additional standards applicable to off-site signs, see *Sec. 4C.11.3 (Off-Site Signs)*.

#### 11. On-Site Signs

For additional standards applicable to on-site signs, see *Sec. 4C.11.4 (On-Site Signs)*.

#### 12. Additional Sign Regulations

There may be additional sign regulations in Sign Districts, Specific Plans, Overlays and Use Standards. *See Article 8 (Specific Plans and Supplemental Districts)* for their relationship with the standard regulations.

## D. Measurement

[Reserved]

## E. Exceptions

### 1. Wall Signs

**a.** Wall signs in compliance with the standards below are exempt from the limitations in *Sec. 4C.11.1.C.5. (Freeway Exposure)*.

**i.** The total area of all wall signs on a building shall not exceed 100 square feet.

**ii.** An individual wall sign shall not exceed 50 square feet in area.

**iii.** Wall signs shall be viewed primarily from an off ramp but not the main traveled roadway of a freeway.

**iv.** Wall signs shall not have moving parts or any arrangement of lights that create the illusion of movement.

**b.** Wall signs in compliance with the standards below are exempt from the limitation *in Sec. 4C.11.1.C.5. (Freeway Exposure)*. These signs can have moving parts or any arrangement of lights that create the illusion of movement.

**i.** Identification signs identifying the building where the sign is located, providing the area of the sign is not more than 50 square feet or is not larger than 5% of the area of the side of the building, which faces primarily to the freeway, whichever is greater; and

**ii.** Wall signs on which the advertising is limited to the name of any person, firm or corporation occupying the building, or the type of business, services rendered, or the name of any product manufactured or sold on the premises. The total area of all wall signs on a building permitted in this subdivision cannot exceed 100 square feet. Any one sign cannot exceed 50 square feet in area.

### 2. Original Art Murals, Vintage Original Art Murals and Public Art Installations

**a.** An Original Art Mural that conforms to the requirements of *Section 22.119 of the Los Angeles Administrative Code* is not considered a sign and is not subject to the provisions of this Division or any other ordinance that regulates signs.

**b.** Any supposed "mural" that does not conform to the requirements of *Section 22.119 of the Los Angeles Administrative Code* is considered a sign and is subject to the provisions of this Divisions or any other ordinance that regulates signs and digital displays.

**c.** A Public Art Installation registered pursuant to the requirements of *Section 19.85.4 of the Los Angeles Administrative Code* or the requirements of *Section 91.107.4.6 of the Los Angeles Municipal Code* is not a sign, but is subject to *Sec. 4C.11.1.C.2 (Sign Illumination Limitations)* and any other applicable zoning and land use regulations set forth in the Los Angeles Municipal Code.

**d.** A building permit from the Department of Building and Safety is required for the necessary physical alterations to a building or other structures due to a new hand-tiled or digitally printed Original Art Mural or any Public Art Installation that may require a building permit.

**e.** If any part, sentence, phrase, clause, term or word in *Section 14.4.2 (Definitions)* or *Sec. 4C.11.1.E.2.* relating to Original Art Murals is declared invalid or unconstitutional by a valid court judgment or decree of any court of competent jurisdiction, the declaration of such unconstitutionality does not affect the constitutionality or lawfulness of the remainder of this Code, the Los Angeles Administrative Code or any other City regulation regulating signage, billboards or Original Art Murals.

## F. Relief

**1.** A deviation from any rules for all signs dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** Deviation from any rules for all signs standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.11.2. TEMPORARY SIGNS

## A. Intent

[Reserved]

## B. Applicability

**1.** All temporary signs shall conform to the requirements of this Division and all other applicable provisions of this Chapter.

**2.** A building permit is required for a temporary sign, pennant, banner, ribbon, streamer or spinner. The permit application shall specify the dates being requested for authorized installation and the proposed location.

**3.** A building permit is required for a temporary sign on a temporary construction wall.

## C. Standards

### 1. General

Temporary signs may display only on-site or noncommercial messages, except that temporary signs on temporary construction walls may display off-site messages.

### 2. Temporary Signs

#### a. Location

Temporary signs, including those that do not require a building permit, may be tacked, pasted or otherwise temporarily affixed to windows or on the walls of buildings, barns, sheds or fences.

#### b. Area

**i.** The combined sign area of temporary signs cannot exceed 10 square feet in an Agricultural or Residential Use District or 2 square feet for each foot of street frontage in all other Use Districts.

**ii.** The combined sign area of temporary signs, when placed upon a window and any other window signs shall not exceed a maximum of 10% of the window area.

#### c. Construction

Temporary signs may contain or consist of posters, pennants, ribbons, streamers or spinners. Temporary signs may be made of paper or any other material. If the temporary sign is made of cloth, it shall be flame-proofed when the aggregate area exceeds 100 square feet. Every temporary cloth sign shall be supported and attached with stranded cable of 1/16-inch minimum diameter or by other methods as approved by the Department of Building and Safety.

#### d. Time Limit

**i.** Temporary signs that require a permit shall be removed within 30 days of installation and shall not be reinstalled for a period of 30 days of the date of removal of the previous sign. The installation of temporary signs shall not exceed a total of 90 days in any calendar year.

**ii.** Temporary signs that do not require a permit shall be removed within 30 days of the date of installation of the sign.

### 3. Temporary Signs on Temporary Construction Walls

#### a. Location

Temporary signs placed on the exterior surfaces of any temporary construction walls, and/or solid wood fences surrounding vacant lots not allowed in Open Space, Agricultural and Residential Use Districts.

#### b. Height

Signs may only be placed to a maximum height of 8 feet.

#### c. Area

Despite the provisions of *Sec. 4C.11.2.C.2.a. (Location)*, signs placed on temporary construction walls or solid wood fences surrounding vacant lots pursuant to the terms of this Section shall not extend above the top of the wall or fence and shall comply with the following:

**i.** The combined sign area of temporary signs shall not exceed 8 square feet for each foot of street frontage.

**ii.** Individual signs shall not exceed a sign area of 250 square feet.

**iii.** Signs may be grouped to form a maximum sign area of 250 square feet.

**iv.** Signs or groups of signs having an area of 250 square feet shall be separated from any other sign on the temporary construction walls or solid wood fences surrounding vacant lots by at least 10 feet measured horizontally.

#### d. Time Limit

**i.** Despite the provisions of *Sec. 4C.11.2.C.2.d. (Time Limit)*, signs placed on temporary construction walls or solid wood fences surrounding vacant lots pursuant to the terms of this section can remain for as long as the building permits associated with the construction-site remain in effect or for a period of 2 years, whichever is less.

**ii.** Building permits for signs on solid wood fences surrounding vacant lots, which are not construction-sites, will be issued for a time period not to exceed one year.

**iii.** The Department of Building and Safety shall grant a new building permit for a period equal to the original building permit term upon the receipt of:

**a)** An application for a new building permit;

**b)** The payment of the building permit fee; and

**c)** A written statement from the Director of the Office of Community Beautification consenting to the new building permit.

### e. Special Requirements Surrounding Vacant Lots

#### i. Review by the Office of Community Beautification

**a)** At any time after the issuance of a building permit under this Section and upon request of the Council district office of the Council district in which the site or lot is located, the Office of Community Beautification shall investigate an area consisting of a 500-foot radius around the permitted site or lot to determine whether there exists a public nuisance due to the presence of graffiti or posters/handbills on light poles, utility poles, bus stops, and any other illegal postings on public property.

**b)** If the Office of Community Beautification cannot establish that the area constitutes a public nuisance because of the presence of graffiti, posters/handbills and any other illegal postings on public property within a 500-foot radius around the permitted site or lot, then the Office of Community Beautification shall expand the radius around the site or lot in 250-foot increments, up to a maximum radius of 1,500 feet. If the Office of Community Beautification finds the existence of a public nuisance on public property within the expanded radius area beyond the original 500-foot radius, then it shall require the applicant to abate the public nuisance in the expanded radius area in accordance with *Subdivision iii.*, below.

#### ii. Notification of Locations for Placement of Signs

**a)** Within 10 days after the issuance of the building permit, the applicant shall provide written notification to the Office of Community Beautification and the Council district office of the Council district in which the construction-site or vacant lot is located.

**b)** The notification shall contain the name and address of the applicant and the property address where the signs will be placed. The notification to the Office of Community Beautification shall include a copy of the applicant's contract with the property owner to post signs at the specified location.

### iii. Nuisance Abatement

**a)** It is the applicant's responsibility to clean and maintain free from graffiti public property and rights-of-way within an area consisting of a 500-foot radius or any expanded radius required by the Office of Community Beautification around the permitted site or lot.

**b)** The applicant shall patrol the abatement area every 24 hours to search for graffiti and remove any graffiti within 24 hours of its discovery. The removal of graffiti includes, but is limited to, spray paint on walls, poles, and fences on public property. In addition, the applicant shall also be responsible for removing any posters/handbills on light poles, utility poles, bus stops, and any other illegal postings on public property. At the time of graffiti removal, the applicant shall also remove any trash, debris or rubbish from the public sidewalks within the abatement area around the permitted site. The Office of Community Beautification will enforce the provisions of this subsection.

### iv. Permit Revocation

Any building permit issued pursuant to this section may be revoked by the Department of Building and Safety for any of the following reasons, provided a written and signed notification of the applicant's failure to comply with *Paragraphs (a), (d), (e) or (f) of this subsection* is sent to the Department of Building and Safety by the Director of the Office of Community Beautification:

**a)** Failure by the applicant to maintain the temporary construction wall or solid wood fence surrounding a vacant lot free from graffiti.

**b)** Failure by the applicant to comply with the terms of the permit.

**c)** Failure by the applicant to maintain the bond required in Section 91.6201.2.2.

**d)** Failure by the applicant to eradicate graffiti within a 500-foot radius or any expanded radius required by the Office of Community Beautification of the temporary construction wall, and/or solid wood fence surrounding a vacant lot within 24 hours of receiving notification of the presence of graffiti from the Office of Community Beautification or the Council staff in the Council district in which the construction-site or vacant lot is located.

**e)** Failure by the applicant to remove posters/handbills placed on light poles, utility poles, bus stops and any other illegal postings on public property within a 500-foot radius or any expanded radius required by the Office of Community Beautification of the temporary construction wall, and/or solid wood fence surrounding a vacant lot, within 24 hours of receiving notification of the presence of posters/handbills or other illegal postings from the Office of Community Beautification or the Council staff in the Council district in which the construction-site or vacant lot is located.

**f)** Failure by the applicant, at the time of graffiti removal, to remove trash, debris or rubbish from the public sidewalks within the abatement area around the permitted site.

#### v. Removal of Signs

If the Department of Building and Safety revokes the building permit allowing signs on temporary construction walls, and/or solid wood fences surrounding vacant lots, then any signs placed on the temporary construction walls and/or solid wood fences surrounding vacant lots shall be removed by the applicant within 72 hours after receipt of written notification.

#### vi. Public Nuisance

Any signs remaining on temporary construction walls, and/or solid wood fences surrounding vacant lots after the building permit is revoked are deemed to be a public nuisance that can be abated by utilizing the procedure contained in Section 91.8904, et seq..

#### vii. Office of Community Beautification

The Office of Community Beautification is the designated authorized representative of the City for the purpose of enforcing and implementing the provisions of Sections 91.8904.1.2 and 91.8307 to remove the nuisances described in this section.

## D. Measurement

[Reserved]

## E. Exceptions

Pursuant to Section 91.6201.2(1)(c), no building permit is required for a temporary sign, pennant, banner, ribbon streamer or spinner of less than 20 square feet of sign area that contains a political, ideological or other noncommercial message.

## F. Relief

1. A deviation from any temporary sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment).*
2. Deviation from any temporary sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.11.3. OFF-SITE SIGNS

## A. Intent

[Reserved]

## B. Applicability

All off-site signs and sign support structures shall conform to the requirements of this Division and all other applicable provisions of this Chapter.

## C. Standards

### 1. Location

**a.** No portion of an off-site sign with a sign area greater than 80 square feet can be placed within 200 feet of a lot or a property zoned with a Residential Use District, which is located on the same side of the same street as the lot on which the sign is placed. However, where a lot has 2 or more street frontages, a sign may be located on that street frontage, which is not on the same street as the lot or property zoned with a Residential Use District; provided the sign and sign support structure are placed in that half of the lot that is the farthest from the street frontage on which the lot is located.

**b.** No portion of an off-site sign or sign support structure can be located in that half of a lot located farthest from the street frontage when a lot or a property zoned with a Residential Use District is located to the rear of that street frontage.

**c.** Off-site signs are not permitted along that portion of a lot having a street frontage of less than 50 feet.

**d.** No more than 4 off-site signs can be located at the intersection of 2 or more streets when the off-site signs are located within 150 feet of the intersection of 2 street frontages.

**e.** An off-site sign face cannot be located within one foot of an interior lot line.

### 2. Area

The sign area of a single face cannot exceed 800 square feet.

### 3. Height

**a.** The height to the top of the off-site sign is limited to a maximum of 42 feet above the sidewalk grade or edge of roadway grade nearest the sign, except that a sign that is more than 80% above a roof of a building may extend to the top of the sign a maximum of 30 feet above the surface of the roof under the sign.

**b.** In no event can the height to the top of the off-site sign exceed a height greater than that height specified in the Form District in which the sign is located, or a height of 60 feet above the sidewalk grade or edge of roadway grade nearest the sign, whichever is more restrictive.

**c.** The bottom of the off-site sign shall be at least 8 feet above the sidewalk grade or edge of roadway grade nearest the sign.

### 4. Spacing

An off-site sign, which is either single-faced or parallel double-faced, shall be spaced as specified below from any other existing or previously permitted off-site sign, which is single-faced or parallel double-faced.

**SPACING REQUIREMENTS BETWEEN OFF-SITE SIGNS**

| Existing or Permitted Sign | Proposed Sign | | |
|---|---|---|---|
| | <80 SF | 80 - 300 SF | >300 SF |
| <80 SF | 100' | 100' | 200' |
| 80 - 300 SF | 100' | 300' | 300' |
| >300SF | 200' | 300' | 600' |

### 5. Double-Faced Off-site Signs

**a.** Off-site signs may be either single or double-faced.

**b.** For double-faced off-site signs whose faces are parallel, the distance between sign faces cannot exceed 6 feet.

**c.** For double-faced off-site signs whose faces are not parallel, the distance between sign faces at their widest point cannot exceed 35 feet. The separation of sign faces at their closest point cannot exceed 6 feet. In no event can the angle between sign faces exceed 37 degrees.

### 6. Projection

Off-site signs shall not project over the street right-of-way.

### 7. Covering

The backs of off-site signs exposed to public view shall be covered with a finished surface or material and shall be properly maintained.

### 8. Other Requirements

**a.** A maximum of two poles are permitted for any off-site sign. The maximum cross-sectional dimension of a pole cannot exceed 10% of the overall height of the sign.

**b.** Off-site sign supports shall be structurally independent of a building.

**c.** Sign support structures shall be located directly under the sign face as viewed from the front of the sign. The maximum horizontal distance between the center of the sign support structure and the sign face can not exceed 10 feet.

## D. Measurement

### 1. Frontage Determination on Lots with Lot Lines Adjoining More Than One Street

**a.** An off-site sign is considered to be on a single street for purposes of measuring off site signs, if the sign and its support structure are located entirely on the side of the bisecting line closest to that street and the sign face is placed at the same angle as the perpendicular line or at an angle not to exceed 20 degrees from either side of the perpendicular line as shown on Diagram C.

**b.** An off-site sign located on a through lot shall be located on a single street if the sign and its support structure are located entirely on that half of the lot closest to the lot line adjoining that street.

**c.** Any off-site sign not in conformance with either *Subdivision a. or b.* above is considered to be located on more than one street frontage.

### 2. Spacing

**a.** For any double-faced off-site sign, the spacing requirements are based on the area of the largest sign face.

**b.** For double-faced off-site signs whose faces are not parallel, the spacing between any proposed, permitted or existing off-site sign is determined by the following formula:

$$D = S \left[ 1 + \frac{(B - 5)}{90} \right]$$

Where:

D = required spacing between signs, in feet.

S = sign spacing determined from Table No. B in feet.

B = widest edge separation of sign faces in feet.

**c.** Spacing is measured between off-site signs that are located on the same side of the same street. Spacing is measured from a line that is perpendicular to the street line and that passes through a point on the street line that is closest to the nearest sign face edge. Spacing is measured along the center line of the street.

## E. Exceptions

Legally existing nonconforming off-site signs, off-site signs permitted in a Sign District, or permitted by a relocation agreement or other City contract, may display off-site or noncommercial messages.

### F. Relief

1. A deviation from any off-site sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any off-site sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.11.4. ON-SITE SIGNS

### A. Intent

[Reserved]

### B. Applicability

All *exterior signs*, window signs and sign support structures shall conform to the requirements of this Division and all other applicable provisions of this Chapter.

### C. Standards

#### 1. Sign Packages

On-site signs shall comply with all the applicable sign package.

#### 2. Sign Types

On-site signs shall comply with all applicable sign type standards.

#### 3. Street Address Requirement

No sign shall be maintained on any property unless a street address for the property has been obtained, and is maintained in accordance with the provisions of Section 63.113.

### D. Measurement

See *Sec. 4C.11.6.D. (Measurement, Sign Types)*.

### E. Relief

1. A deviation from any on-site sign dimensional standard of up to 15% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

2. Deviation from any on-site sign standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# SEC. 4C.11.5. SIGN PACKAGES

## A. Intent

The intent of the sign packages is to provide variety in the sign allocation based on the extent of reliance on specific modes of travel.

1. Sign Package 1 is intended for areas with a variety of transportation modes.
2. Sign Package 2 is intended for areas with a focus on pedestrian experience and alternative transportation modes besides motor vehicles.

## B. Applicability

Sign package standards apply to all on-site signs determined by the sign package assigned by Development Standards District.

## C. Standards

### 1. General

A required sign package is specified in *Article 4, Development Standards Districts*.

## 2. Sign Package 1

| AGRICULTURAL & RESIDENTIAL USE DISTRICTS | |
|---|---|
| **Total Sign Area Allocation** | 30 SF |
| **Sign Area Per Individual Sign** (max): | |
| Awning Sign | 20 SF |
| High Rise sign | Not allowed |
| Illuminated Canopy Sign | Not allowed |
| Marquee Sign | Not allowed |
| Monument Sign/Pole Sign | 9 SF (only 1 sign allowed) |
| Pedestrian Sign | Not allowed |
| Projecting Sign | Not allowed |
| Roof Sign | Not allowed |
| Wall Sign | 20 SF |
| Window Sign | Not allowed |
| Yard Sign | 20 SF |
| **ALL OTHER USE DISTRICTS** | |
| **Total Sign Area Allocation**[1] | 4 SF per foot of street frontage |
| **Combined area of Illuminated Canopy Signs, Roof Signs and Wall Signs** (max) | 2 SF per foot of street frontage, plus 1 SF for each foot of building frontage |
| **Sign Area Per Individual Sign Type** (max): | |
| Awning Sign | 2 SF per foot of street frontage |
| High Rise Sign | 5% of the area of the wall where the signs are attached |
| Illuminated Canopy Sign | 2 SF per foot of street frontage |
| Marquee Sign | Limited by marquee size |
| Monument Sign | 1.5 SF per foot of street frontage, no individual monument sign can exceed 75 SF per sign face |
| Pedestrian Sign | 9 SF per sign face |
| Pole Sign | 2 SF per foot of street frontage plus 1 SF for each foot of building frontage, no individual pole sign can exceed 400 SF per sign face |
| Projecting Sign | 25 SF plus 1.5 SF per foot of street frontage, no individual projecting sign can exceed 300 SF per sign face |
| Roof Sign | 2 SF per foot of street frontage, plus 1 SF for each foot of building frontage, no individual roof sign can exceed 300 SF |
| Wall Sign | 2 SF per foot of street frontage, plus 1 SF for each foot of building frontage |
| Window Sign | Total area of all window signs cannot exceed 10% of window area |
| Yard Sign | Not allowed |

[1] High Rise Signs and Marquee Signs are not counted towards the Total Sign Area Allocation

### 3. Sign Package 2

| AGRICULTURAL & RESIDENTIAL USE DISTRICTS | |
|---|---|
| **Total Sign Area Allocation** | 30 SF |
| **Sign Area Per Individual Sign** (max): | |
| Awning Sign | 20 SF |
| High Rise sign | Not allowed |
| Illuminated Canopy Sign | Not allowed |
| Marquee Sign | Not allowed |
| Monument Sign | 9 SF (only 1 sign allowed) |
| Pedestrian Sign | Not allowed, except for RN Use Districts |
| Pole Sign | Not allowed |
| Projecting Sign | Not allowed |
| Roof Sign | Not allowed |
| Wall Sign | 20 SF |
| Window Sign | Not allowed |
| Yard Sign | 20 SF |
| **ALL OTHER USE DISTRICTS** | |
| **Total Sign Area Allocation**[(1)] | 4 SF per foot of street frontage |
| **Sign Area Per Individual Sign Type** (max): | |
| Awning Sign | 2 SF per foot of street frontage, no individual awning sign can exceed 12 SF |
| High Rise Sign | 5% of the area of the wall where the signs are attached |
| Illuminated Canopy Sign | Not allowed |
| Marquee Sign | Limited by marquee size |
| Monument Sign | 1.5 SF per foot of street frontage, no individual monument sign can exceed 32 SF per sign face |
| Pedestrian Sign | 9 SF per sign face |
| Pole Sign | Not allowed |
| Projecting Sign | 25 SF plus 1.5 SF per foot of street frontage, no individual projecting sign can exceed 48 SF per sign face |
| Roof Sign | Not allowed |
| Wall Sign | 2 SF per foot of street frontage, plus 1 SF for each foot of building frontage, no individual wall sign can exceed 80 SF |
| Window Sign | Total area of all window signs cannot exceed 10% of window area; no individual window sign can exceed 50 SF |
| Yard Sign | Not allowed |

[(1)] High Rise Signs and Marquee Signs are not counted towards the Total Sign Area Allocation

## D. Measurement

### 1. Sign Area

An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:

**a.** For wall signs having no discernible boundary, each of the following shall be included in any computation of surface area:

**i.** The areas between letters;

**ii.** Words intended to be read together; and

**iii.** Any device intended to draw attention to the sign message.

**b.** For spherical, cylindrical or other three-dimensional signs, the area of the sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction. Sign support structures are excluded if *neutral in color*.

### 2. Total Sign Area Allocation

**a.** The sign area for all signs, including required signs and signs displaying addresses, is counted toward the total sign area allocation as specified in *Sec.4C.11.5.C. (Sign Packages)*.

**b.** The following signs are not counted towards the Total Sign Area Allocation:

**i.** High Rise Signs,

**ii.** Marquee Signs,

**iii.** Temporary Signs; and

**iv.** Temporary Signs on temporary construction walls and on fences surrounding vacant lots.

## E. Exceptions

Flag lots containing less than 50 feet of street frontage are allotted 50 feet of street frontage for the purpose of determining the type of sign permitted and for the allowable sign area.

## F. Relief

**1.** A deviation from any sign package dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** Deviation from any sign package standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

## SEC. 4C.11.6. SIGN TYPES

### A. Intent

[Reserved]

### B. Applicability

#### 1. General

[Reserved]

#### 2. Combination Signs

A sign subject to more than one type of classification, shall meet the requirements for the type to which each portion is subject.

### C. Standards

## 1. Awning Sign

### DEFINITION

A sign painted, sewn, or otherwise adhered to the material of an awning as an integrated part of the awning itself.

### GENERAL PROVISIONS

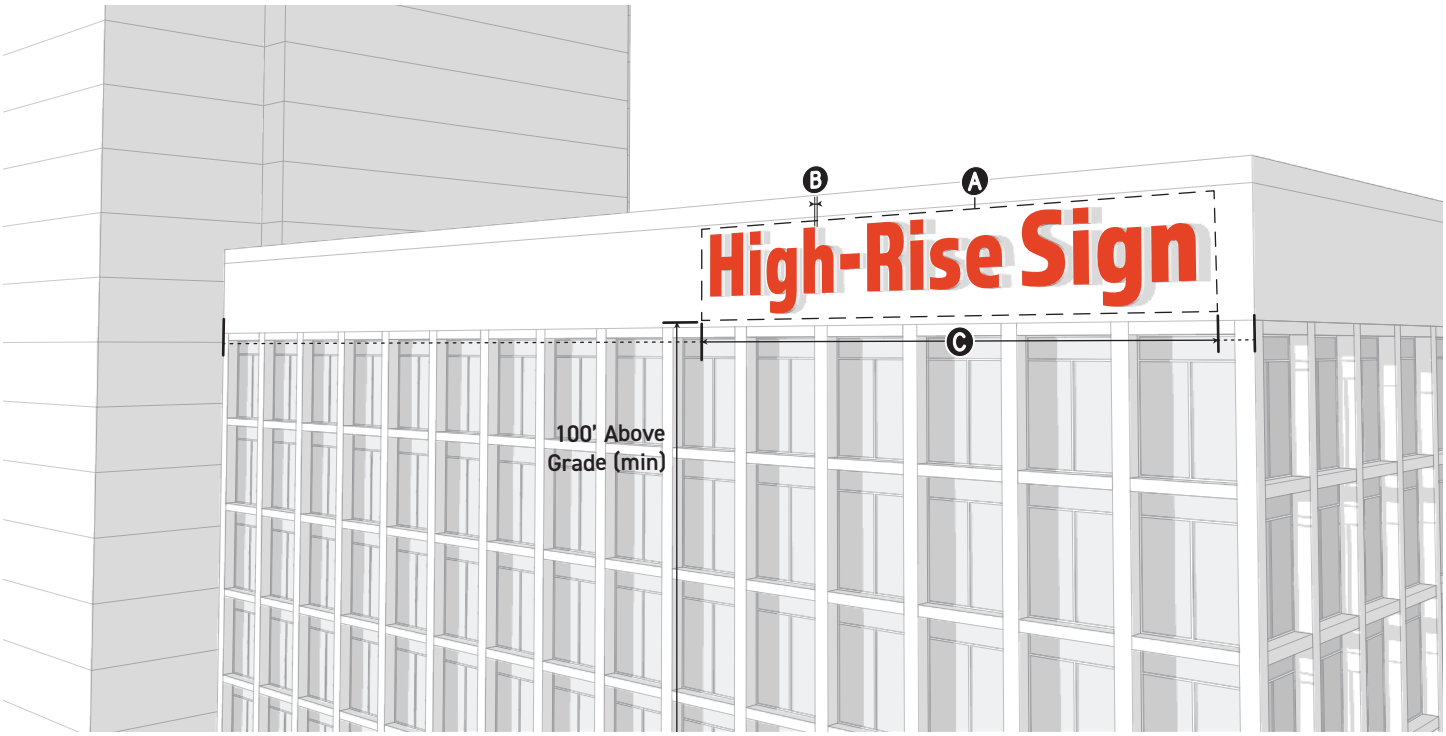
i. Signs are only allowed on awnings that comply with all applicable provisions of LAMC Sec. 91.3202, LAMC Sec. 91.3202.3.1 and *Sec. 4C.11.1.C.8 (Prohibited Locations)*.

ii. No sign can be placed on any portion of an awning except the valance that is parallel to the building face. No sign can extend outside the awning.

iii. Signs are not allowed on awnings with a valance above 14 feet in height measured from the nearest sidewalk or edge of roadway grade to the top of the valance.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| **Sign Package 1** | *Sec. 4C.11.5.C.2* |
| **Sign Package 2** | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| Ⓑ Vertical dimension (max) | 1' |

## 2. High-Rise Sign




### DEFINITION

A sign located at least 100 feet above grade and attached to the wall of a building.

### GENERAL PROVISIONS

i. The plane of the sign face of a high rise sign shall be approximately parallel to the face of the building.

ii. A high rise sign shall not extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the high rise sign may extend above the top of the wall by a maximum of 3 feet.

### DIMENSIONS

| | |
|---|---|
| Ⓐ **Area of individual sign** (max) | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| Ⓑ **Projection** (max) | 2' |
| Ⓒ **Width** (max % of facade length) | 80% |

## 3. Illuminated Canopy Sign

### DEFINITION

A sign integrated into an enclosed internally illuminated canopy that is attached to the wall of a building.

### GENERAL PROVISIONS

i. An illuminated canopy sign shall not extend above the top of the wall of a building.

ii. For emergency personnel access, illuminated canopy signs shall not occupy a 4-foot distance along the exterior wall at one corner of the building's street frontage and an additional 4-foot distance along every 50 feet of the building frontage.

iii. Illuminated canopy sign shall bear the electric sign label of an approved testing agency with a re-inspection service.

iv. Only canopies at grade level may contain illuminated canopy signs over a door or window.

v. Illuminated canopy signs may project over a street right-of-way, but shall comply with LAMC Sec. 91.3202 and *Sec. 4C.11.1.C.8. (Prohibited Locations)*.

| TOTAL SIGN AREA ALLOCATION* | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | Not allowed |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign (max)*** | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | Not allowed |
| Ⓑ **Vertical dimension** (max) | 3' |
| **Depth** (max) | 8" |
| Ⓒ **Clear height above grade** (min) | 8'2" |
| Ⓓ **Projection from building face** (max) | 3' |

## 4. Marquee Sign

| DEFINITION |
| --- |
| A sign attached to the periphery of a marquee. |

| GENERAL PROVISIONS |
| --- |
| i. Signs shall not extend above or below the marquee. |
| ii. Signs shall not be attached to any portion of the marquee except on the periphery. |
| iii. Cloth or banner signs or drop-roll curtains may be suspended below the exterior periphery and extend within 7 feet of the grade. |
| iv. Signs shall comply with LAMC Sec. 91.3202 and *Sec. 4C.11.1.C.8. (Prohibited Locations)*. |

| DIMENSIONS | |
| --- | --- |
| Limited by marquee size | |

## 5. Monument Sign

### DEFINITION

A freestanding sign which is wholly independent of a building for support, erected directly upon the existing or artificially created grade, or that is raised no more than 12 inches from the grade to the bottom of the sign.

### GENERAL PROVISIONS

i. A monument sign shall be set back at least 7.5 feet from an interior lot line.

ii. A monument sign shall be located at least 15 feet from any other monument sign, projecting sign or pole sign in any direction.

iii. The location of a monument sign cannot interfere or present a hazard to pedestrian or vehicular traffic.

iv. A monument sign shall not project over a street right-of-way.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| **Sign Package 1** | *Sec. 4C.11.5.C.2* |
| **Sign Package 2** | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| Ⓑ **Height** (max) | |
| Agricultural, Residential District | 6' |
| All other districts | 8' |
| Ⓒ **Depth** (max) | 2' |

## 6. Pedestrian Sign

### DEFINITION

A small sign attached perpendicular to the building facade that hangs from a bracket or support.

### GENERAL PROVISIONS

i. A hanging bracket shall be an integral part of the sign design.

ii. Pedestrian signs shall be located below the window sills of the 2nd story on a multi-story building or below the top of the exterior wall on a single-story building.

iii. Pedestrian signs shall be located within 5 feet horizontally of a ground story tenant entrance.

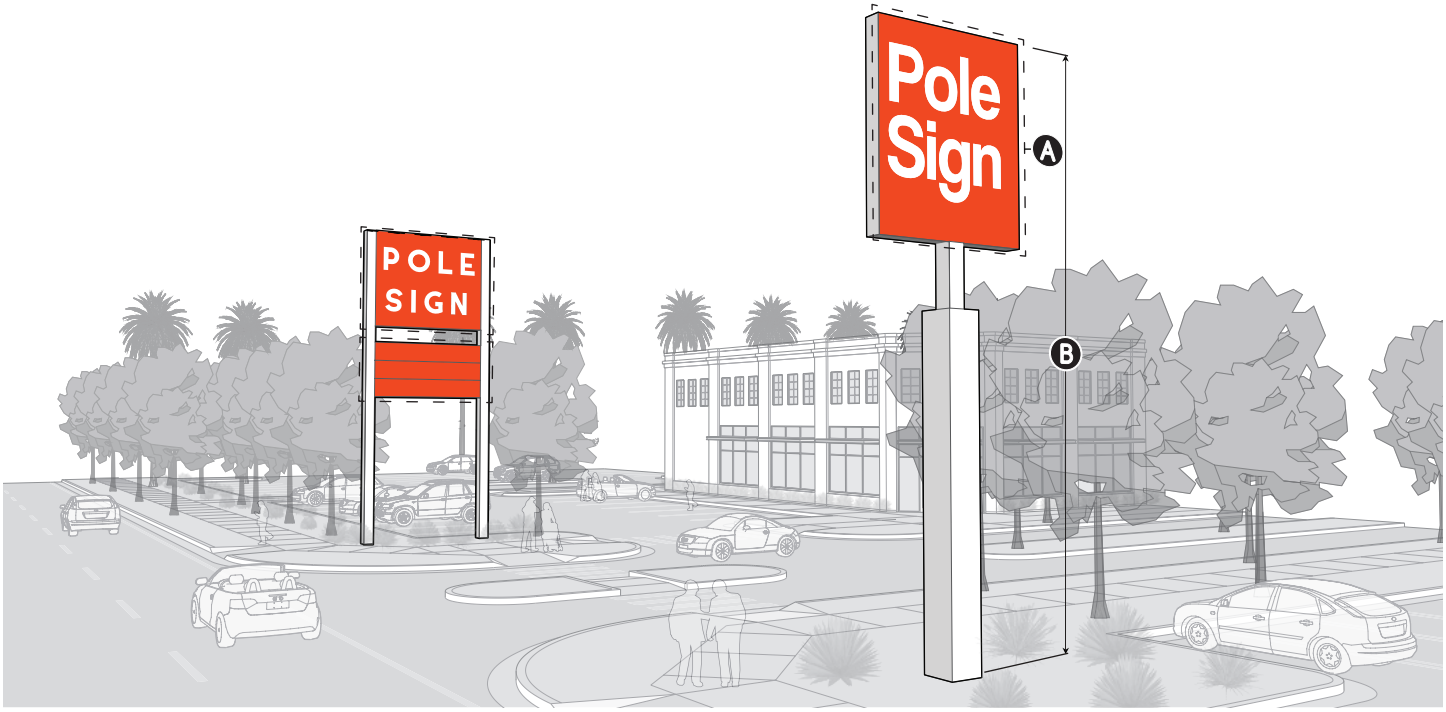
iv. Pedestrian signs shall be located at least 15 feet from any other pedestrian sign or projecting sign.

v. Pedestrian signs shall be attached to a building to withstand the loads as required by Sec. 91.6212.

vi. Pedestrian signs shall comply with *Sec. 4C.11.1.C.8. (Prohibited Locations)*.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | 9 SF |
| Ⓑ **Vertical dimension** (max) | 3' |
| Ⓒ **Projection** (min/max) | 1'/3' |
| Ⓓ **Depth** (max) | 6" |
| Ⓔ **Clear height above adjacent grade** (min) | 8'2" |

## 7. Pole Sign




### DEFINITION

A freestanding sign that is wholly independent of a building for support, permanently affixed to the ground using one or two poles or posts.

### GENERAL PROVISIONS

i. Lots having a street frontage of at least 50 feet may have a pole sign for each 200 feet of street frontage. Existing pole signs and existing projecting signs are included in the count of the total number of pole signs allowed

| Street Frontage | Total Number of Signs Allowed |
|---|---|
| 50' to ≤ 200' | 1 |
| >200' to ≤ 400' | 2 |
| >400' to ≤ 600' | 3 |
| One additional pole sign allowed for each additional increment of 200' of street frontage | |

ii. A pole sign shall not be located at least 10 feet from an interior lot line; however, on a corner lot, a pole signs may be 5 feet from an interior lot line.

iii. A pole sign shall be located at least 15 feet from any other pole sign, projecting sign or monument sign at any direction.

iv. The maximum width of a pole or post shall not exceed 10% of the overall sign height.

v. A pole sign shall be located so as not to interfere or present a hazard to pedestrian or vehicular traffic.

### GENERAL PROVISIONS (CONTINUED)

vi. Where the lower part of a pole sign is less than 8 feet above sidewalk grade or the edge of roadway grade nearest the sign, the sign shall extend to 18 inches from grade or be installed in a planter that extends beyond the edges of the sign and any support structure that is 18 inches min in height.

vii. A pole sign may project over a street right-of-way, but shall comply with *Sec. 4C.11.6.D.2. (Projection Over Property Line)* and *Sec. 4C.11.1.C.8. (Prohibited Locations)*. Sign projections shall fall within an area that is perpendicular to the street right-of-way and has a width of 3 feet as measured parallel to the street right-of-way.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | Not allowed |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign (max)** | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | Not allowed |
| Ⓑ **Height[1] including pole (max)** | |
| Agricultural or Residential District | 6' |
| All other districts | |
| ≤50' of street frontage | 25' |
| >50 to ≤ 100 feet of street frontage | 35' |
| >100 feet of street frontage | 42' |

[1] Any pole sign located at the street corner of a corner lot may use the greater street frontage for determining height limitations. In no event can a sign exceed the height in which the sign is located.

## 8. Projecting Sign

### DEFINITION

A sign attached approximately perpendicular to the building facade.

### GENERAL PROVISIONS

i. The plane of the sign face shall be within 15 degrees of a line perpendicular to the face of the building, except at the corner of the building.

ii. Lots having a street frontage of at least 50 feet may have a projecting sign for each 200 feet of street frontage. Existing projecting signs or existing pole signs are included in the count of the total number of projecting signs allowed.

| Street Frontage | Total Number of Signs Allowed |
|---|---|
| 50' to ≤ 200' | 1 |
| >200' to ≤ 400' | 2 |
| >400' to ≤ 600' | 3 |
| One additional pole sign allowed for each additional increment of 200' of street frontage | |

iii. A projecting sign cannot extend above the top of the wall.

iv. A projecting sign shall be located at least 7.5 feet from any interior lot line and be located at least 15 feet from any other projecting sign, monument sign or pole sign in any direction

### GENERAL PROVISIONS (CONTINUED)

v. Projecting signs shall be attached to a building to withstand the loads as required by Section 91.6212.

vi. A projecting sign may project over the street right-of-way, but shall comply with *Sec. 4C.11.6.D.2. (Projection Over Property Line)* and *Sec. 4C.11.1.C.8.* (Prohibited Locations). Sign projections shall fall within an area that is perpendicular to the street right-of-way and has a maximum width of 3 feet as measured parallel with the street right-of-way.

vii. For projecting signs located above 16 feet and on a lot having a street frontage greater than 50 feet, projections over the street right-of-way may vary linearly from 5 feet at 50 feet to 8 feet at 100 feet of street frontage.

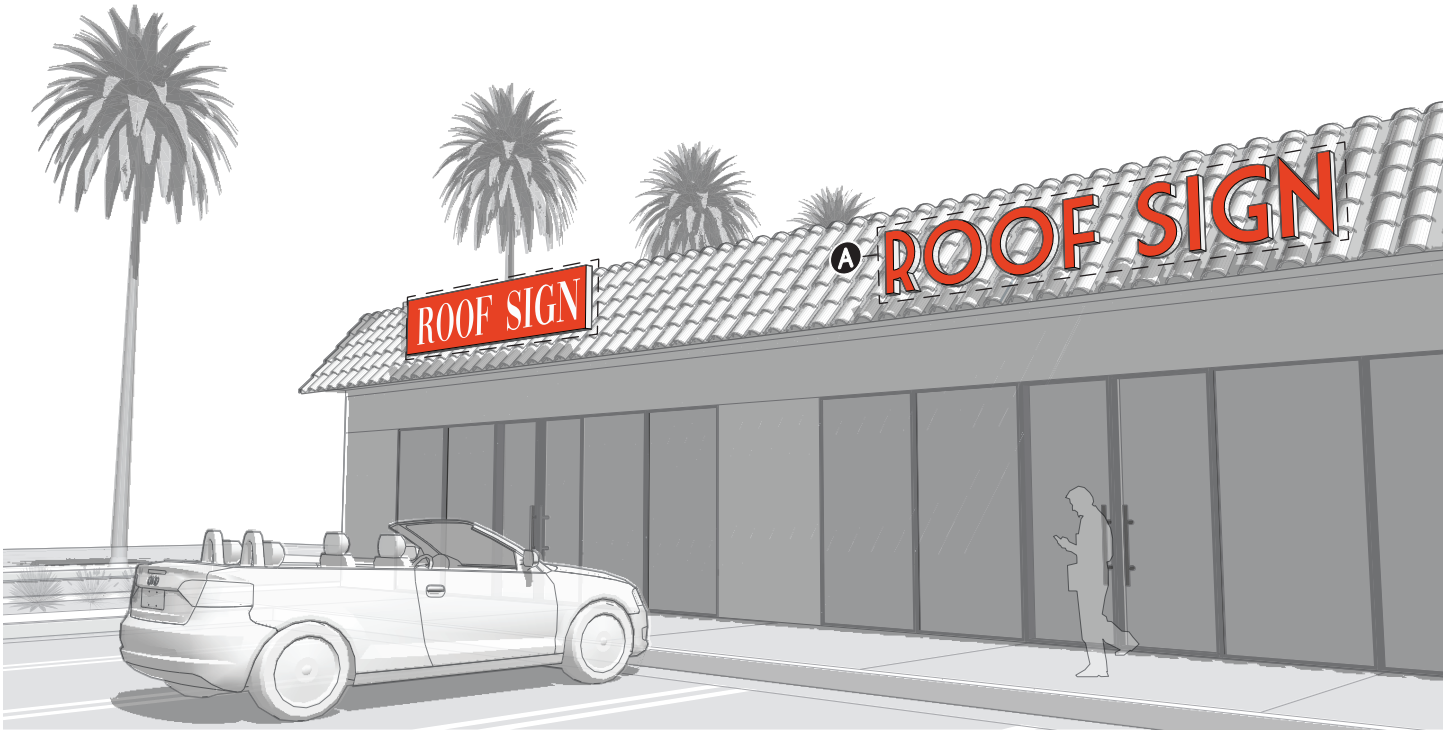
### TOTAL SIGN AREA ALLOCATION

| | |
|---|---|
| **Sign Package 1** | *Sec. 4C.11.5.C.2* |
| **Sign Package 2** | *Sec. 4C.11.5.C.3* |

### DIMENSIONS

| | |
|---|---|
| Ⓐ **Area of individual sign** (max) | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| Ⓑ **Projection** (min/max) | *Sec. 4C.11.6.D.2.* |
| Ⓒ **Clear height above adjacent grade** (min) | 8'2" |

## 9. Roof Sign




| DEFINITION |
|---|
| A sign erected on a roof of a building. |

| GENERAL PROVISIONS |
|---|
| i. Roof signs are allowed only when placed directly upon a roof that slopes downward toward and extends to or over the top of an exterior wall. |
| ii. The top of the roof sign shall be located at least 2 feet below the highest point of the roof where the sign is located. |
| iii. Roof signs shall be located at least 2 feet from the edge of the roof. |
| iv. Roof signs shall be located at least 10 feet from interior lot lines. |
| v. The plane of the sign face of a roof sign shall be approximately parallel to the face of the building. |

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | Not allowed |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | *Sec. 4C.11.5.C.2* |

## 10. Wall Sign

### DEFINITION

A sign attached to, painted on, projected onto or erected on the wall of a building.

### GENERAL PROVISIONS

i. For wall signs made up of individual letters that use the wall of the building as background, sign area allocated in *Sec. 4C.11.5.C.2.* and *Sec. 4C.11.*5.C.3. may be increased by 20%, provided there is no change in color between the background and the surrounding wall area.

ii. For buildings more than one story in height, the combined wall sign area shall not exceed that permitted for a single story by more than 10% for each additional story. In no event, shall the combined wall sign area exceed by 50% that area permitted for a single-story building.

iii. If any message is placed on the edge of a wall sign, then that portion of the wall sign is regulated as a pedestrian sign or a projecting sign.

iv. A wall sign cannot extend above the top of the wall of the building, except where there is less than 3 feet between the top of the wall and the top of a window, the wall sign may extend above the top of the wall by a maximum of 3 feet.

v. The plane of the sign face of a wall sign shall be approximately parallel to the face of the building.

### GENERAL PROVISIONS (CONTINUED)

vi. Wall signs cannot be illuminated when installed on a wall that faces the rear or side lot line that is located within 30 feet of properties zoned with an Agricultural or Residential Use Class and a density indicator of 8 to 60 or 1L to 4L .

vii. No wall sign shall project over any public property or any street right-of-way greater than that permitted in *Sec. 4C.11.6.D.2. (Projection Over Property Line)* and shall comply with *Sec. 4C.11.1.C.8.* (Prohibited Locations).

viii. Where a parking lot exists between a wall sign and the street, and there is a freestanding wall or fence between the parking lot and the street, a sign may be placed on the wall or fence provided the sign does not project beyond the lot line. The sign is limited to that portion of the wall or fence between 2.5' and 3.5' in height above the finished grade at the base of the wall generally facing the street.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| **Sign Package 1** | *Sec. 4C.11.5.C.2* |
| **Sign Package 2** | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | |
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| Ⓑ **Projection** (max) | |
| Sign Package 1 | 2' |
| Sign Package 2 | 1' |

## 11. Window Sign

### DEFINITION

A sign, except for a supergraphic sign, that is attached to, affixed to, leaning against, or otherwise placed within 6 feet of a window or door in a manner so that the sign is visible from outside the building.

### GENERAL PROVISIONS

Window area is the area of continuous glass (or other transparent material) panels separated by not more than 6 inches.

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ Area of individual sign (max) | |
| Sign Package 1 | 10% |
| Sign Package 2 | 10% |

## 12. Yard Sign

| DEFINITION |
|---|
| A small sign placed in a yard or other open space. |

| GENERAL PROVISIONS |
|---|
| Yard signs shall not have mechanical or moving parts and no electricity or other source of illumination or power may be attached or made a part of the sign. |

| TOTAL SIGN AREA ALLOCATION | |
|---|---|
| Sign Package 1 | *Sec. 4C.11.5.C.2* |
| Sign Package 2 | *Sec. 4C.11.5.C.3* |
| **DIMENSIONS** | |
| Ⓐ **Area of individual sign** (max) | 20 SF |
| Ⓑ **Height** (max) | 6' |

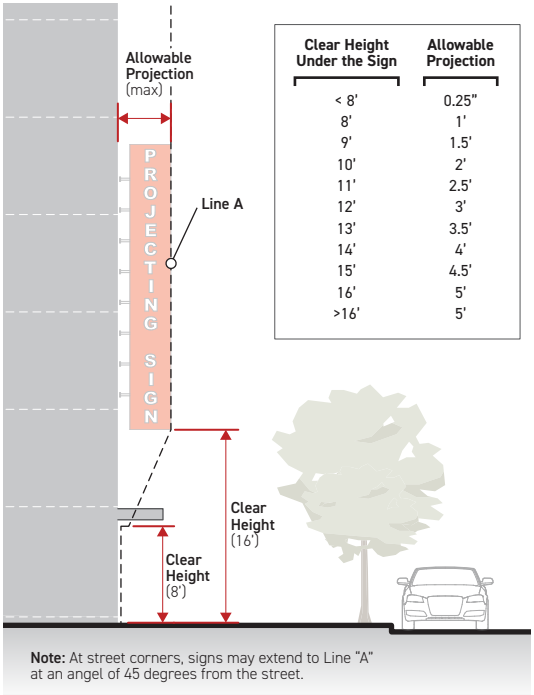
## D. Measurement

### 1. Sign Height

The height of all signs permitted by this Division shall be measured as the distance in a straight vertical line from the top of the sign to the sidewalk grade or to the edge of roadway grade nearest the sign if there is no sidewalk. No sign may be located at a height that exceeds the height limit above grade established by any *land use ordinance*, including the height limit established for the *underlying zone*.

### 2. Projection Over Property Line

[Reserved]

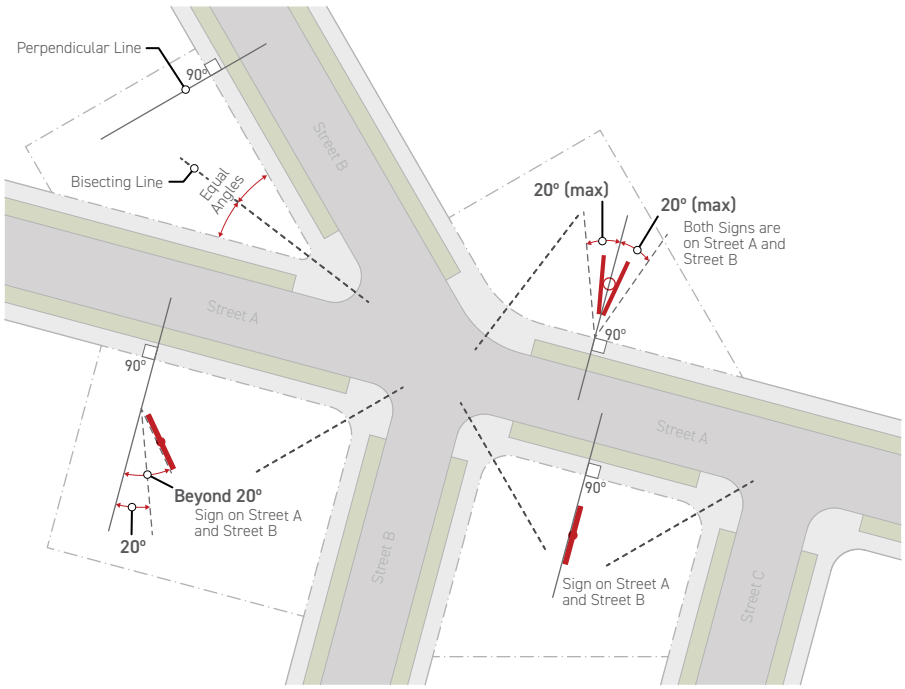



| Clear Height Under the Sign | Allowable Projection |
|---|---|
| < 8' | 0.25" |
| 8' | 1' |
| 9' | 1.5' |
| 10' | 2' |
| 11' | 2.5' |
| 12' | 3' |
| 13' | 3.5' |
| 14' | 4' |
| 15' | 4.5' |
| 16' | 5' |
| >16' | 5' |

### 3. Lots with Multiple Street Frontages

If a lot is a corner lot or other lot with two or more street frontages, then the following regulations shall apply:

**a.** A *freestanding sign* shall be considered to be located along a particular street if the sign and its support structure are located entirely on the side of the bisecting line closest to that street, and the sign face is placed at the same angle as the perpendicular line or at an angle not to exceed 20 degrees from either side of the perpendicular line as shown below.




**b.** On a *through lot*, a freestanding sign shall be considered to be located along a particular street if the sign and its support structure are located entirely on that half of the lot closest to the lot line adjoining that street.

## E. Relief

**1.** A deviation from any sign type dimensional standard of up to 10% may be requested in accordance with *Sec. 13B.5.2 (Adjustment)*.

**2.** Deviation from any sign type standard may be allowed as a variance in accordance with *Sec. 13B.5.3 (Variance)*.

# DIV. 4C.12. RIDGELINE PROTECTION

[Reserved]

# DIV. 4C.13. ENVIRONMENTAL PROTECTION

## SEC. 4C.13.1. ENVIRONMENTAL PROTECTION MEASURES

### A. Intent

1. Ensure that development in the City does not result in detrimental impacts to those residing or working in and around construction activities, and to abutting properties, and the public right of way, including the habitat, cultural resources, and historic or fragile buildings.

2. Provide a mechanism for mitigation measures adopted to certify environmental impact reports for City plans, policies, or regulations to be made enforceable on future development projects consistent with CEQA Guidelines Section 15162.4.

3. Provide a flexible mechanism to adopt and amend uniformly applicable development standards to allow streamlined environmental review, including pursuant to CEQA Guidelines Section 15183.3.

### B. Applicability

No permit shall be issued by the Los Angeles Department of Building and Safety (LADBS) without the applicant demonstrating compliance with applicable Environmental Protection Measures (EPM).

### C. Adoption and Maintenance of the Environmental Protection Measures

The Director of Planning shall prepare, maintain, and update the EPM, as deemed necessary and appropriate. The EPM, and any amendments, shall be adopted by the Director, according to *Sec. 13B.2.5. (Director Determination)*.

### D. Noncompliance

Failure to comply with the EPM or any condition or commitments made in compliance with the EPM is a violation of the Code, subject to all available administrative, criminal and civil remedies. Additionally, upon confirmation of non-compliance, the Director may require as deemed necessary and appropriate the applicant and/or property owner to retain at its own expense an independent consultant, subject to Director approval, to ensure compliance with the EPM and any conditions or commitments made in compliance with the EPM.

# DIV. 4C.14. DEFINITIONS

**Bicycle Cage.** [INSERT]

**Bicycle Corral.** [INSERT]

**Bicycle Locker.** [INSERT]

**Bicycle Rack.** [INSERT]

**Bicycle Room.** [INSERT]

**Bicycle Share Service Provider.** [INSERT]

**Bicycle Share Station.** [INSERT]

**Bicycle Share Station Dock.** [INSERT]

**Bisecting Line.** A line that equally divides the angle created by the projection of intersecting lot lines of a lot adjoining the street of a corner lot as illustrated in *Diagram C of this article*. Building Face. The general outer surface, not including cornices, bay windows or architectural projections, of any exterior wall of a building.

**Building Frontage.** The projection of the exterior building walls upon the street used for street frontage, as measured perpendicular to the edge of the street. For walls that are not parallel to the street, the building frontage shall be measured along the wall that, other than open parking stalls, has direct and unimpeded access to the street.

**Commercial Message.** Any message that advertises a business conducted, services rendered, or goods produced or sold.

**Common lot line.** A lot line shared by two lots.

**Control Gate.** [INSERT]

**Digital Display.** A sign face, building face, or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of, attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

**Discarded Material.** [INSERT]

**Drive Aisle.** [INSERT]

**Drive-Through Lane.** [INSERT]

**Drive-Through Lane Queuing Lane.** [INSERT]

**Fence.** An artificially constructed vertical barrier of wood, masonry, wire, metal, or other manufactured material or combination of materials erected to enclose, screen, or separate areas. A fence differs from a wall in not having a solid foundation along its whole length.

**Fire Severity Hazard Zone, Very High.** Geographical area identified by the State to be at a significant risk from wildfires based on fuel loading, slope, fire weather and other relevant factors.

**Footcandle.** The unit of measure expressing the quantity of light received on a surface. One footcandle is the illuminance produced by a candle on a surface one foot square from a distance of one foot.

**Freeway.** A highway that the owners or those in possession of abutting lands have no right or easement of access to or from their abutting lands or that owners have only limited or restricted right or easement of access, and that is declared to be a freeway, in compliance with the Streets and Highways Code of the State of California.

**Frontage Screen.** A planting area with a wall, fence, or hedge, located along a public right-of-way, and typically intended for screening of surface parking lots, utilities, heavy commercial uses, and industrial uses.

**Inflatable Device.** A sign that is a cold air inflated object, which may be of various shapes, made of flexible fabric, resting on the ground. Inflatable devices are restrained, attached, or held in place by a cord, rope, cable or similar method. The term inflatable device shall not include any object that contains helium, hot air or a lighter-than-air substance.

**Junk.** [INSERT]

**Light trespass.** Light that falls beyond the property it is intended to illuminate.

**Low Voltage Landscape Lighting.** Landscape lighting powered at less than 15 volts and limited to luminaires having a rated initial luminaire lumen output of 525 lumens or less.

**Lumen.** The unit of measure used to quantify the amount of light produced by a lamp or emitted from a luminaire (as distinct from "watt," a measure of power consumption).

**Luminaire.** The complete lighting unit (fixture), consisting of a lamp, or lamps and ballast(s) (when applicable), together with the parts designed to distribute the light (reflector, lens, diffuser), to position and protect the lamps, and to connect the lamps to the power supply.

**Luminaire, Fully Shielded.** A luminaire constructed and installed in such a manner that all light emitted by the luminaire, either directly from the lamp or a diffusing element, or indirectly by reflection or refraction from any part of the luminaire, is projected below the horizontal plane through the luminaire's lowest light-emitting part.

**Luminaire, Partially Shielded.** A luminaire with opaque top and translucent or perforated sides, designed to emit most light downward.

**Main Traveled Roadway of a Freeway.** The portion of a freeway, including interchange roadways connecting one freeway with another, which is designed for the movement of large volumes of vehicular traffic, efficiently and safely at high speed, but not including service roadways, landscape areas, or ingress or egress ramps connecting the freeway with other streets.

**Motor vehicle use area.** Includes, but is not limited to, loading docks, service bays, repair yards, bus bays, trucking terminals, rail yards, transit platforms, and motorhome storage areas, not normally open to public vehicular use.

**Original Art Mural.** A one-of-a-kind, hand-painted, hand-tiled, or digitally printed image on the exterior wall of a building that does not contain any commercial message.

**Original Art Mural, Vintage.** An Original Art Mural that existed prior to the operative date of Los Angeles Ordinance No. 182706, which is October 12, 2013.

**Pathway Stub.** [INSERT]

**Perpendicular Line.** A straight line between the point on a sign face that is closest to the street and the point where the line intersects the street lot line at a 90 degree angle, as illustrated in *Sec. 4C.11.6.D.3. (Measurement, On-Site Signs).*

**Projection.** The distance by which a sign extends beyond the building face.

**Public Art Installation.** A facility, amenity or project that does not contain any commercial message and which is either an "approved public arts project" as defined in *Section 19.85.4 of the Los Angeles Administrative Code* or approved pursuant to *Section 91.107.4.6 of the Los Angeles Municipal Code*.

**Public Realm.** [INSERT]

**Queuing.** [INSERT]

**Queuing lane.** [INSERT]

**Queuing Space.** [INSERT]

**Ridgeline Protection Area.** Any lot designated as being within 50 feet of a ridgeline identified in the Department of City Planning Ridgeline Map ("Ridgeline Map"), dated _____ (Council File No. _____). The Ridgeline Map is created and maintained by the Department of City Planning, delineates the boundaries of the identified ridgelines and property which may be subject to Ridgeline Protection provisions of Section 12.21. C.11., and is published as part of the Geographic Information Systems database.

**Screening Structure.** A structure obstructing visibility from outside an enclosed area to another space, object or structure.

**Shrub.** A small to medium sized perennial woody plant. Unlike herbaceous plants, shrubs have persistent woody stems above the ground. They are distinguished from trees by their multiple stems and shorter height, for purposes of this Chapter, less than 15 feet.

**Shuttle Service.** [INSERT]

**Sign.** Any whole or part of a display board, wall, screen or object, used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

**Sign Area.** See *Sec. 6.5.3*.

**Sign, Awning.** See *Sec. 4C.11.2.C.3.a*.

**Sign Face.** The surface upon which the sign message is placed.

**Sign, High Rise.** See *Sec. 4C.11.2.C.3.b*.

**Sign, Identification.** [INSERT]

**Sign, Illuminated Canopy.** See *Sec. 4C.11.2.C.3.c*.

**Sign, Information.** A sign that is limited to a message giving directions, instructions, menus, selections or address numerals.

**Sign, Legally Existing.** A sign authorized by all necessary permits.

**Sign, Marquee.** See *Sec. 4C.11.2.C.3.d*.

**Sign, Monument.** See *Sec. 4C.11.2.C.3.e*.

**Sign, Off-site.** A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than on the premises where the sign is located.

**Sign, On-site.** A sign that is other than an off-site sign.

**Sign, Pedestrian.** See *Sec. 4C.11.2.C.3.f*.

**Sign, Pole.** See *Sec. 4C.11.2.C.3.g*.

**Sign, Projecting.** See *Sec. 4C.11.2.C.3.h*.

**Sign, Roof.** See *Sec. 4C.11.2.C.3.i*.

**Sign, Supergraphic.** A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials and methods, and which does not comply with the following provisions of this Code: *Sections 14.4.9 (Projecting Signs), 14.4.15 (Marquee Signs), 14.4.16 (Temporary Signs), 14.4.17 (Temporary Signs on Temporary Construction Walls) or 14.4.20 (Original Art Murals)*.

**Sign Support Structure.** A structure of any kind or character, erected, used or maintained for a sign upon which any poster, bill, printing, painting, projected image or other message may be placed.

**Sign, Temporary.** Any sign that is to be maintained for a limited duration, including paper signs and other signs that are not permanently affixed to the ground or building.

**Sign, Wall.** See *Sec. 4C.11.2.C.3.j*.

**Sign, Window.** See *Sec. 4C.11.2.C.3.k*.

**Sign, Yard.** See *Sec. 4C.11.2.C.3.l*.

**Street Frontage.** The length of a line separating a lot from one street.

**Surface parking lot.** A parking area that has no floor area below or above it.

**Temporary Construction Wall.** A wooden fence or wooden barrier that provides protection for pedestrians and is erected and maintained on the perimeter of a construction or demolition-site pursuant to *Sections 3303 and 3306 of the California Building Code (CBC)*.

**Transition Screen.** A planting area with a wall located along a common lot line, typically intended for buffering residential uses from surface parking lots, utilities, heavy commercial uses, and industrial uses.

**Vehicular Sales Areas.** Includes exterior areas used for the display and sale or rental of vehicles, boats, trailers, construction equipment, manufactured homes, or similar uses.

**Wall.** An artificially constructed vertical barrier of wood, masonry, wire, metal, or other manufactured material or combination of materials erected to enclose, screen, or separate areas.

**Waste Receptacle.** [INSERT]

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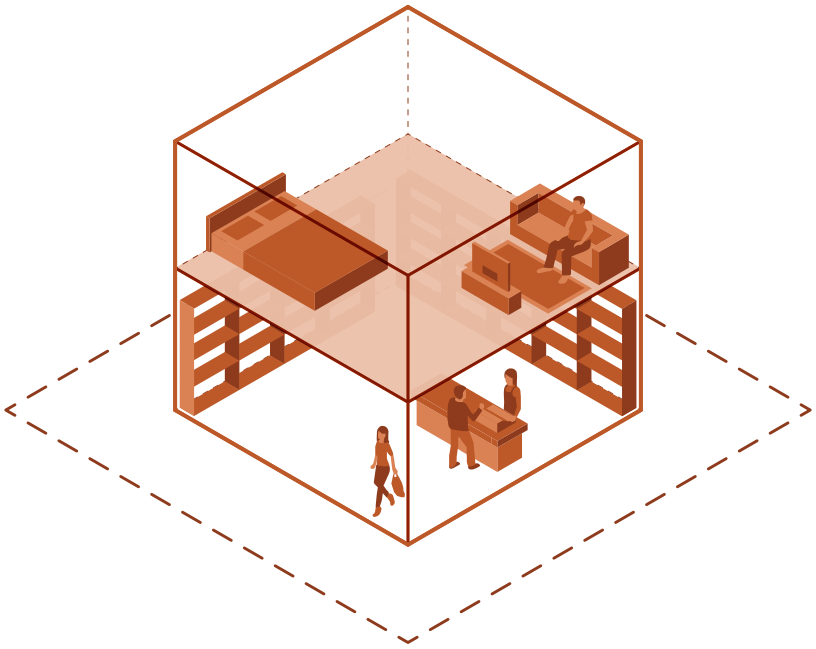
*UNDERGOING STRUCTURAL REVISIONS FOR SUBSEQUENT DRAFT RELEASE*



# ARTICLE 5. **USE**

[ FORM - FRONTAGE - STANDARDS ] [ **USE** - DENSITY ]


Part 5A. **Introduction**

Part 5B. **Use Districts**

Part 5C. **General Use Standards**

Part 5D. **Use Rules**

# CONTENTS

**Part 5A. Introduction . . . . . 5-3**
Div. 5A.1. Purpose . . . . . 5-4
Div. 5A.2. Relationship to Zone . . . . . 5-4
Div. 5A.3. Organization of Use Regulations . . . . . 5-5

**Part 5B. Use Districts . . . . . 5-9**
Div. 5B.1. Open Space Districts . . . . . 5-10
Div. 5B.2. Agricultural Districts . . . . . 5-16
Div. 5B.3. Residential Districts . . . . . 5-25
Div. 5B.4. Commercial-Mixed Districts . . . . . 5-33
Div. 5B.5. Commercial Districts . . . . . 5-52
Div. 5B.6. Industrial-Mixed Districts . . . . . 5-53
Div. 5B.7. Industrial Districts . . . . . 5-69
Div. 5B.8. Public Districts . . . . . 5-97

**Part 5C. General Use Standards . . . . . 5-106**
Div. 5C.1. General Provisions . . . . . 5-108
Div. 5C.2. Residential Uses . . . . . 5-110
Div. 5C.3. Public & Institutional Uses . . . . . 5-112
Div. 5C.4. General Commercial Uses . . . . . 5-115
Div. 5C.5. Heavy Commercial Uses . . . . . 5-125
Div. 5C.6. Light Industrial Uses . . . . . 5-142
Div. 5C.7. Heavy Industrial Uses . . . . . 5-143
Div. 5C.8. Agricultural Uses . . . . . 5-144
Div. 5C.9. Accessory Uses . . . . . 5-145
Div. 5C.10. Temporary Uses . . . . . 5-170

**Part 5D. Use Rules . . . . . 5-177**
Div. 5D.1. General Use Rules . . . . . 5-178
Div. 5D.2. Definitions . . . . . 5-179

# PART 5A. INTRODUCTION

**Div. 5A.1. Purpose . . . . . 5-4**

**Div. 5A.2. Relationship to Zone . . . . . 5-4**

Sec. 5A.2.1. Use Districts . . . . . 5-4

Sec. 5A.2.2. Relationship to Density Districts . . . . . 5-4

**Div. 5A.3. Organization of Use Regulations . . . . . 5-5**

Sec. 5A.3.1. Use Districts . . . . . 5-5

Sec. 5A.3.2. Use Table Components . . . . . 5-6

# DIV. 5A.1. PURPOSE

The purpose of this Article is to establish the Use District, General Use Standards, Accessory Use regulations, and use definitions.

# DIV. 5A.2. RELATIONSHIP TO ZONE

## SEC. 5A.2.1. USE DISTRICTS

**A.** As established in *Sec. 1.4.2.* (Zoning Map), a zone is comprised of the following Districts:

[ FORM - FRONTAGE - STANDARDS ] [ **USE** - DENSITY ]

**B.** The Use District is a component of each zone and is located in the second bracket set preceding the Density District.

## SEC. 5A.2.2. RELATIONSHIP TO DENSITY DISTRICTS

**A.** Use Districts that contain provisions for Residential Uses do not include regulations regarding the number of Dwelling Units or Guest Rooms that are permitted, otherwise known as density. The Density District component of the zone, as described in *Article 6* (Density), is the mechanism that regulates the number of Dwelling Units or Guest Rooms permitted on any Lot.

**B.** In addition to use standards found in the Use District, generalized use standards for certain specified Use Groups are found in General Use Standards in *Part 5C*.

# DIV. 5A.3. ORGANIZATION OF USE REGULATIONS

## SEC. 5A.3.1. USE DISTRICTS

Use Districts indicate the permission levels for Use Groups as established in *Sec. 5A.3.2.D.* (Use Table Key) of this Article. Use Districts are referenced individually or as a group of Use Districts throughout this Chapter as shown below.

| USE DISTRICT ORGANIZATION | |
|---|---|
| **Open Space Use Districts** | |
| Open Space 1 | OS1 |
| **Agricultural Use Districts** | |
| Agricultural 1 | A1 |
| **Residential Use Districts** | |
| Residential General 1 | RG1 |
| Residential Neighborhood Amenity 1 | RN1 |
| **Commercial-Mixed Use Districts** | |
| Commercial-Mixed Neighborhood 1 | XN1 |
| Commercial-Mixed Community 1 | XC1 |
| Commercial-Mixed General 1 | XG1 |
| Commercial-Mixed Entertainment 1 | XE1 |
| **Commercial Use Districts** | |
| [Reserved] | |
| **Industrial-Mixed Use Districts** | |
| Industrial-Mixed 1 | IX1 |
| Industrial-Mixed 2 | IX2 |
| Industrial-Mixed Hybrid 1 | IH1 |
| Industrial-Mixed Hybrid 2 | IH2 |
| **Industrial Use Districts** | |
| Industrial Restricted 1 | MR1 |
| Industrial Heavy 1 | MH1 |
| **Public Use Districts** | |
| Public Facilities | PF |

## SEC. 5A.3.2. USE TABLE COMPONENTS

### A. Use District Tables

1. This Article organizes each Use District as columns within Use Tables that provides the comprehensive list of regulated Use Groups. The Permission Levels are set for each Use Group within each Use District.

2. A descriptive explanation of each component of the Use Tables, and where the corresponding/relevant regulations can be found, are provided below.

### B. Use Groups

A Use Group is a set of uses similar in function or purpose. Each Use Group has a definition that includes a description of the types of activities that belong in that group, and includes examples of uses in that group. When types or intensity of uses within a Use Group are regulated differently than other uses in the group, they are listed below the Use Group and regulated independently. Any individual use will not be repeated in multiple Use Groups.

### C. Use Categories

Use Groups are organized into Use Categories. Use Categories do not have any associated Use District regulations, but may be referenced in other sections when they are regulated as a whole. Use Categories are organized as follows:

1. Residential Uses
2. Public and Institutional Uses
3. General Commercial Uses
4. Heavy Commercial Uses
5. Light Industrial Uses
6. Heavy Industrial Uses
7. Agricultural Uses

### D. Permission Levels

1. Each Use Group is assigned a Permission Level that varies by Use District based on whether a Use Group is permitted or prohibited, and the type of regulatory process or established set of standards, if any, that is required for a particular Use Group to be permitted. The permission level for each Use Group identified in the Use Tables established in each Division of *Part 5B* (Use Districts) is set using the symbols outlined below.

| USE TABLE KEY | | | |
|---|---|---|---|
| Symbol | Permission Level | Description | *Process* |
| P | Permitted Use | The use is permitted in the respective Use District. The use is also subject to the standards outlined in *Part 5C* (General Use Standards) of this Article and other applicable requirements in this Chapter. | *Ministerial* |
| LD | Limited by Use District | The use is permitted, subject to standards outline in the respective Use District. The use is may also be subject to the standards outlined in *Part 5C* (General Use Standards) of this Article and other applicable requirements in this Chapter. | *Ministerial (LADBS Review)* |
| LG | Limited by General Use Standard | The use is permitted, subject to standards outlined in *Part 5C* (General Use Standards) of this Article and other applicable requirements in this Chapter. | *Ministerial (LADBS Review)* |
| C1 | Conditional Use Permit, Class 1 | The use may be permitted in the respective Use District only after approval by the Zoning Administrator. The use is subject to conditions of approval, the standards outlined in *Part 5C* (General Use Standards) of this Article, except where the Use Standards are expressly modified as part of the approval process, and other applicable requirements. | *Sec. 13.4.1.* |
| C2 | Conditional Use Permit, Class 2 | The use may be permitted in the respective Use District only after approval by the Zoning Administrator. The use is subject to conditions of approval, the standards outlined in *Part 5C* (General Use Standards) of this Article, except where the Use Standards are expressly modified as part of the approval process, and other applicable requirements. | *Sec. 13.4.2.* |
| C3 | Conditional Use Permit, Class 3 | The use may be permitted in the respective Use District only after approval by the City Planning Commission. The use is subject to conditions of approval, the standards outlined in *Part 5C* (General Use Standards) of this Article, except where the Use Standards are expressly modified as part of the approval process, and other applicable requirements. | *Sec. 13.4.3.* |
| * | Adjacent District | The use may be permitted depending on the permission level of the most restrictive Use District of the adjacent properties. | *See Use District* |
| -- | Use Not Permitted | The use is not permitted in the respective Use District. | *n/a* |

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# PART 5B. USE DISTRICTS

**Div. 5B.1. Open Space Districts . . . . . 5-10**
Sec. 5B.1.1. Table of Uses . . . . . 5-10
Sec. 5B.1.2. Open Space 1 (OS1) . . . . . 5-14

**Div. 5B.2. Agricultural Districts . . . . . 5-16**
Sec. 5B.2.1. Table of Uses . . . . . 5-16
Sec. 5B.2.2. Agricultural 1 (A1) . . . . . 5-20

**Div. 5B.3. Residential Districts . . . . . 5-25**
Sec. 5B.3.1. Table of Uses . . . . . 5-25
Sec. 5B.3.3. Residential General 1 (RG1) . . . . . 5-30
Sec. 5B.3.5. Residential Neighborhood Amenity 1 (RN1) . . . . . 5-31

**Div. 5B.4. Commercial-Mixed Districts . . . . . 5-33**
Sec. 5B.4.1. Table of Uses . . . . . 5-33
Sec. 5B.4.2. Commercial-Mixed Neighborhood 1 (XN1) . . . . . 5-38
Sec. 5B.4.4. Commercial-Mixed Community 1 (XC1) . . . . . 5-41
Sec. 5B.4.5. Commercial-Mixed General 1 (XG1) . . . . . 5-44
Sec. 5B.4.7. Commercial-Mixed Entertainment 1 (XE1) . . . . . 5-47

**Div. 5B.5. Commercial Districts . . . . . 5-52**
Sec. 5B.5.1. Table of Uses . . . . . 5-52

**Div. 5B.6. Industrial-Mixed Districts . . . . . 5-53**
Sec. 5B.6.1. Table of Uses . . . . . 5-53
Sec. 5B.6.2. Industrial-Mixed 1 (IX1) . . . . . 5-58
Sec. 5B.6.3. Industrial-Mixed 2 (IX2) . . . . . 5-61
Sec. 5B.6.4. Industrial-Mixed Hybrid 1 (IH1) . . . . . 5-63
Sec. 5B.6.5. Industrial-Mixed Hybrid 2 (IH2) . . . . . 5-66

**Div. 5B.7. Industrial Districts . . . . . 5-69**
Sec. 5B.7.1. Table of Uses . . . . . 5-69
Sec. 5B.7.3. Restricted Light Industrial 1 (MR1) . . . . . 5-74
Sec. 5B.7.4. Heavy Industrial 1 (MH1) . . . . . 5-83

**Div. 5B.8. Public Districts . . . . . 5-97**
Sec. 5B.8.1. Table of Uses . . . . . 5-97
Sec. 5B.8.2. Public Facilities 1 (PF1) . . . . . 5-102

# DIV. 5B.1. OPEN SPACE DISTRICTS

Open Space Use Districts regulate open spaces to be preserved as natural resources or to be utilized for outdoor recreation opportunities.

## SEC. 5B.1.1. TABLE OF USES

| | OS1<br>*5B.1.2.* |
|---|---|
| **RESIDENTIAL USES** | |
| Household Living | -- |
| Apartment Hotel | -- |
| Boarding or Apartment House | -- |
| Community Care Facility, Licensed; As Listed Below: | |
| 6 or fewer | -- |
| 7 or more | -- |
| Dormitory Room | -- |
| Fraternity/Sorority Housing | -- |
| Homeless Shelter | -- |
| Live Work, Except as Listed Below | -- |
| Joint Living and Work Quarters | -- |
| Mobilehome Park | -- |
| Senior Living, As Listed Below: | |
| Eldercare Facility | -- |
| Alzheimer's and Dementia Care Housing | -- |
| Assisted Living | -- |
| Senior Independent Living | -- |
| Skilled Nursing Home | -- |
| Substance Abuse Facility, Licensed, As Listed Below: | |
| 6 or Fewer | -- |
| 7 or More | -- |
| **PUBLIC AND INSTITUTIONAL USES** | |
| Civic, Except as Listed Below: | C3 |
| Community Center | C3 |
| Convention Center | -- |
| Ground Passenger Terminal | -- |
| Correctional or Penal Institution | C3 |
| Counseling and Referral Facility | -- |
| Nature Conservation Area | P |
| Parking | -- |
| Park and Open Space | LD |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
"C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | OS1<br>*5B.1.2.* | |
|---|---|---|
| House of Worship | -- | |
| Public Safety Facility | P | |
| School, As Listed Below: | | |
| School, K-12 | C3 | |
| School, Postsecondary | C3 | |
| Shoreline Project | C3 | |
| Utilities, As Listed Below: | LG | *5C.3.3.* |
| Solar Panel Energy Generating Facility | C3 | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | |
| Adult Entertainment Business | -- | |
| Alcohol Sales, As Listed Below: | | |
| On-Site Sale | -- | |
| Off-Site Sale | -- | |
| Animal Care, Sales and Services, Except as Listed Below: | -- | |
| Kennel | -- | |
| Veterinary Hospital | -- | |
| Cemetery, Except as Listed Below: | LG | *5C.4.5.* |
| Funeral and Related Services | -- | |
| Day Care Facility | -- | |
| Eating and Drinking Establishment, Except as Listed Below: | C1 | |
| Drive-Through Eating and Drinking Establishment | -- | |
| Entertainment Venue, As Listed Below: | | |
| Auditorium | C3 | |
| Banquet Hall | -- | |
| Dance Hall | -- | |
| Live Entertainment (Cafe/Shows, Karaoke) | -- | |
| Sports Arena and Stadium | C3 | |
| Theater | -- | |
| Financial Services, Except as Listed Below | -- | |
| Alternative Financial Services | -- | |
| Hotel, Except as Listed Below: | -- | |
| Motel | -- | |
| Transient Occupancy Residential | -- | |
| Instructional Services | -- | |
| Medical Facility, Except as Listed Below: | -- | |
| Ambulance Services | -- | |
| Hospice | -- | |
| Hospital | -- | |

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| | OS1<br>*5B.1.2.* |
|---|---|
| **Office, Except as Listed Below:** | -- |
| Creative Media Office | -- |
| **Personal Services, Except as Listed Below:** | -- |
| Massage Therapy | -- |
| **Private Club** | -- |
| **Recreation, Indoor; Except as Listed Below:** | -- |
| Gym | -- |
| **Recreation, Outdoor; Except as Listed Below:** | C3 |
| Golf Course | C3 |
| **Retail Sales, Except as Listed Below:** | -- |
| Certified Farmers' Market | -- |
| Food and Beverage Store | -- |
| Gun Sales | -- |
| Smoke and Vape Shop | -- |
| Swap Meet | -- |
| HEAVY COMMERCIAL USES | |
| **Car Wash** | -- |
| **Fueling Station** | -- |
| **Vehicle Repair, As Listed Below:** | |
| Vehicle Repair, Light | -- |
| Vehicle Repair, Heavy | -- |
| **Vehicle Sales and Rental, As Listed Below:** | |
| Used Vehicle Sales, Light | -- |
| Vehicle Sales and Rental, Light | -- |
| Vehicle Sales and Rental, Heavy | -- |
| **Vehicle Storage, As Listed Below:** | |
| Official Police Garage | -- |
| Vehicle Storage, Light | -- |
| Vehicle Storage, Heavy | -- |
| LIGHT INDUSTRIAL USES | |
| **Computer and Electronic Product Assembly** | -- |
| **Food and Drink Manufacturing, Except as Listed Below:** | -- |
| Alcoholic Beverage Manufacturing | -- |
| **Furniture and Related Products Manufacturing** | -- |
| **General Light Manufacturing** | -- |
| **Maintenance and Repair Services** | -- |
| **Research and Development** | C3 |
| **Self-Service Storage** | -- |
| **Soundstages and Backlots** | -- |
| **Textile and Apparel Manufacturing** | -- |

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| | OS1<br>*5B.1.2.* |
|---|---|
| **Wholesale Trade and Warehousing** | -- |
| HEAVY INDUSTRIAL USES | |
| **Airport** | -- |
| **Animal Products Processing** | -- |
| **Chemical Product Manufacturing, Except as Listed Below:** | -- |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | -- |
| **Freight Terminal** | -- |
| **General Storage, Except as Listed Below:** | -- |
| Cargo Container Storage Yard | -- |
| **Junk Yard Facility, Except as Listed Below:** | -- |
| Auto Dismantling | -- |
| Scrap Metal Yard | -- |
| **Machinery and Fabricated Metal Manufacturing** | -- |
| **Nonmetallic Mineral Product Manufacturing** | -- |
| **Petroleum and Coal Product Manufacturing** | -- |
| **Plastic and Rubber Product Manufacturing** | -- |
| **Primary Metal Manufacturing** | -- |
| **Railway Facility** | -- |
| **Resource Extraction, Except as Listed Below:** | -- |
| Oil and Gas Extraction | -- |
| **Solid Waste Facility, Except as Listed Below:** | -- |
| Green Waste and Wood Waste Facility | -- |
| Hazardous Waste Facility | -- |
| Solid Waste Alternative Technology Processing Facility | -- |
| **Recycling Centers and Facilities, As Listed Below:** | |
| Recycling Collection or Buyback Center | -- |
| Recycling Materials Sorting Facility | -- |
| Recycling Materials Processing Facility | -- |
| **Wood and Paper Manufacturing** | -- |
| AGRICULTURAL USES | |
| **Animal Keeping, Wild** | -- |
| **Animal Farming, Except as Listed Below** | -- |
| Equinekeeping, Commercial | -- |
| Equinekeeping, Non-commercial | -- |
| Livestock Keeping | -- |
| **Farming (Plant Cultivation), Except as Listed Below:** | -- |
| Truck Gardening | -- |

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## SEC. 5B.1.2. OPEN SPACE 1 (OS1)

### A. Intent

The OS 1 Use District allows for parks and park facilities. This District is intended to protect and preserve natural resources and provide outdoor recreation opportunities.

### B. Use District Standards

Any existing sanitary landfill sites must have received certificates of closure in compliance with federal and state regulations.

### C. Use Limitations

**1.** Parks & Open Space

**a.** Public recreation area may include bicycle trails, equestrian trails, walking trails, nature trails, park land/lawn areas, children's play areas, picnic facilities, and athletic fields (not to exceed 200 seats in park).

**b.** Public beaches, swimming pools, camping facilities, tennis courts and other game courts require approval by the City Planning Commission pursuant to *Sec. 13.4.3.* (Conditional Use Permit, Class 3).

### D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Civic

**2.** Convention Center

**3.** Correctional or Penal Institution

**4.** School, K-12

**5.** School, Postsecondary

**6.** Shoreline Project

**7.** Solar Panel Energy Generating Facility

**8.** Eating and Drinking Establishment

**9.** Auditorium

**10.** Sports Arena and Stadium

**11.** Recreation, Outdoor

**12.** Golf Course.

**13.** Driving tees or ranges, miniature, and pitch and putt courses are not permitted.

**14.** Research and Development

# DIV. 5B.2. AGRICULTURAL DISTRICTS

Agricultural Use Districts emphasize agriculture-related uses while also allowing for residential uses.

## SEC. 5B.2.1. TABLE OF USES

| | A1 *5B.2.2.* | |
|---|---|---|
| **RESIDENTIAL USES** | | |
| Household Living | P | |
| Apartment Hotel | -- | |
| Boarding or Apartment House | -- | |
| Community Care Facility, Licensed; As Listed Below: | | |
| 6 or fewer | P | |
| 7 or more | P | |
| Dormitory Room | -- | |
| Fraternity/Sorority Housing | C2 | |
| Homeless Shelter | -- | |
| Live Work, Except as Listed Below | -- | |
| Joint Living and Work Quarters | -- | |
| Mobilehome Park | LG | *5C.2.3.* |
| Senior Living, As Listed Below: | | |
| Eldercare Facility | C2 | |
| Alzheimer's and Dementia Care Housing | -- | |
| Assisted Living | -- | |
| Senior Independent Living | -- | |
| Skilled Nursing Home | -- | |
| Substance Abuse Facility, Licensed, As Listed Below: | | |
| 6 or Fewer | P | |
| 7 or More | P | |
| **PUBLIC AND INSTITUTIONAL USES** | | |
| Civic, Except as Listed Below: | P | |
| Community Center | LD | |
| Convention Center | -- | |
| Ground Passenger Terminal | -- | |
| Correctional or Penal Institution | C3 | |
| Counseling and Referral Facility | -- | |
| Nature Conservation Area | -- | |
| Parking | C2 | |
| Park and Open Space | LD | |
| House of Worship | C2 | |

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| | A1 5B.2.2. | |
|---|---|---|
| **Public Safety Facility** | P | |
| **School, As Listed Below:** | | |
| School, K-12 | C3 | |
| School, Postsecondary | C3 | |
| **Shoreline Project** | C3 | |
| **Utilities, As Listed Below:** | LG | *5C.3.3.* |
| Solar Panel Energy Generating Facility | C3 | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | |
| **Adult Entertainment Business** | -- | |
| **Alcohol Sales, As Listed Below:** | | |
| On-Site Sale | -- | |
| Off-Site Sale | -- | |
| **Animal Care, Sales and Services, Except as Listed Below:** | -- | |
| Kennel | -- | |
| Veterinary Hospital | -- | |
| **Cemetery, Except as Listed Below:** | LG | *5C.4.5.* |
| Funeral and Related Services | C2 | |
| **Day Care Facility** | C2 | |
| **Eating and Drinking Establishment, Except as Listed Below:** | -- | |
| Drive-Through Eating and Drinking Establishment | -- | |
| **Entertainment Venue, As Listed Below:** | | |
| Auditorium | C3 | |
| Banquet Hall | C2 | |
| Dance Hall | -- | |
| Live Entertainment (Cafe/Shows, Karaoke) | -- | |
| Sports Arena and Stadium | C3 | |
| Theater | -- | |
| **Financial Services, Except as Listed Below** | -- | |
| Alternative Financial Services | -- | |
| **Hotel, Except as Listed Below:** | -- | |
| Motel | -- | |
| Transient Occupancy Residential | -- | |
| **Instructional Services** | -- | |
| **Medical Facility, Except as Listed Below:** | -- | |
| Ambulance Services | -- | |
| Hospice | -- | |
| Hospital | C3 | *5C.9.8.* |
| **Office, Except as Listed Below:** | -- | |

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| | A1 5B.2.2. | |
|---|---|---|
| Creative Media Office | -- | |
| **Personal Services, Except as Listed Below:** | -- | |
| Massage Therapy | -- | |
| **Private Club** | C2 | |
| **Recreation, Indoor; Except as Listed Below:** | -- | |
| Gym | -- | |
| **Recreation, Outdoor; Except as Listed Below:** | -- | |
| Golf Course | LD | |
| **Retail Sales, Except as Listed Below:** | -- | |
| Certified Farmers' Market | LG | *5C.4.4.* |
| Food and Beverage Store | -- | |
| Gun Sales | -- | |
| Smoke and Vape Shop | -- | |
| Swap Meet | -- | |
| **HEAVY COMMERCIAL USES** | | |
| **Car Wash** | -- | |
| **Fueling Station** | -- | |
| **Vehicle Repair, As Listed Below:** | | |
| Vehicle Repair, Light | -- | |
| Vehicle Repair, Heavy | -- | |
| **Vehicle Sales and Rental, As Listed Below:** | | |
| Used Vehicle Sales, Light | -- | |
| Vehicle Sales and Rental, Light | -- | |
| Vehicle Sales and Rental, Heavy | -- | |
| **Vehicle Storage, As Listed Below:** | | |
| Official Police Garage | -- | |
| Vehicle Storage, Light | -- | |
| Vehicle Storage, Heavy | -- | |
| **LIGHT INDUSTRIAL USES** | | |
| **Computer and Electronic Product Assembly** | -- | |
| **Food and Drink Manufacturing, Except as Listed Below:** | -- | |
| Alcoholic Beverage Manufacturing | -- | |
| **Furniture and Related Products Manufacturing** | -- | |
| **General Light Manufacturing** | -- | |
| **Maintenance and Repair Services** | -- | |
| **Research and Development** | C2 | |
| **Self-Service Storage** | -- | |
| **Soundstages and Backlots** | C3 | |
| **Textile and Apparel Manufacturing** | -- | |
| **Wholesale Trade and Warehousing** | -- | |

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| | A1<br>*5B.2.2.* |
|---|---|
| **HEAVY INDUSTRIAL USES** | |
| **Airport** | -- |
| **Animal Products Processing** | -- |
| **Chemical Product Manufacturing, Except as Listed Below:** | -- |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | -- |
| **Freight Terminal** | -- |
| **General Storage, Except as Listed Below:** | -- |
| Cargo Container Storage Yard | -- |
| **Junk Yard Facility, Except as Listed Below:** | -- |
| Auto Dismantling | -- |
| Scrap Metal Yard | -- |
| **Machinery and Fabricated Metal Manufacturing** | -- |
| **Nonmetallic Mineral Product Manufacturing** | -- |
| **Petroleum and Coal Product Manufacturing** | -- |
| **Plastic and Rubber Product Manufacturing** | -- |
| **Primary Metal Manufacturing** | -- |
| **Railway Facility** | -- |
| **Resource Extraction, Except as Listed Below:** | -- |
| Oil and Gas Extraction | -- |
| **Solid Waste Facility, Except as Listed Below:** | -- |
| Green Waste and Wood Waste Facility | C3 |
| Hazardous Waste Facility | -- |
| Solid Waste Alternative Technology Processing Facility | -- |
| **Recycling Centers and Facilities, As Listed Below:** | |
| Recycling Collection or Buyback Center | -- |
| Recycling Materials Sorting Facility | -- |
| Recycling Materials Processing Facility | -- |
| **Wood and Paper Manufacturing** | -- |
| **AGRICULTURAL USES** | |
| **Animal Keeping, Wild** | C2 |
| **Animal Farming, Except as Listed Below** | LD |
| Equinekeeping, Commercial | C2 |
| Equinekeeping, Non-commercial | LD |
| Livestock Keeping | LD |
| **Farming (Plant Cultivation), Except as Listed Below:** | LD |
| Truck Gardening | P |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
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## SEC. 5B.2.2. AGRICULTURAL 1 (A1)

### A. Intent

The A1 Use District allows for single-unit developments and agriculture-related uses. The Use District is intended to be primarily agricultural while allowing for residential uses. Certain public and institutional services and amenities are also allowed.

### B. Use District Standards

**1.** Any use or enterprise customarily carried on in the field of general agriculture that is not obnoxious or detrimental to the public welfare is permitted in this Use District.

**2.** The keeping of equines, bovines, goats or other domestic livestock shall be permitted only on lots having an area of 17,500 square feet or more.

**a.** A maximum of two currently licensed equines not owned by the resident of the involved property (for which monetary compensation may be paid) or kept on the property as an accessory use are permitted per lot.

**3.** Every animal keeping structure for the housing of equines, cattle, sheep, goats, swine, or other similar animals shall neither be located closer than 35 feet from the habitable rooms of the animal keeper's Dwelling Unit nor closer than 75 feet from the habitable rooms of a neighbor's Dwelling Unit.

**a.** Regardless of any provision to the contrary, the Zoning Administrator shall determine that the City may issue a building permit for any residential building which has a habitable room closer than 35 feet from a legally established equine use pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), if the Zoning Administrator determines that the residential building cannot reasonably be constructed at a location 35 feet or greater from a legally established equine use. This determination may be made after giving consideration to:

**i.** Size and configurations of land parcel.

**ii.** Environmental conditions, including but not limited to topography, geology, drainage and soil.

**iii.** Public facilities and easements that restrict location of buildings.

**iv.** Feasibility of relocating the equine enclosure.

**4.** The commercial grazing, breeding, boarding, raising or training of domestic animals require approval by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

### C. Use Limitations

**1.** Community Center

**a.** Site must be owned and operated by a government agency.

**b.** The use shall also comply with the use standards in *Sec. 5C.3.1.* (Community Center).

**2.** Parks & Open Space

**a.** Site must be owned and operated by a government agency.

**b.** The use shall also comply with the use standards in *Sec. 5C.3.2.* (Park & Open Space).

**3.** Golf Course

**a.** Golf courses and limited accessory clubhouse are permitted.

**b.** Driving tees or ranges, miniature and pitch and putt courses having an average fairway length per hole of less than 125 yards, illuminated courses and similar commercial operations require approval by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**4.** Animal Farming

**a.** Raising chicken, rabbits, and chinchillas for commercial purposes is permitted on lots of five acres or more.

**b.** Commercial activity for bovine, cattle, goats, and other similar domestic animals require approval by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**i.** The minimum lot area for goat or cattle dairies shall not be less than 20 acres.

**5.** Equinekeeping, Non-commercial

**a.** The number of equine shall not exceed one for each 4,000 square feet of lot area.

**6.** Livestock Keeping

**a.** The number of bovine shall not exceed one for each 4,000 square feet of lot area.

**b.** Keeping five (5) or fewer swine is permitted, but six (6) or more requires approval by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**7.** Farming (Plant Cultivation)

**a.** Farm stands are subject to the following limitations:

**i.** One stand is permitted, for the display and sale of only those products produced upon the same premises, provided that the plan for the construction of such stand is approved by the Department of Building and Safety.

**ii.** The stand must not exceed an area of two hundred (200) square feet and must be located not nearer than ten (10) feet to any street or highway.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Eldercare Facility

**2.** Fraternity/Sorority Housing

**3.** Correctional or Penal Institution

**4.** Parking.

- **a.** Parking areas must be public.

**5.** House of Worship

**6.** School, K-12

**7.** School, Postsecondary

**8.** Shoreline Project

**9.** Solar Panel Energy Generating Facility

**10.** Funeral and Related Services

**11.** Day Care Facility

**12.** Auditorium

**13.** Banquet Hall

**14.** Sports Arena and Stadium

**15.** Hospital

**16.** Private Club

**17.** Research and Development

**18.** Soundstages and Backlots

**19.** Green Waste and Wood Waste Facility

- **a.** The following types of uses are permitted with approval from the City Planning Commission pursuant to *Sec. 13.4.3.* (Conditional Use Permit, Class 3):
  - **i.** Chipping/grinding facility
  - **ii.** Composting facility

**iii.** Curing facility

**iv.** Mulching facility

**b.** In addition, the uses in Paragraph a. must be conducted in accordance with the following limitations:

**i.** The uses shall be conducted wholly within an enclosed building, or where deemed appropriate by the City Planning Commission, within an area which is completely enclosed by a solid wall or solid fence which is at least eight feet in height with necessary solid gates of like height. Open storage of material shall comply with the following standards:

**a)** The required wall or fence has been erected in an area which adjoins a street, no material shall be stored within the enclosed area to a height greater than that of the wall or fence for a distance of up to 50 feet from such wall or fence, unless the height of the wall or fence is ten feet or more in height;

**b)** When the height of the wall or fence is ten feet or more, no material shall be stored within the enclosed area to a height greater than that of the wall or fence for a distance of 37 feet from the wall or fence; or

**c)** After the minimum setback of either 50 feet or 37 feet has been observed, materials may be stored over the height of the wall or fence as determined by the City Planning Commission.

**ii.** The property upon which any use enumerated in this subdivision is conducted shall be landscaped to a minimum distance of five feet measured at a right angle from the adjacent street, except for those areas which are necessary for ingress and egress.

**iii.** Signs displaying the name of the company and/or operator, address and hours of operation shall be posted at or near the main entrance gate to the recycling facility at all times.

**iv.** Green Waste or Wood Waste recycling activities under this subdivision shall not exceed the noise level set forth in LAMC Section 111.03 (Minimum Ambient Noise Level) as measured from any point on adjacent property that is located in any Use District other than a Public Use District.

**v.** Green Waste or Wood Waste recycling uses shall comply with all necessary public safety requirements of LAMC Sec. 57.121. (Disclosure of Hazardous Substances). These uses must not emit any odor or smell that is offensive to adjacent uses and must further satisfy all necessary requirements as set forth by applicable state and county agencies.

**vi.** No standing water shall be allowed to accumulate anywhere on the site.

**vii.** All leachates shall be collected, controlled, disposed of and shall not be allowed to remain at the site at any time.

**viii.** Supplemental Findings. In addition to the findings otherwise required by *Sec. 13.4.3.* (Conditional Use Permit, Class 3), before granting an approval the City Planning Commission shall find that:

**a)** Adequate safeguards are provided to control impacts resulting from residual waste materials, airborne transmission of dust particles, or debris from stockpiles, storage areas or roadways located on the premises; and

**b)** Hours of operation shall be tailored to and be compatible with adjoining uses.

**20.** Animal Keeping, Wild

**21.** Equinekeeping, Commercial

# DIV. 5B.3. RESIDENTIAL DISTRICTS

Residential Use Districts emphasize residential uses and only allow a minimal amount of compatible services and amenities.

## SEC. 5B.3.1. TABLE OF USES

| | RG1 *5B.3.3.* | RN1 *5B.3.5.* | |
|---|---|---|---|
| **RESIDENTIAL USES** | | | |
| **Household Living** | P | P | |
| **Apartment Hotel** | -- | P | |
| **Boarding or Apartment House** | P | P | |
| **Community Care Facility, Licensed; As Listed Below:** | | | |
| 6 or fewer | P | P | |
| 7 or more | P | P | |
| **Dormitory Room** | P | P | |
| **Fraternity/Sorority Housing** | P | P | |
| **Homeless Shelter** | -- | LG | *5C.2.1.* |
| **Live Work, Except as Listed Below** | -- | -- | |
| Joint Living and Work Quarters | -- | -- | |
| **Mobilehome Park** | -- | -- | *5C.2.3.* |
| **Senior Living, As Listed Below:** | | | |
| Eldercare Facility | C2 | P | |
| Alzheimer's and Dementia Care Housing | -- | P | |
| Assisted Living | P | P | |
| Senior Independent Living | P | P | |
| Skilled Nursing Home | -- | P | |
| **Substance Abuse Facility, Licensed, As Listed Below:** | | | |
| 6 or Fewer | P | P | |
| 7 or More | P | P | |
| **PUBLIC AND INSTITUTIONAL USES** | | | |
| **Civic, Except as Listed Below:** | P | P | |
| Community Center | LG | LG | |
| Convention Center | -- | -- | |
| Ground Passenger Terminal | -- | -- | |
| **Correctional or Penal Institution** | C3 | C3 | |
| **Counseling and Referral Facility** | P | P | |
| **Nature Conservation Area** | P | P | |
| **Parking** | -- | -- | |

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| | RG1 *5B.3.3.* | RN1 *5B.3.5.* | |
|---|---|---|---|
| **Park and Open Space** | P | P | |
| **House of Worship** | C2 | C2 | |
| **Public Safety Facility** | P | P | |
| **School, As Listed Below:** | | | |
| School, K-12 | C3 | C3 | |
| School, Postsecondary | C3 | C3 | |
| **Shoreline Project** | C3 | C3 | |
| **Utilities, As Listed Below:** | LG | LG | *5C.3.3.* |
| Solar Panel Energy Generating Facility | LG | LG | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | | |
| **Adult Entertainment Business** | -- | -- | |
| **Alcohol Sales, As Listed Below:** | | | |
| On-Site Sale | -- | C2 | |
| Off-Site Sale | -- | C2 | |
| **Animal Care, Sales and Services, Except as Listed Below:** | -- | -- | |
| Kennel | -- | -- | |
| Veterinary Hospital | -- | -- | |
| **Cemetery, Except as Listed Below:** | -- | -- | *5C.4.5.* |
| Funeral and Related Services | -- | -- | |
| **Day Care Facility** | -- | LD | |
| **Eating and Drinking Establishment, Except as Listed Below:** | -- | LD | |
| Drive-Through Eating and Drinking Establishment | -- | -- | |
| **Entertainment Venue, As Listed Below:** | | | |
| Auditorium | -- | -- | |
| Banquet Hall | -- | -- | |
| Dance Hall | -- | -- | |
| Live Entertainment (Cafe/Shows, Karaoke) | -- | -- | |
| Sports Arena and Stadium | C3 | C3 | |
| Theater | -- | -- | |
| **Financial Services, Except as Listed Below** | -- | -- | |
| Alternative Financial Services | -- | -- | |
| **Hotel, Except as Listed Below:** | -- | -- | |
| Motel | -- | -- | |
| Transient Occupancy Residential | -- | -- | |
| **Instructional Services** | -- | LD | |
| **Medical Facility, Except as Listed Below:** | -- | -- | |
| Ambulance Services | -- | -- | |

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| | RG1 *5B.3.3.* | RN1 *5B.3.5.* | |
|---|---|---|---|
| Hospice | -- | P | |
| Hospital | C3 | C3 | *5C.9.8.* |
| **Office, Except as Listed Below:** | -- | LD | |
| Creative Media Office | -- | LD | |
| **Personal Services, Except as Listed Below:** | -- | LD | |
| Massage Therapy | -- | LD | |
| **Private Club** | -- | -- | |
| **Recreation, Indoor; Except as Listed Below:** | -- | LD | |
| Gym | -- | LD | |
| **Recreation, Outdoor; Except as Listed Below:** | -- | -- | |
| Golf Course | -- | -- | |
| **Retail Sales, Except as Listed Below:** | -- | LD | |
| Certified Farmers' Market | LG | LG | *5C.4.4.* |
| Food and Beverage Store | -- | LD | |
| Gun Sales | -- | -- | |
| Smoke and Vape Shop | -- | -- | |
| Swap Meet | -- | -- | |
| **HEAVY COMMERCIAL USES** | | | |
| **Car Wash** | -- | -- | |
| **Fueling Station** | -- | -- | |
| **Vehicle Repair, As Listed Below:** | | | |
| Vehicle Repair, Light | -- | -- | |
| Vehicle Repair, Heavy | -- | -- | |
| **Vehicle Sales and Rental, As Listed Below:** | | | |
| Used Vehicle Sales, Light | -- | -- | |
| Vehicle Sales and Rental, Light | -- | -- | |
| Vehicle Sales and Rental, Heavy | -- | -- | |
| **Vehicle Storage, As Listed Below:** | | | |
| Official Police Garage | -- | -- | |
| Vehicle Storage, Light | -- | -- | |
| Vehicle Storage, Heavy | -- | -- | |
| **LIGHT INDUSTRIAL USES** | | | |
| **Computer and Electronic Product Assembly** | -- | -- | |
| **Food and Drink Manufacturing, Except as Listed Below:** | -- | -- | |
| Alcoholic Beverage Manufacturing | -- | -- | |
| **Furniture and Related Products Manufacturing** | -- | -- | |
| **General Light Manufacturing** | -- | -- | |
| **Maintenance and Repair Services** | -- | -- | |

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| | RG1 *5B.3.3.* | RN1 *5B.3.5.* |
|---|---|---|
| Research and Development | -- | -- |
| Self-Service Storage | -- | -- |
| Soundstages and Backlots | C3 | C3 |
| Textile and Apparel Manufacturing | -- | -- |
| Wholesale Trade and Warehousing | -- | -- |
| **HEAVY INDUSTRIAL USES** | | |
| Airport | -- | -- |
| Animal Products Processing | -- | -- |
| Chemical Product Manufacturing, Except as Listed Below: | -- | -- |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | -- | -- |
| Freight Terminal | -- | -- |
| General Storage, Except as Listed Below: | -- | -- |
| Cargo Container Storage Yard | -- | -- |
| Junk Yard Facility, Except as Listed Below: | -- | -- |
| Auto Dismantling | -- | -- |
| Scrap Metal Yard | -- | -- |
| Machinery and Fabricated Metal Manufacturing | -- | -- |
| Nonmetallic Mineral Product Manufacturing | -- | -- |
| Petroleum and Coal Product Manufacturing | -- | -- |
| Plastic and Rubber Product Manufacturing | -- | -- |
| Primary Metal Manufacturing | -- | -- |
| Railway Facility | | |
| Resource Extraction, Except as Listed Below: | -- | -- |
| Oil and Gas Extraction | -- | -- |
| Solid Waste Facility, Except as Listed Below: | -- | -- |
| Green Waste and Wood Waste Facility | -- | -- |
| Hazardous Waste Facility | -- | -- |
| Solid Waste Alternative Technology Processing Facility | -- | -- |
| Recycling Centers and Facilities, As Listed Below: | | |
| Recycling Collection or Buyback Center | -- | -- |
| Recycling Materials Sorting Facility | -- | -- |
| Recycling Materials Processing Facility | -- | -- |
| Wood and Paper Manufacturing | -- | -- |
| **AGRICULTURE USES** | | |
| Animal Keeping, Wild | -- | -- |
| Animal Farming, Except as Listed Below | -- | -- |
| Equinekeeping, Commercial | -- | -- |

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| | RG1 *5B.3.3.* | RN1 *5B.3.5.* | |
|---|---|---|---|
| Equinekeeping, Non-commercial | LD | -- | |
| Livestock Keeping | -- | -- | |
| **Farming (Plant Cultivation), Except as Listed Below:** | -- | -- | |
| Truck Gardening | P | P | |

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## SEC. 5B.3.2. RESIDENTIAL GENERAL 1 (RG1)

### A. Intent

The RG1 Use District allows for a wide variety of housing types to accommodate diverse housing needs. The Use District is intended to be primarily residential. Public and institutional services and amenities are also allowed.

### B. Use District Standards

Notwithstanding any provision to the contrary, the Zoning Administrator shall determine that the City may issue a building permit for any residential building which has a habitable room closer than 35 feet from a legally established equine use pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), if the Zoning Administrator determines that the residential building cannot reasonably be constructed at a location 35 feet or greater from a legally established equine use. This determination may be made after giving consideration to:

**1.** Size and configurations of land parcel.

**2.** Environmental conditions, including but not limited to topography, geology, drainage and soil.

**3.** Public facilities and easements that restrict buildable area location.

**4.** Feasibility of relocating the equine enclosure.

### C. Use Limitations

**1.** Equinekeeping, Non-Commercial

**a.** The keeping of equines is permitted in conjunction with the residential use of the lot, provided that:

**i.** It is not for commercial purposes.

**ii.** There is a Minimum Lot Area of 20,000 square-feet, and the number of equines do not exceed one for each 5,000 square feet of Lot Area.

**b.** Every animal keeping structure for the housing of equines shall neither be located closer than 35 feet from the habitable rooms of the animal keeper's Dwelling Unit nor closer than 75 feet from the habitable rooms of a neighbor's Dwelling Unit.

### D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Eldercare Facility

**2.** Correctional or Penal Institution

3. House of Worship
4. School, K-12
5. School, Postsecondary
6. Shoreline Project
7. Sports Arena and Stadium
8. Soundstages and Backlots

## SEC. 5B.3.3. RESIDENTIAL NEIGHBORHOOD AMENITY 1 (RN1)

### A. Intent

The RN1 Use District is primarily residential, but also allows for limited commercial uses that are generally restricted to 1,500 square feet in size per tenant space on the ground floor.

### B. Use District Standard

1. The Adjustment process, pursuant to *Sec. 13B.5.2.*(Adjustment), can be applied to any Commercial Tenant Size restriction in this Use District if the request represents an increase of 20% or less.
2. All commercial uses shall be on the ground floor only.

### C. Use Limitations

For the following Use Groups, the Commercial Tenant Size of any ground floor tenant space shall be limited to a maximum of 1,500 square feet and the daily hours of operation shall be limited to the hours between 6:00 am and 10:00 pm.

1. Eating and Drinking Establishment
2. Instructional Services
3. Office
4. Creative Media Office
5. Personal Services
6. Massage Therapy
7. Recreation, Indoor
8. Gym
9. Retail Sales
10. Food and Beverage Store

**11.** Day Care Facility

**a.** Up to 20 children or adults are permitted by-right.

**b.** Up to 50 children or adults may be permitted with approval by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** House of Worship

**3.** School, K-12

**4.** School, Postsecondary

**5.** Shoreline Project

**6.** Alcohol, Off-Site Consumption.

**a.** The use shall also comply with the use standards in *Part 5C* (General Use Standards).

**7.** Alcohol, On-Site Consumption

**a.** Permitted only in conjunction with an Eating and Drinking Establishment that is maintained as a bona fide eating place (restaurant) with an operational kitchen.

**b.** The use shall also comply with the use standards in *Part 5C* (General Use Standards).

**8.** Sports Arena and Stadium

**9.** Soundstages and Backlots

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be permitted only when incidental to the use of an office, store or other commercial building of the same lot, provided that:

**1.** Such storage is in compliance with *Sec. 4C.3.5.C.2.a.* (Screening Type A);

**2.** No power-driven excavating or road building equipment is stored on the premises; and

**3.** There is no storage of a commercial vehicle which exceeds a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

# DIV. 5B.4. COMMERCIAL-MIXED DISTRICTS

Commercial-Mixed Use Districts promote neighborhoods with a mixture of uses including commercial and residential.

## SEC. 5B.4.1. TABLE OF USES

| | XN1 *5B.4.2.* | XC1 *5B.4.4.* | XG1 *5B.4.5.* | XE1 *5B.4.7.* | |
|---|---|---|---|---|---|
| **RESIDENTIAL USES** | | | | | |
| **Household Living** | P | P | P | P | |
| **Apartment Hotel** | P | P | P | P | |
| **Boarding or Apartment House** | P | P | P | P | |
| **Community Care Facility, Licensed; As Listed Below:** | | | | | |
| 6 or fewer | P | P | P | P | |
| 7 or more | P | P | P | P | |
| **Dormitory Room** | P | P | P | P | |
| **Fraternity/Sorority Housing** | P | P | P | P | |
| **Homeless Shelter** | LG | LG | LG | LG | *5C.2.1.* |
| **Live Work, Except as Listed Below** | LD | LD | LD | LD | |
| Joint Living and Work Quarters | LD | LD | LD | LD | |
| **Mobilehome Park** | -- | -- | -- | -- | |
| **Senior Living, As Listed Below:** | | | | | |
| Eldercare Facility | P | P | P | P | |
| Alzheimer's and Dementia Care Housing | P | P | P | P | |
| Assisted Living | P | P | P | P | |
| Senior Independent Living | P | P | P | P | |
| Skilled Nursing Home | P | P | P | P | |
| **Substance Abuse Facility, Licensed, As Listed Below:** | | | | | |
| 6 or Fewer | P | P | P | P | |
| 7 or More | P | P | P | P | |
| **PUBLIC AND INSTITUTIONAL USES** | | | | | |
| **Civic, Except as Listed Below:** | P | P | P | P | |
| Community Center | P | P | P | P | |
| Convention Center | -- | -- | P | P | |
| Ground Passenger Terminal | P | P | P | P | |
| **Correctional or Penal Institution** | C3 | C3 | C3 | C3 | |
| **Counseling and Referral Facility** | P | P | P | P | |
| **Nature Conservation Area** | P | P | P | P | |
| **Parking** | P | P | P | P | |
| **Park and Open Space** | P | P | P | P | |

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| | XN1 *5B.4.2.* | XC1 *5B.4.4.* | XG1 *5B.4.5.* | XE1 *5B.4.7.* | |
|---|---|---|---|---|---|
| **House of Worship** | P | P | P | P | |
| **Public Safety Facility** | P | P | P | P | |
| **School, As Listed Below:** | | | | | |
| School, K-12 | C3 | P | P | C3 | |
| School, Postsecondary | C3 | P | P | C3 | |
| **Shoreline Project** | C3 | C3 | C3 | C3 | |
| **Utilities, As Listed Below:** | LG | LG | LG | LG | *5C.3.3.* |
| Solar Panel Energy Generating Facility | LG | LG | LG | LG | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | | | | |
| **Adult Entertainment Business** | -- | LD | LD | LD | |
| **Alcohol Sales, As Listed Below:** | | | | | |
| On-Site Sale | LD | C2 | C2 | LD | |
| Off-Site Sale | C2 | C2 | C2 | C2 | |
| **Animal Care, Sales and Services, Except as Listed Below:** | LD | LD | P | P | |
| Kennel | -- | -- | -- | -- | |
| Veterinary Hospital | -- | LD | LD | LD | |
| **Cemetery, Except as Listed Below:** | LG | LG | LG | LG | *5C.4.5.* |
| Funeral and Related Services | C2 | C2 | C2 | C2 | |
| **Day Care Facility** | P | P | P | P | |
| **Eating and Drinking Establishment, Except as Listed Below:** | LD | LD | P | P | |
| Drive-Through Eating and Drinking Establishment | -- | LG | LG | LG | |
| **Entertainment Venue, As Listed Below:** | | | | | |
| Auditorium | C2 | P | P | P | |
| Banquet Hall | P | P | P | P | |
| Dance Hall | C2 | C2 | C2 | P | |
| Live Entertainment (Cafe/Shows, Karaoke) | C2 | C2 | C2 | P | |
| Sports Arena and Stadium | C3 | C3 | C3 | C3 | |
| Theater | P | P | P | P | |
| **Financial Services, Except as Listed Below** | LD | LD | P | P | |
| Alternative Financial Services | -- | C2 | C2 | C2 | |
| **Hotel, Except as Listed Below:** | LD | LD | P | P | |
| Motel | LD | LD | P | P | |
| Transient Occupancy Residential | C2 | C2 | C2 | C2 | |
| **Instructional Services** | LD | LD | P | P | |
| **Medical Facility, Except as Listed Below:** | P | P | P | P | |
| Ambulance Services | -- | P | P | P | |
| Hospice | P | P | P | P | |

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| | XN1 *5B.4.2.* | XC1 *5B.4.4.* | XG1 *5B.4.5.* | XE1 *5B.4.7.* | |
|---|---|---|---|---|---|
| Hospital | P | P | P | C3 | |
| **Office, Except as Listed Below:** | LD | P | P | P | |
| Creative Media Office | LD | P | P | P | |
| **Personal Services, Except as Listed Below:** | LD | LD | P | P | |
| Massage Therapy | LD | LD | P | P | |
| **Private Club** | C2 | C2 | C2 | C2 | |
| **Recreation, Indoor; Except as Listed Below:** | LD | LD | P | P | |
| Gym | LD | LD | P | P | |
| **Recreation, Outdoor; Except as Listed Below:** | LD | LD | P | P | |
| Golf Course | -- | -- | -- | -- | |
| **Retail Sales, Except as Listed Below:** | LD | LD | P | P | |
| Certified Farmers' Market | LG | LG | LG | LG | *5C.4.4.* |
| Food and Beverage Store | LD | LD | P | P | |
| Gun Sales | -- | -- | C2 | C2 | |
| Smoke and Vape Shop | -- | LD | LD | LD | |
| Swap Meet | C2 | C2 | C2 | P | |
| **HEAVY COMMERCIAL USES** | | | | | |
| **Car Wash** | -- | -- | LG | -- | *5C.5.1.* |
| **Fueling Station** | -- | -- | -- | -- | *5C.5.2.* |
| **Vehicle Repair, As Listed Below:** | | | | | |
| Vehicle Repair, Light | -- | -- | -- | -- | *5C.5.4.* |
| Vehicle Repair, Heavy | -- | -- | -- | -- | |
| **Vehicle Sales and Rental, As Listed Below:** | | | | | |
| Used Vehicle Sales, Light | -- | -- | LG | LG | *5C.5.3.* |
| Vehicle Sales and Rental, Light | -- | -- | LG | LG | *5C.5.6.* |
| Vehicle Sales and Rental, Heavy | -- | -- | -- | -- | |
| **Vehicle Storage, As Listed Below:** | | | | | |
| Official Police Garage | -- | -- | -- | -- | |
| Vehicle Storage, Light | -- | -- | -- | -- | |
| Vehicle Storage, Heavy | -- | -- | -- | -- | |
| **LIGHT INDUSTRIAL USES** | | | | | |
| **Computer and Electronic Product Assembly** | -- | -- | -- | -- | |
| **Food and Drink Manufacturing, Except as Listed Below:** | -- | -- | -- | -- | |
| Alcoholic Beverage Manufacturing | -- | LD | LD | LD | |
| **Furniture and Related Products Manufacturing** | -- | -- | -- | -- | |
| **General Light Manufacturing** | -- | -- | -- | -- | |
| **Maintenance and Repair Services** | -- | -- | -- | -- | |

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| | XN1 *5B.4.2.* | XC1 *5B.4.4.* | XG1 *5B.4.5.* | XE1 *5B.4.7.* |
|---|---|---|---|---|
| Research and Development | C3 | C3 | C3 | C3 |
| Self-Service Storage | -- | -- | LD | -- |
| Soundstages and Backlots | C3 | C3 | C3 | P |
| Textile and Apparel Manufacturing | -- | -- | P | -- |
| Wholesale Trade and Warehousing | -- | -- | -- | -- |
| **HEAVY INDUSTRIAL USES** | | | | |
| Airport | -- | -- | -- | -- |
| Animal Products Processing | -- | -- | -- | -- |
| Chemical Product Manufacturing, Except as Listed Below: | -- | -- | -- | -- |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | -- | -- | -- | -- |
| Freight Terminal | -- | -- | -- | -- |
| General Storage, Except as Listed Below: | -- | -- | -- | -- |
| Cargo Container Storage Yard | -- | -- | -- | -- |
| Junk Yard Facility, Except as Listed Below: | -- | -- | -- | -- |
| Auto Dismantling | -- | -- | -- | -- |
| Scrap Metal Yard | -- | -- | -- | -- |
| Machinery and Fabricated Metal Manufacturing | -- | -- | -- | -- |
| Nonmetallic Mineral Product Manufacturing | -- | -- | -- | -- |
| Petroleum and Coal Product Manufacturing | -- | -- | -- | -- |
| Plastic and Rubber Product Manufacturing | -- | -- | -- | -- |
| Primary Metal Manufacturing | -- | -- | -- | -- |
| Railway Facility | | | | |
| Resource Extraction, Except as Listed Below: | -- | -- | -- | -- |
| Oil and Gas Extraction | -- | -- | -- | -- |
| Solid Waste Facility, Except as Listed Below: | -- | -- | -- | -- |
| Green Waste and Wood Waste Facility | -- | -- | -- | -- |
| Hazardous Waste Facility | -- | -- | -- | -- |
| Solid Waste Alternative Technology Processing Facility | -- | -- | -- | -- |
| Recycling Centers and Facilities, As Listed Below: | | | | |
| Recycling Collection or Buyback Center | -- | -- | C3 | -- |
| Recycling Materials Sorting Facility | -- | -- | -- | -- |
| Recycling Materials Processing Facility | -- | -- | -- | -- |
| Wood and Paper Manufacturing | -- | -- | -- | -- |
| **AGRICULTURE USES** | | | | |
| Animal Keeping, Wild | -- | -- | -- | -- |
| Animal Farming, Except as Listed Below | -- | -- | -- | -- |
| Equinekeeping, Commercial | -- | -- | -- | -- |

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| | XN1 *5B.4.2.* | XC1 *5B.4.4.* | XG1 *5B.4.5.* | XE1 *5B.4.7.* |
|---|---|---|---|---|
| Equinekeeping, Non-commercial | -- | -- | -- | -- |
| Livestock Keeping | -- | -- | -- | -- |
| **Farming (Plant Cultivation), Except as Listed Below:** | P | P | P | P |
| Truck Gardening | P | P | P | P |

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# SEC. 5B.4.2. COMMERCIAL-MIXED NEIGHBORHOOD 1 (XN1)

## A. Intent

The XN1 Use District allows for commercial uses generally within a 5,000 square foot establishment size on the ground floor, as well as a wide range of housing types. The Use District is intended to support the clustering of commercial, cultural, entertainment, and institutional uses that cater to immediately surrounding neighborhoods.

## B. Use District Standards

The Adjustment process, pursuant to *Sec. 13B.5.2.*(Adjustment), can be applied to any Commercial Tenant Size restriction in this Use District if the request represents an increase of 20% or less.

## C. Use Limitations

**1.** Commercial Tenant Size

For the following Use Groups, the Commercial Tenant Size of any ground floor tenant space shall be limited to a maximum of 5,000 square feet:

**a.** Animal Care, Sales, and Services

**b.** Eating and Drinking Establishment

**c.** Financial Services

**d.** Instructional Services

**e.** Office

**f.** Creative Media Office

**g.** Personal Services

**h.** Massage Therapy

**i.** Recreation, Indoor

**j.** Gym

**k.** Recreation, Outdoor

**l.** Retail Sales

**m.** Food and Beverage Store

**2.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agriculture, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

### 3. Joint Living and Work Quarters (for existing buildings)

**a.** The use shall comply with the use standards in *Sec. 5C.2.2.* (Joint Living and Work Quarters).

**b.** A Zoning Administrator may, upon application, permit Joint Living and Work Quarters with reduced parking pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1).

### 4. Alcohol Sales, On-Site Consumption

**a.** Permitted only in conjunction with an Eating and Drinking Establishment that is maintained as a bona fide eating place (restaurant) with an operational kitchen, and subject to the following limitations:

[ Reserved ]

**b.** If the limitations above cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2). The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

### 5. Hotel

Hotel uses are limited to 49 Guest Rooms. If the limitation above cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

### 6. Motel

Hotel uses are limited to 49 Guest Rooms. If the limitation above cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

2. School, K-12
3. School, Postsecondary
4. Shoreline Project
5. Alcohol Sales, Off-Site Consumption.
    a. The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).
6. Funeral and Related Services.
    a. Mortuaries and crematoriums are not permitted.
7. Auditorium
8. Dance Hall
9. Live Entertainment
10. Sports Arena and Stadium
11. Transient Occupancy Residential.
    a. Permitted only in new construction.
    b. New construction of this use is limited to 49 Guest Rooms or Dwelling Units.
    c. Conversion of existing Residential Units to this use is prohibited.
12. Private Club
13. Swap Meet
14. Research and Development
15. Soundstages and Backlots

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be permitted only when incidental to the use of an office, store or other commercial building of the same lot, provided that:

1. Such storage is in compliance with *Sec. 4C.3.5.C.2.a.* (Screening Type A);
2. No power-driven excavating or road building equipment is stored on the premises; and
3. There is no storage of a commercial vehicle which exceeds a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

# SEC. 5B.4.3. COMMERCIAL-MIXED COMMUNITY 1 (XC1)

## A. Intent

The XC1 Use District allows for commercial uses generally within a 50,000 square foot establishment size on the ground floor, as well as a wide range of housing types. The Use District is intended to support a broad range of residential, commercial, and civic uses to serve surrounding neighborhoods as well as visitors to the area. Public and institutional services and amenities are also allowed.

## B. Use District Standards

The Adjustment process, pursuant to *Sec. 13B.5.2.*(Adjustment), can be applied to any Commercial Tenant Size restriction in this Use District if the request represents an increase of 20% or less.

## C. Use Limitations

**1.** Commercial Tenant Size

For the following Use Groups, the Commercial Tenant Size of any ground floor tenant space shall be limited to a maximum of 50,000 square feet:

**a.** Animal Care, Sales, and Services

**b.** Eating and Drinking Establishment

**c.** Financial Services

**d.** Instructional Services

**e.** Personal Services

**f.** Massage Therapy

**g.** Recreation, Indoor

**h.** Gym

**i.** Recreation, Outdoor

**j.** Retail Sales

**k.** Food and Beverage Store

**l.** Smoke and Vape Shop

**2.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agriculture, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

**3.** Joint Living and Work Quarters (for existing buildings)

**a.** The use shall comply with the use standards in *Sec. 5C.2.2.* (Joint Living and Work Quarters).

**b.** A Zoning Administrator may, upon application, permit Joint Living and Work Quarters with reduced parking pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1).

**4.** Adult Entertainment Business

**a.** A Sexual Encounter Establishment is not permitted.

**b.** The use shall comply with the use standards in *Sec. 5C.4.1.* (Adult Entertainment Business).

**5.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**6.** Hotel

Hotel uses are limited to 149 Guest Rooms.

**a.** If this limitation cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**7.** Motel

Hotel uses are limited to 149 Guest Rooms.

**a.** If this limitation cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**8.** Smoke and Vape Shop

In addition to the Commercial Tenant Size restrictions listed in Paragraph i. of this Subdivision, this use must be within a fully enclosed building.

**9.** Alcohol Beverage Manufacturing

**a.** The use must include an Eating and Drinking Establishment.

**b.** Alcohol Sales, Off-Site Consumption shall require a Conditional Use Permit in accordance with *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**c.** Alcohol Sales, On-Site Consumption shall require a Conditional Use Permit in accordance with *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** Shoreline Project

**3.** Alcohol Sales, Off-Site Consumption.

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**4.** Alcohol Sales, On-Site Consumption.

**a.** The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

**5.** Funeral and Related Services

**6.** Dance Hall

**7.** Live Entertainment

**8.** Sports Arena and Stadium

**9.** Alternative Financial Services

**10.** Transient Occupancy Residential.

**a.** Permitted only in new construction.

**b.** New construction of this use is limited to 149 Guest Rooms or Dwelling Units.

**c.** Conversion of existing Residential Units to this use is prohibited.

**11.** Private Club

**12.** Swap Meet

**13.** Research and Development

**14.** Soundstages and Backlots

### E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be permitted only when incidental to the use of an office, store or other commercial building of the same lot, provided that:

**1.** Such storage is in compliance with *Sec. 4C.3.5.C.2.a.* (Screening Type A);

**2.** No power-driven excavating or road building equipment is stored on the premises; and

**3.** There is no storage of a commercial vehicle which exceeds a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

## SEC. 5B.4.4. COMMERCIAL-MIXED GENERAL 1 (XG1)

### A. Intent

The XG1 District allows for primarily commercial uses. This District is intended to accommodate a variety of uses, mixing housing with small and large-scale commercial amenities and services.

### B. Use District Standards

There are no Use District Standards.

### C. Use Limitations

**1.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agriculture, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

**e.** Inclusion of other uses. Live/work units shall not be permitted unless a minimum amount of non-residential uses are included within a lot such that:

**i.** The gross floor area of these uses equates to a minimum amount of at least 50% of the lot area and;

**ii.** Such space be assigned to a use permitted in the Office Use Group, or the Agricultural, Heavy Commercial, or Light Industrial Use Categories.

**2.** Joint Living and Work Quarters (for existing buildings)

**a.** The use shall comply with the use standards in *Sec. 5C.2.2.* (Joint Living and Work Quarters).

**b.** A Zoning Administrator may, upon application, permit Joint Living and Work Quarters with reduced parking pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1).

**3.** Adult Entertainment Business

**a.** A Sexual Encounter Establishment is not permitted.

**b.** The use shall comply with the use standards in *Sec. 5C.4.1.* (Adult Entertainment Business).

**4.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**5.** Smoke and Vape Shop

This use must be within a fully enclosed building.

**6.** Alcohol Beverage Manufacturing

**a.** The use must include an Eating and Drinking Establishment.

**b.** Alcohol Sales, Off-Site Consumption shall require a Conditional Use Permit in accordance with *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**c.** Alcohol Sales, On-Site Consumption shall require a Conditional Use Permit in accordance with *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

**7.** Self-Service Storage

**a.** If the use involves household rental trucks and utility rental trailers that exceed a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs, the use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

**b.** Supplemental Findings. When acting on an application, a Zoning Administrator shall consider, among other criteria, the following:

**i.** That its operation will provide an essential service or retail convenience to the immediate residential neighborhood or a benefit to the community; and

**ii.** That its operation will be reasonably compatible with and not be detrimental to the public welfare or injurious to the improvements and use of adjacent properties.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** Shoreline Project

**3.** Alcohol Sales, Off-Site Consumption

- **a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**4.** Alcohol Sales, On-Site Consumption.

- **a.** The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

**5.** Funeral and Related Services

**6.** Dance Hall

**7.** Live Entertainment

**8.** Sports Arena and Stadium

**9.** Alternative Financial Services

**10.** Transient Occupancy Residential.

- **a.** Permitted only in new construction.
- **b.** Conversion of existing Residential Units to this use is prohibited.

**11.** Private Club

**12.** Gun Sales

- **a.** Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.

**13.** Swap Meet

**14.** Research and Development

**15.** Soundstages and Backlots

**16.** Recycling Collection or Buyback Center

### E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be permitted only when incidental to the use of an office, store or other commercial building of the same lot, provided that:

**1.** Such storage is in compliance with *Sec. 4C.3.5.C.2.a.* (Screening Type A);

**2.** No power-driven excavating or road building equipment is stored on the premises; and

**3.** There is no storage of a commercial vehicle which exceeds a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

## SEC. 5B.4.5. COMMERCIAL-MIXED ENTERTAINMENT 1 (XE1)

### A. Intent

The XE1 Use District allows a wide range of commercial and residential uses. This Use District is intended to support a lively atmosphere by allowing a variety of activities that cater to tourism and entertainment.

### B. Use District Standards

The ground floor of all buildings shall be limited to non-residential uses.

### C. Use Limitations

**1.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agricultural, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

**2.** Joint Living and Work Quarters (for existing buildings)

**a.** The use shall comply with the use standards in *Sec. 5C.2.2.* (Joint Living and Work Quarters).

**b.** The Zoning Administrator may, upon application, permit Joint Living and Work Quarters with reduced parking pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1).

**3.** Adult Entertainment Business

**a.** A Sexual Encounter Establishment is not permitted.

**b.** The use shall comply with the use standards in *Sec. 5C.4.1.* (Adult Entertainment Business).

**4.** Alcohol Sales, On-Site Consumption

**a.** Permitted by Administrative Review when compliant with the following limitations:

**i.** Establishment has no more than 150 seats

**ii.** The entire establishment is never closed to the public or used as a private club

**iii.** A telephone number and email address shall be provided for complaints or concerns regarding the operation of the establishment. The phone number and email address shall be posted on a sign at least 8.5" x 11" in size at the following locations: the entry, visible to pedestrians, and at the customer service desk, front desk, or near the reception area

**iv.** Complaints shall be responded to within 24 hours by the establishment. The establishment shall maintain a log of all calls and emails trailing a period of three years, detailing the date the complaint was received, the nature of the complaint, and the manner in which the complaint was resolved. This log shall be made available to the Department of City Planning upon request.

**v.** Within the establishment, the interior shall be adequately illuminated so as to make discernible all objects and persons, or have a minimum average surface illumination of 2.0 footcandles (21.5 lx).

**vi.** All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space, or have a minimum average surface illumination of 0.2 footcandles (2.15 lx).

**vii.** A camera surveillance system shall be installed and in operation at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days and are intended for use by the Los Angeles Police Department.

**viii.** The establishment shall be responsible for maintaining the premises and adjoining rights-of-way free of debris and litter.

**ix.** The establishment shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under its control to prevent behavior that adversely affects or detracts from the quality of life for adjoining residents, property owners, and businesses.

**x.** Loitering is prohibited on all areas under the control of the restaurant establishment. A "No Loitering or Public Drinking" sign that is a minimum of 4 × 6 inches shall be posted outside next to every exit.

**xi.** Within 24 hours of its occurrence, all graffiti on the property under the establishment's control shall be removed or painted over to match the color of the surface to which it is applied.

**xii.** All trash and recycling bins under control of the restaurant establishment shall be kept closed and locked at all times when they are not in use, and shall be maintained such that they do not overflow.

**xiii.** An electronic age verification device shall be retained on the premises available for use during operational hours. This device shall be maintained in operational condition and all employees shall be instructed in its use.

**xiv.** A minimum of one on-duty manager with authority over the activities within the establishment shall be on the premises at all times that the establishment is open for business. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC). The establishment shall be responsible for discouraging illegal and criminal activity on the subject premises and any exterior area under its control.

**xv.** Within the first six months of operation or the administrative clearance, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

**xvi.** The applicant shall pay the fees required per *Article 15* (Fees) of this Chapter for Monitoring Restaurant Beverage Program Compliance and Inspection and Field Compliance Review of Operations. The applicant shall comply with the requirements of the City's Monitoring, Verification, and Inspection Program (MViP).

**xvii.** A copy of these limitations shall be retained on the premises at all times and produced upon request by the Police Department, the Department of Building and Safety, the Department of City Planning, or the California Department of Alcoholic Beverage Control.

**b.** If the limitations above cannot be met, this use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

i. The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

5. Veterinary Hospital

   a. Must be within a fully enclosed building.

   b. No outside keeping of animals permitted.

6. Smoke and Vape Shop

   This use must be within a fully enclosed building.

7. Alcohol Beverage Manufacturing

   a. The use must include an Eating and Drinking Establishment.

   b. Alcohol Sales, Off-Site Consumption shall require a Conditional Use Permit in accordance with *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

   c. Alcohol Sales, On-Site Consumption shall require Administrative Review in accordance with *Sec. 5B.4.7.4.* (Alcohol Sales, On-Site Consumption in XE1).

8. Self-Service Storage

   a. If the use involves household rental trucks and utility rental trailers that exceed a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs, the use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2.* (Conditional Use Permit, Class 2).

   b. Supplemental Findings. When acting on an application, a Zoning Administrator shall consider, among other criteria, the following:

      i. That its operation will provide an essential service or retail convenience to the immediate residential neighborhood or a benefit to the community; and

      ii. That its operation will be reasonably compatible with and not be detrimental to the public welfare or injurious to the improvements and use of adjacent properties.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Sec. 13.4.1.* (Conditional Use Permit, Class 1), *Sec. 13.4.2.* (Conditional Use Permit, Class 2) and *Sec. 13.4.3.* (Conditional Use Permit, Class 3), as specified by the applicable Use Table.

1. Correctional or Penal Institution

2. Shoreline Project

3. Alcohol Sales, Off-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**4.** Funeral and Related Services

**5.** Sports Arena and Stadium

**6.** Alternative Financial Services

**7.** Transient Occupancy Residential.

**a.** Permitted only in new construction.

**b.** Conversion of existing Residential Units to this use is prohibited.

**8.** Private Club

**9.** Gun Sales

**a.** Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.

**10.** Research and Development

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be permitted only when incidental to the use of an office, store or other commercial building of the same lot, provided that:

**1.** Such storage is in compliance with *Sec. 4C.3.5.C.2.a.* (Screening Type A);

**2.** No power-driven excavating or road building equipment is stored on the premises; and

**3.** There is no storage of a commercial vehicle which exceeds a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

# DIV. 5B.5. COMMERCIAL DISTRICTS

Commercial Use Districts cater to light industrial and commercial uses including ones that may be create more significant impacts, such as vehicle repair and fueling stations.

## SEC. 5B.5.1. TABLE OF USES

[Reserved]

# DIV. 5B.6. INDUSTRIAL-MIXED DISTRICTS

Industrial-Mixed Use Districts accommodate a mixture of light industrial, office, and research and development activity, with limited residential uses and other compatible uses.

## SEC. 5B.6.1. TABLE OF USES

| | IX1 *5B.6.2.* | IX2 *5B.6.3.* | IH1 *5B.6.4.* | IH2 *5B.6.5.* | |
|---|---|---|---|---|---|
| **RESIDENTIAL USES** | | | | | |
| **Household Living** | LD | -- | LD | LD | |
| **Apartment Hotel** | -- | -- | -- | -- | |
| **Boarding or Apartment House** | -- | -- | -- | -- | |
| **Community Care Facility, Licensed; As Listed Below:** | | | | | |
| 6 or fewer | -- | -- | -- | -- | |
| 7 or more | -- | -- | -- | -- | |
| **Dormitory Room** | -- | -- | -- | -- | |
| **Fraternity/Sorority Housing** | -- | -- | -- | -- | |
| **Homeless Shelter** | LG | LG | LG | LG | *5C.2.1.* |
| **Live Work, Except as Listed Below** | LD | -- | LD | LD | |
| Joint Living and Work Quarters | -- | LG | LG | LG | *5C.2.2.* |
| **Mobilehome Park** | -- | -- | -- | -- | |
| **Senior Living, As Listed Below:** | | | | | |
| Eldercare Facility | -- | -- | -- | -- | |
| Alzheimer's and Dementia Care Housing | -- | -- | -- | -- | |
| Assisted Living | -- | -- | -- | -- | |
| Senior Independent Living | -- | -- | -- | -- | |
| Skilled Nursing Home | -- | -- | -- | -- | |
| **Substance Abuse Facility, Licensed, As Listed Below:** | | | | | |
| 6 or Fewer | -- | -- | -- | -- | |
| 7 or More | -- | -- | -- | -- | |
| **PUBLIC AND INSTITUTIONAL USES** | | | | | |
| **Civic, Except as Listed Below:** | P | P | P | P | |
| Community Center | P | P | P | P | |
| Convention Center | -- | -- | -- | -- | |
| Ground Passenger Terminal | P | P | P | P | |
| **Correctional or Penal Institution** | C3 | C3 | C3 | C3 | |
| **Counseling and Referral Facility** | P | P | P | P | |
| **Nature Conservation Area** | P | P | P | P | |
| **Parking** | P | P | P | P | |
| **Park and Open Space** | P | P | P | P | |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
"C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | IX1 *5B.6.2.* | IX2 *5B.6.3.* | IH1 *5B.6.4.* | IH2 *5B.6.5.* | |
|---|---|---|---|---|---|
| **House of Worship** | C2 | C2 | C2 | C2 | |
| **Public Safety Facility** | P | P | P | P | |
| **School, As Listed Below:** | | | | | |
| School, K-12 | C3 | C3 | C3 | C3 | |
| School, Postsecondary | C3 | C3 | C3 | C3 | |
| **Shoreline Project** | C3 | C3 | C3 | C3 | |
| **Utilities, As Listed Below:** | LG | LG | LG | LG | *5C.3.3.* |
| Solar Panel Energy Generating Facility | LG | LG | LG | LG | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | | | | |
| **Adult Entertainment Business** | -- | LG | LD | LD | *5C.4.1.* |
| **Alcohol Sales, As Listed Below:** | | | | | |
| On-Site Sale | C2 | C2 | C2 | C2 | |
| Off-Site Sale | -- | C2 | C2 | C2 | |
| **Animal Care, Sales and Services, Except as Listed Below:** | P | P | P | P | |
| Kennel | LD | LD | -- | -- | |
| Veterinary Hospital | LD | LD | LD | LD | |
| **Cemetery, Except as Listed Below:** | LG | LG | LG | LG | *5C.4.5.* |
| Funeral and Related Services | C2 | C2 | C2 | C2 | |
| **Day Care Facility** | C2 | C2 | P | P | |
| **Eating and Drinking Establishment, Except as Listed Below:** | P | P | P | P | |
| Drive-Through Eating and Drinking Establishment | -- | -- | -- | -- | |
| **Entertainment Venue, As Listed Below:** | | | | | |
| Auditorium | P | P | P | P | |
| Banquet Hall | -- | -- | P | P | |
| Dance Hall | C2 | C2 | C2 | C2 | |
| Live Entertainment (Cafe/Shows, Karaoke) | C2 | C2 | C2 | C2 | |
| Sports Arena and Stadium | C3 | C3 | C3 | C3 | |
| Theater | P | P | P | P | |
| **Financial Services, Except as Listed Below** | P | P | P | P | |
| Alternative Financial Services | -- | -- | -- | -- | |
| **Hotel, Except as Listed Below:** | P | -- | C2 | C2 | |
| Motel | P | -- | C2 | C2 | |
| Transient Occupancy Residential | -- | -- | C2 | C2 | |
| **Instructional Services** | P | P | P | P | |
| **Medical Facility, Except as Listed Below:** | P | P | P | P | |
| Ambulance Services | P | P | P | P | |
| Hospice | -- | -- | -- | -- | |
| Hospital | C3 | C3 | C3 | C3 | *5C.9.8.* |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
"C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | IX1 5B.6.2. | IX2 5B.6.3. | IH1 5B.6.4. | IH2 5B.6.5. | |
|---|---|---|---|---|---|
| **Office, Except as Listed Below:** | P | P | P | P | |
| Creative Media Office | P | P | P | P | |
| **Personal Services, Except as Listed Below:** | P | P | P | P | |
| Massage Therapy | P | P | P | P | |
| **Private Club** | C2 | C2 | C2 | C2 | |
| **Recreation, Indoor; Except as Listed Below:** | P | P | P | P | |
| Gym | P | P | P | P | |
| **Recreation, Outdoor; Except as Listed Below:** | P | P | P | P | |
| Golf Course | -- | -- | -- | -- | |
| **Retail Sales, Except as Listed Below:** | P | P | P | P | |
| Certified Farmers' Market | LG | LG | LG | LG | *5C.4.4.* |
| Food and Beverage Store | P | P | P | P | |
| Gun Sales | C2 | C2 | C2 | C2 | |
| Smoke and Vape Shop | -- | LD | LD | LD | |
| Swap Meet | P | P | P | P | |
| **HEAVY COMMERCIAL USES** | | | | | |
| **Car Wash** | -- | LG | -- | -- | *5C.4.4.* |
| **Fueling Station** | -- | LG | -- | -- | *5C.5.2.* |
| **Vehicle Repair, As Listed Below:** | | | | | |
| Vehicle Repair, Light | LG | LG | LG | LG | *5C.5.4.* |
| Vehicle Repair, Heavy | -- | -- | -- | -- | |
| **Vehicle Sales and Rental, As Listed Below:** | | | | | |
| Used Vehicle Sales, Light | -- | LG | LG | LG | *5C.5.3.* |
| Vehicle Sales and Rental, Light | -- | LG | LG | LG | *5C.5.6.* |
| Vehicle Sales and Rental, Heavy | -- | -- | -- | -- | |
| **Vehicle Storage, As Listed Below:** | | | | | |
| Official Police Garage | LG | LG | LG | LG | *5C.5.8.* |
| Vehicle Storage, Light | -- | -- | -- | -- | |
| Vehicle Storage, Heavy | -- | -- | -- | -- | |
| **LIGHT INDUSTRIAL USES** | | | | | |
| **Computer and Electronic Product Assembly** | P | P | P | P | |
| **Food and Drink Manufacturing, Except as Listed Below:** | P | P | P | P | |
| Alcoholic Beverage Manufacturing | P | P | P | P | |
| **Furniture and Related Products Manufacturing** | P | P | P | P | |
| **General Light Manufacturing** | P | P | P | P | |
| **Maintenance and Repair Services** | P | P | P | P | |
| **Research and Development** | P | P | P | P | |
| **Self-Service Storage** | LD | LD | -- | -- | |

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| | IX1 5B.6.2. | IX2 5B.6.3. | IH1 5B.6.4. | IH2 5B.6.5. |
|---|---|---|---|---|
| Soundstages and Backlots | P | P | P | P |
| Textile and Apparel Manufacturing | P | P | P | P |
| Wholesale Trade and Warehousing | P | P | P | P |
| **HEAVY INDUSTRIAL USES** | | | | |
| Airport | -- | -- | -- | -- |
| Animal Products Processing | -- | -- | -- | -- |
| Chemical Product Manufacturing, Except as Listed Below: | -- | -- | -- | -- |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | P | P | P | P |
| Freight Terminal | -- | -- | -- | -- |
| General Storage, Except as Listed Below: | -- | -- | -- | -- |
| Cargo Container Storage Yard | -- | -- | -- | -- |
| Junk Yard Facility, Except as Listed Below: | -- | -- | -- | -- |
| Auto Dismantling | -- | -- | -- | -- |
| Scrap Metal Yard | -- | -- | -- | -- |
| Machinery and Fabricated Metal Manufacturing | -- | -- | -- | -- |
| Nonmetallic Mineral Product Manufacturing | -- | -- | -- | -- |
| Petroleum and Coal Product Manufacturing | -- | -- | -- | -- |
| Plastic and Rubber Product Manufacturing | -- | -- | -- | -- |
| Primary Metal Manufacturing | -- | -- | -- | -- |
| Railway Facility | -- | -- | | |
| Resource Extraction, Except as Listed Below: | -- | -- | -- | -- |
| Oil and Gas Extraction | -- | -- | -- | -- |
| Solid Waste Facility, Except as Listed Below: | -- | -- | -- | -- |
| Green Waste and Wood Waste Facility | -- | -- | -- | -- |
| Hazardous Waste Facility | -- | -- | -- | -- |
| Solid Waste Alternative Technology Processing Facility | -- | -- | -- | -- |
| Recycling Centers and Facilities, As Listed Below: | | | | |
| Recycling Collection or Buyback Center | C3 | C3 | -- | -- |
| Recycling Materials Sorting Facility | -- | -- | -- | -- |
| Recycling Materials Processing Facility | -- | -- | -- | -- |
| Wood and Paper Manufacturing | -- | -- | -- | -- |
| **AGRICULTURAL USES** | | | | |
| Animal Keeping, Wild | -- | -- | -- | -- |
| Animal Farming, Except as Listed Below | -- | -- | -- | -- |
| Equinekeeping, Commercial | -- | -- | -- | -- |
| Equinekeeping, Non-commercial | -- | -- | -- | -- |
| Livestock Keeping | -- | -- | -- | -- |
| Farming (Plant Cultivation), Except as Listed Below: | P | P | P | P |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
"C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | IX1 *5B.6.2.* | IX2 *5B.6.3.* | IH1 *5B.6.4.* | IH2 *5B.6.5.* |
|---|---|---|---|---|
| Truck Gardening | P | P | P | P |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
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## SEC. 5B.6.2. INDUSTRIAL-MIXED 1 (IX1)

### A. Intent

The IX1 District allows light industrial uses, office, research and development activity as well as residential uses that are restricted to Affordable Housing.

### B. Use District Standards

There are no Use District Standards.

### C. Use Limitations

**1.** Household Living

**a.** Any residential use must consist of solely Restricted Affordable Units, as defined in *Sec. 14.2.* (Glossary), except a manager's unit(s).

**i.** Records and Agreements. Projects are subject to the Records and Agreement requirements pursuant to *Sec. 9.2.1.*I. (Density Bonus; Procedures; Records and Agreements).

**ii.** Housing Replacement. Projects shall meet any applicable dwelling unit replacement requirements of California Government Code Section 65915c.(3), or as thereafter amended, as verified by HCIDLA, and all applicable covenant and monitoring fees in Section 19.14 shall be paid by the applicant prior to the issuance of any building permit.

**b.** Project Requirements

**i.** Affordable Housing Covenant. Projects shall record a covenant acceptable to HCIDLA that reserves and maintains the total combined number of Dwelling Units and Guest Rooms designated as restricted affordable for at least 55 years from the issuance of the Certificate of Occupancy

**ii.** Housing Replacement. Projects shall meet any applicable dwelling unit replacement requirements of California Government Code Section 65915c.(3), or as thereafter amended, as verified by HCIDLA, and all applicable covenant and monitoring fees in *Article 15* (Fees) shall be paid by the applicant prior to the issuance of any building permit.

**2.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agriculture, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

**e.** Any residential use must consist of solely Restricted Affordable Units, as defined in *Sec. 14.2.* (Glossary), except a manager's unit(s).

**i.** Records and Agreements. Projects are subject to the Records and Agreement requirements pursuant to *Sec. 9.2.1.*I. (Density Bonus; Procedures; Records and Agreements).

**ii.** Housing Replacement. Projects shall meet any applicable dwelling unit replacement requirements of California Government Code Section 65915c.(3), or as thereafter amended, as verified by HCIDLA, and all applicable covenant and monitoring fees in *Article 15* (Fees) shall be paid by the applicant prior to the issuance of any building permit.

**3.** Kennels

**a.** No outdoor animal keeping.

**b.** If the use is within 500 feet of a Residential Use District, the use must be approved by the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Conditional Use Permit, Class 2).

**4.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**5.** Self-Service Storage

**a.** If the use involves household rental trucks and utility rental trailers that exceed a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs, the use must be approved by the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Conditional Use Permit, Class 2).

**b.** When acting on an application, a Zoning Administrator shall consider, among other criteria, the following:

**i.** That its operation will provide an essential service or retail convenience to the immediate residential neighborhood or a benefit to the community; and

**ii.** That its operation will be reasonably compatible with and not be detrimental to the public welfare or injurious to the improvements and use of adjacent properties.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

1. Correctional or Penal Institution
2. House of Worship
3. Schools, K-12
4. School, Postsecondary
5. Shoreline Project
6. Alcohol Sales, On-Site Consumption
    a. The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).
7. Funeral and Related Services
8. Day Care Facility
9. Dance Hall
10. Live Entertainment
11. Sports Arena and Stadium
12. Hospital
13. Private Club
14. Gun Sales
    a. Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.
15. Recycling Collection and Buyback Center

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be in compliance with *Sec. 4C.8.3.*C.3.a (Open Storage Screen Type B).

# SEC. 5B.6.3. INDUSTRIAL-MIXED 2 (IX2)

## A. Intent

The IX2 District is intended to accommodate light industrial uses, office space, and research and development activity. The Use District also allows a wide range of commercial uses as well as Joint Living and Work Quarters.

## B. Use District Standards

There are no Use District Standards.

## C. Use Limitations

**1.** Kennels

**a.** No outdoor animal keeping.

**b.** If the use is within 500 feet of a Residential Use Class, a Class 2 Conditional Use Permit is required.

**2.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**3.** Smoke and Vape Shop

This use must be within a fully enclosed building.

**4.** Self-Service Storage

**a.** If the use involves household rental trucks and utility rental trailers that exceed a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs, the use must be approved by the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Conditional Use Permit, Class 2).

**b.** When acting on an application, a Zoning Administrator shall consider, among other criteria, the following:

**i.** That its operation will provide an essential service or retail convenience to the immediate residential neighborhood or a benefit to the community; and

**ii.** That its operation will be reasonably compatible with and not be detrimental to the public welfare or injurious to the improvements and use of adjacent properties.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

1. Correctional or Penal Institution
2. House of Worship
3. Schools, K-12
4. School, Postsecondary
5. Shoreline Project
6. Alcohol Sales, Off-Site Consumption
    a. The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).
7. Alcohol Sales, On-Site Consumption
    a. The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).
8. Funeral and Related Services
9. Day Care Facility
10. Dance Hall
11. Live Entertainment
12. Sports Arena and Stadium
13. Hospital
14. Private Club
15. Gun Sales
    a. Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.
16. Recycling Collection and Buyback Center

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be in compliance with *Sec. 4C.8.3.*C.3.a (Open Storage Screen Type B).

# SEC. 5B.6.4. INDUSTRIAL-MIXED HYBRID 1 (IH1)

## A. Intent

The IH1 District supports a range of light industrial and commercial uses. The Use District allows for the combination of light manufacturing and residential uses as Live/Work units or through adaptive reuse. The District is intended to promote productive industries and entrepreneurial activities.

## B. Use District Standards

There are no Use District Standards.

## C. Use Limitations

**1.** Household Living

**a.** Residential Dwelling Units and Guest Rooms are permitted in existing buildings that qualify as Adaptive Reuse Projects pursuant to *Sec. 9.4.5.* (Downtown Adaptive Reuse Projects) and Section *Sec. 9.4.6.* (Citywide Adaptive Reuse Projects).

**b.** Residential Dwelling Units and Guest Rooms are permitted as part of a Qualified Permanent Supportive Housing Project which is eligible for the Qualified Permanent Supportive Housing Incentive Program, as defined in *Sec. 9.4.1.*

**c.** Inclusion of other uses. Residential Dwelling units shall not be permitted unless a minimum amount of non-residential uses are included within a lot such that:

**i.** The gross floor area of these uses equates to a minimum amount of at least 100% of the lot area and;

**ii.** Such space be assigned to a use permitted in the Office Use Group, or the Agricultural, Heavy Commercial, or Light Industrial Use Categories.

**2.** Live/Work (for new construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 750 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 square feet and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace shall be assigned a non-residential use permitted in the Office Use Group, or Agricultural, Heavy Commercial, or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall.

**e.** Inclusion of other uses. Live/work units shall not be permitted unless a minimum amount of non-residential uses are included within a lot such that:

**i.** The gross floor area of these uses equates to a minimum amount of at least 100% of the lot area and;

**ii.** Such space be assigned to a use permitted in the Office Use Group, or the Agricultural, Heavy Commercial, or Light Industrial Use Categories.

**iii.** Workspace area within Live/Work units shall count toward the non-residential use requirement.

**3.** Adult Entertainment Business

**a.** A Sexual Encounter Establishment is not permitted.

**b.** The use shall comply with the use standards in *Sec. 5C.4.1.* (Adult Entertainment Business).

**4.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**5.** Smoke and Vape Shop

This use must be within a fully enclosed building.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** House of Worship

**3.** Schools, K-12

**4.** School, Postsecondary

**5.** Shoreline Project

**6.** Alcohol Sales, Off-Site Consumption.

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**7.** Alcohol Sales, On-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

**8.** Funeral and Related Services

**9.** Dance Hall

**10.** Live Entertainment

**11.** Sports Arena and Stadium

**12.** Hotel

**a.** This use shall be limited to 149 Guest Rooms.

**13.** Motel

**a.** This use shall be limited to 149 Guest Rooms.

**14.** Transient Occupancy Residential.

**a.** Permitted only in new construction.

**b.** New construction of this use is limited to 149 Guest Rooms or Dwelling Units.

**c.** Conversion of Residential Units to this use is prohibited.

**15.** Hospital

**16.** Private Club

**17.** Gun Sales

**a.** Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be in compliance with *Sec. 4C.8.3.*C.3.a (Open Storage Screen Type B).

## SEC. 5B.6.5. INDUSTRIAL-MIXED HYBRID 2 (IH2)

### A. Intent

The IH2 District supports office and commercial uses, as well as research and development, wholesale, and light industrial uses. The Use District allows for a limited amount of Live/Work units. The District is intended to promote productive industries and entrepreneurial activities.

### B. Use District Standards

All new structures shall be built entirely with Type I, II, or IV construction, as defined in the Los Angeles Building Code and verified by the Los Angeles Department of Building and Safety.

### C. Use Limitations

**1.** Household Living

**a.** Residential Dwelling Units and Guest Rooms are permitted as part of a Qualified Permanent Supportive Housing Project which is eligible for the Qualified Permanent Supportive Housing Incentive Program, in accordance with *Sec. 9.4.1.*

**b.** New construction is not permitted, unless the use is part of a Qualified Permanent Supportive Housing Project which is eligible for the Qualified Permanent Supportive Housing Incentive Program, in accordance with *Sec. 9.4.1.* Live/Work (for new construction)

**2.** Live/Work (For New Construction)

**a.** The Minimum Average Unit Size of all Live/Work Units contained on a Lot shall be no less than 1,000 square feet.

**b.** Between 48 and 50 percent of each Unit shall be designated as workspace area. The workspace area shall be no smaller than 150 SF and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The required workspace area for each unit shall be clearly demarcated on approved building plans.

**c.** The workspace area shall be assigned a non-residential use permitted in the Office Use Group, or the Agricultural, Heavy Commercial or Light Industrial Use Categories.

**d.** Excluding area used for bathrooms and storage, at least 70 percent of the floor area of each Live/Work unit shall be open with no fixed interior separation wall

**e.** Inclusion of other uses. Live/work units shall not be permitted unless a minimum amount of non-residential uses are included within a lot such that:

**i.** The gross floor area of these uses equates to a minimum amount of at least 150% of the lot area and;

**ii.** Such space shall be assigned to a use permitted in the Office Use Group, or the Agricultural, Heavy Commercial, or Light Industrial Use Categories.

iii. Workspace area within Live/Work units shall not count toward the non-residential use requirement.

**f.** The entire structure shall have a 50-foot minimum distance from any uses within the Heavy Industrial Use Category.

**3.** Adult Entertainment Business

**a.** A Sexual Encounter Establishment is not permitted.

**b.** The use shall comply with the use standards in *Sec. 5C.4.1.* (Adult Entertainment Business).

**4.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outside keeping of animals permitted.

**5.** Smoke and Vape Shop

This use must be within a fully enclosed building.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** House of Worship

**3.** Schools, K-12

**4.** School, Postsecondary

**5.** Shoreline Project

**6.** Alcohol Sales, Off-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**7.** Alcohol Sales, On-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.3.* (Alcohol Sales, On-Site Consumption).

**8.** Funeral and Related Services

**9.** Dance Hall

**10.** Live Entertainment

**11.** Sports Arena and Stadium

**12.** Hotel

**a.** This use is limited to 75 Guest Rooms.

**13.** Motel

**a.** This use is limited to 75 Guest Rooms.

**14.** Transient Occupancy Residential.

**a.** Permitted only in new construction.

**b.** New construction of this use is limited to 75 Guest Rooms or Dwelling Units.

**c.** Conversion of Residential Units to this use is prohibited.

**15.** Hospital

**16.** Private Club

**17.** Gun Sales

**a.** Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.

## E. Open Storage Limitations

Open storage of materials and equipment, including used materials and equipment, shall be in compliance with *Sec. 4C.8.3.*C.3.a (Open Storage Screen Type B).

# DIV. 5B.7. INDUSTRIAL DISTRICTS

## SEC. 5B.7.1. TABLE OF USES

| | MR1 *5B.7.3.* | MH1 *5B.7.4.* | |
|---|---|---|---|
| **RESIDENTIAL USES** | | | |
| Household Living | -- | -- | |
| Apartment Hotel | -- | -- | |
| Boarding or Apartment House | -- | -- | |
| Community Care Facility, Licensed; As Listed Below: | | | |
| 6 or fewer | -- | -- | |
| 7 or more | -- | -- | |
| Dormitory Room | -- | -- | |
| Fraternity/Sorority Housing | -- | -- | |
| Homeless Shelter | LG | LG | *5C.2.1.* |
| Live Work, Except as Listed Below | -- | -- | |
| Joint Living and Work Quarters | -- | -- | *5C.2.2.* |
| Mobilehome Park | -- | -- | |
| Senior Living, As Listed Below: | | | |
| Eldercare Facility | -- | -- | |
| Alzheimer's and Dementia Care Housing | -- | -- | |
| Assisted Living | -- | -- | |
| Senior Independent Living | -- | -- | |
| Skilled Nursing Home | -- | -- | |
| Substance Abuse Facility, Licensed, As Listed Below: | | | |
| 6 or Fewer | -- | -- | |
| 7 or More | -- | -- | |
| **PUBLIC AND INSTITUTIONAL USES** | | | |
| Civic, Except as Listed Below: | -- | -- | |
| Community Center | -- | -- | |
| Convention Center | -- | -- | |
| Ground Passenger Terminal | P | LD | |
| Correctional or Penal Institution | C3 | C3 | |
| Counseling and Referral Facility | -- | -- | |
| Nature Conservation Area | P | P | |
| Parking | P | P | |
| Park and Open Space | P | P | |
| House of Worship | C2 | C2 | |
| Public Safety Facility | P | P | |

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| | MR1 *5B.7.3.* | MH1 *5B.7.4.* | |
|---|---|---|---|
| **School, As Listed Below:** | | | |
| School, K-12 | -- | -- | |
| School, Postsecondary | C3 | C3 | |
| **Shoreline Project** | C3 | C3 | |
| **Utilities, As Listed Below:** | LG | P | *5C.3.3.* |
| Solar Panel Energy Generating Facility | LG | LG | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | | |
| **Adult Entertainment Business** | LG | LG | *5C.4.1.* |
| **Alcohol Sales, As Listed Below:** | | | |
| On-Site Sale | -- | -- | |
| Off-Site Sale | C2 | C2 | |
| **Animal Care, Sales and Services, Except as Listed Below:** | P | P | |
| Kennel | LD | LD | |
| Veterinary Hospital | LD | LD | |
| **Cemetery, Except as Listed Below:** | P | P | |
| Funeral and Related Services | P | P | |
| **Day Care Facility** | -- | -- | |
| **Eating and Drinking Establishment, Except as Listed Below:** | LD | LD | |
| Drive-Through Eating and Drinking Establishment | LG | LG | |
| **Entertainment Venue, As Listed Below:** | | | |
| Auditorium | -- | -- | |
| Banquet Hall | -- | -- | |
| Dance Hall | -- | -- | |
| Live Entertainment (Cafe/Shows, Karaoke) | -- | -- | |
| Sports Arena and Stadium | C3 | C3 | |
| Theater | -- | -- | |
| **Financial Services, Except as Listed Below** | -- | -- | |
| Alternative Financial Services | -- | -- | |
| **Hotel, Except as Listed Below:** | -- | -- | |
| Motel | -- | -- | |
| Transient Occupancy Residential | -- | -- | |
| **Instructional Services** | -- | -- | |
| **Medical Facility, Except as Listed Below:** | -- | -- | |
| Ambulance Services | P | P | |
| Hospice | -- | -- | |
| Hospital | C3 | C3 | *5C.9.8.* |
| **Office, Except as Listed Below:** | P | P | |

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| | MR1 *5B.7.3.* | MH1 *5B.7.4.* | |
|---|---|---|---|
| Creative Media Office | P | P | |
| **Personal Services, Except as Listed Below:** | -- | -- | |
| Massage Therapy | -- | -- | |
| **Private Club** | C2 | C2 | |
| **Recreation, Indoor; Except as Listed Below:** | -- | -- | |
| Gym | P | -- | |
| **Recreation, Outdoor; Except as Listed Below:** | -- | -- | |
| Golf Course | -- | -- | |
| **Retail Sales, Except as Listed Below:** | LD | LD | |
| Certified Farmers' Market | LG | LG | *5C.4.4.* |
| Food and Beverage Store | -- | -- | |
| Gun Sales | C2 | -- | |
| Smoke and Vape Shop | P | P | |
| Swap Meet | P | -- | |
| **HEAVY COMMERCIAL USES** | | | |
| **Car Wash** | LG | LD | *5C.4.4.* |
| **Fueling Station** | LG | LD | *5C.5.2.* |
| **Vehicle Repair, As Listed Below:** | | | |
| Vehicle Repair, Light | LG | LD | *5C.5.4.* |
| Vehicle Repair, Heavy | LG | LD | *5C.5.5.* |
| **Vehicle Sales and Rental, As Listed Below:** | | | |
| Used Vehicle Sales, Light | LG | LD | *5C.5.3.* |
| Vehicle Sales and Rental, Light | LG | LD | *5C.5.6.* |
| Vehicle Sales and Rental, Heavy | LG | LD | *5C.5.7.* |
| **Vehicle Storage, As Listed Below:** | | | |
| Official Police Garage | LG | LG | *5C.5.8.* |
| Vehicle Storage, Light | P | LG | |
| Vehicle Storage, Heavy | -- | LG | |
| **LIGHT INDUSTRIAL USES** | | | |
| **Computer and Electronic Product Assembly** | P | LD | |
| **Food and Drink Manufacturing, Except as Listed Below:** | P | LD | |
| Alcoholic Beverage Manufacturing | P | LD | |
| **Furniture and Related Products Manufacturing** | P | LD | |
| **General Light Manufacturing** | P | LD | |
| **Maintenance and Repair Services** | P | LD | |
| **Research and Development** | P | LD | |
| **Self-Service Storage** | P | LD | |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | MR1 *5B.7.3.* | MH1 *5B.7.4.* |
|---|---|---|
| Soundstages and Backlots | P | LD |
| Textile and Apparel Manufacturing | P | LD |
| Wholesale Trade and Warehousing | P | LD |
| HEAVY INDUSTRIAL USES | | |
| Airport | -- | LD |
| Animal Products Processing | LD | LD |
| Chemical Product Manufacturing, Except as Listed Below: | LD | LD |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | P | LD |
| Freight Terminal | P | LD |
| General Storage, Except as Listed Below: | -- | LD |
| Cargo Container Storage Yard | LD | LD |
| Junk Yard Facility, Except as Listed Below: | LD | LD |
| Auto Dismantling | LD | LD |
| Scrap Metal Yard | LD | LD |
| Machinery and Fabricated Metal Manufacturing | -- | LD |
| Nonmetallic Mineral Product Manufacturing | -- | LD |
| Petroleum and Coal Product Manufacturing | -- | LD |
| Plastic and Rubber Product Manufacturing | -- | LD |
| Primary Metal Manufacturing | -- | LD |
| Railway Facility | P | LD |
| Resource Extraction, Except as Listed Below: | -- | C3 |
| Oil and Gas Extraction | -- | C3 |
| Solid Waste Facility, Except as Listed Below: | -- | LD |
| Green Waste and Wood Waste Facility | LD | LD |
| Hazardous Waste Facility | C3 | C3 |
| Solid Waste Alternative Technology Processing Facility | C3 | C3 |
| Recycling Centers and Facilities, As Listed Below: | | |
| Recycling Collection or Buyback Center | LD | LD |
| Recycling Materials Sorting Facility | LD | LD |
| Recycling Materials Processing Facility | LD | LD |
| Wood and Paper Manufacturing | -- | LD |
| AGRICULTURAL USES | | |
| Animal Keeping, Wild | P | P |
| Animal Farming, Except as Listed Below | P | P |
| Equinekeeping, Commercial | C2 | -- |
| Equinekeeping, Non-commercial | P | P |
| Livestock Keeping | P | P |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | MR1 *5B.7.3.* | MH1 *5B.7.4.* | |
|---|---|---|---|
| **Farming (Plant Cultivation), Except as Listed Below:** | P | P | |
| Truck Gardening | P | P | |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard; "C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator; "C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

## SEC. 5B.7.2. RESTRICTED LIGHT INDUSTRIAL 1 (MR1)

### A. Intent

The MR District allows heavy commercial and light industrial uses as well as a limited amount of commercial activity. This District intends to support employment, goods movement, and warehousing.

### B. Use District Standards

**1.** A dwelling shall be considered to be a permissible accessory building only when it is designed for and used solely by a watchman or caretaker (including their family) of an industrial development or of a permitted use which requires 24-hour supervision and is located on the same lot with such development or use.

**2.** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property.

### C. Use Limitations

**1.** Kennels

**a.** No outdoor animal keeping.

**b.** If the use is within 500 feet of a Residential Use District, the use must be approved by the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Conditional Use Permit, Class 2).

**2.** Veterinary Hospital

**a.** Must be within a fully enclosed building.

**b.** No outdoor keeping of animals permitted.

**3.** Eating and Drinking Establishment

All retail business must be conducted in connection with the main use and only as incidental to the main use.

**4.** Retail Sales

All retail business must be conducted in connection with the main use and only as incidental to the main use.

**5.** Animal Products Processing

**a.** Must be at least 500 feet from an Agricultural, Residential, Commercial-Mixed, or Commercial Use District.

**b.** No hides (raw) curing, tanning, or storage permitted.

**6.** Chemical Product Manufacturing

Must be at least 500 feet from an Agricultural, Residential, Commercial-Mixed, or Commercial Use District.

**7.** Cargo Container Storage Yard

The following standards shall apply to all Cargo Container Storage Yards, except those located in whole or in part within the boundaries of the Port of Los Angeles which are permitted by-right.

**a.** The following provisions apply to the stacking of cargo containers:

**i.** The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis is done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety. (LADBS)

**ii.** Cargo container stacking within 300 feet or less of a Residential Use District shall be limited to a maximum height of 30 feet. There is no maximum container height limit beyond 300 feet of a Residential Use District, except as limited by any applicable height limitation and Subparagraph h.i. below.

**b.** Cargo container storage yards shall obtain a "use of land" permit from LADBS for one or more contiguous lots maintained as one site.

**c.** The perimeter or each site with a separate "use of land" permit shall be enclosed by a minimum eight-foot fence or wall.

**i.** Fencing may be constructed of chain-link; however fencing adjacent to a Boulevard I or II, or Avenue I, II, or III shall also comply with Subparagraph h.iii. below.

**ii.** Fencing shall be maintained in good condition and appearance.

**iii.** Sheet metals shall be prohibited as fencing material.

**iv.** There shall be no requirement to fence each individual lot where multiple lots are maintained as one site under a valid "use of land" permit, including individual lots that may be separated by a public right-of-way, easement or other land occupied by a revocable permit.

**d.** The entire site shall be graded pursuant to Chapter IX .

**e.** All driveways, accessways and parking areas shall be covered with a decomposed granite, crushed gravel or similar material and be treated with dust control methods.

**f.** An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13.1.8* (Department of Building and Safety).

**g.** All containers must be empty and cleaned of any residue which may pose any kind of physical or health risk.

**h.** In addition to the above specified requirements, the following conditions shall also apply to sites that are located adjacent to a Boulevard I, II, or Avenue I, II, or III. However, for those portions of the site that are separated from the roadway by a grade change of more than ten feet within five feet of the property line, Sub-subparagraphs (ii) and (iii) below shall not apply:

**i.** Cargo container stacking shall be limited to a maximum height of 20 feet within 20 feet of the property line adjoining a Boulevard I, II, or Avenue I, II, or III. There is no maximum cargo container height limit beyond 20 feet of a Boulevard I, II, or Avenue I, II, or III, except as limited by Subparagraph i. above.

**ii.** A minimum five-foot setback shall be provided along the street frontage adjacent to a Boulevard I, II, or Avenue I, II, or III. The setback shall be fully landscaped with drought resistant plants, ground cover and trees; with one minimum 15-gallon size tree planted for each 15 linear feet of street frontage and minimum three shrubs for each tree. The entire landscaped area shall be well maintained at all times.

**iii.** A solid wall or fence shall be required on the street frontage adjacent to a Boulevard I, II, or Avenue I, II, or III. The wall or fence shall be located within the required setback, and at the rear of the landscaped area between the landscaping and the use. A chain-link fence with slats and growing vines may be permitted in place of a solid wall or fence.

**8.** Junk Yard Facility

The use must comply with the standards listed in Subsection E. below.

**9.** Auto Dismantling

The use must comply with the standards listed in Subsection E. below.

**10.** Scrap Metal Yard

The use must comply with the standards listed in Subsection E. below.

**a.** A scrap metal processing yard that is entirely located at least 500 feet from a Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District is exempt from these stacking limitations.

**11.** Green Waste and Wood Waste Facility

**a.** Chipping and Grinding Facilities when not fully enclosed require approval by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**b.** All other Green Waste and Wood Waste Facility uses are permitted.

**12.** Recycling Collection or Buyback Center

**a.** The depositing of glass, cans, papers, plastic, beverage containers, and similar Recyclable Materials, Recycling Collection or Buyback Centers, and Mobile Recycling Centers, shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The lot upon which the Recycling Collection or Buyback Center is located is not within 1,000 feet of any Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District.

**ii.** The area for depositing Recyclable Materials does not exceed a total of 1,000 square feet.

**iii.** The area for depositing Recyclable Materials shall be a minimum of 10 feet from all property lines, except for Reverse Vending Machines and Reverse Vending Machine Commodity Storage Bins located 24 inches or less from the exterior wall of a building.

**iv.** If the facility is located in any Commercial-Mixed or Commercial Use District, a five-foot landscaped buffer, or as otherwise required by the City Planning Department, shall be maintained along all street frontages.

**v.** All Recycling Receptacles shall be covered, durable, waterproof, rustproof, of incombustible construction, and of sufficient capacity to accommodate the materials collected.

**vi.** Except for Reverse Vending Machine Commodity Storage Bins, either the Recycling Receptacle or the enclosure is clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each Recycling Receptacle must clearly indicate the type of material to be deposited.

**vii.** On a daily basis the site is kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

**viii.** Recyclable Materials, other than Recyclable Materials contained in reverse vending machine commodity storage bins, are emptied from Recycling Receptacles when full or every week, whichever occurs first.

**ix.** All recycled goods shall be placed or stored in Recycling Receptacles and not be left out on the site by the end of the business day.

**x.** Paper products and other lightweight materials shall be immediately placed into covered Recycling Receptacles when they are dropped off.

**xi.** The hours of operation shall not exceed Monday through Friday from 7 a.m. to 8 p.m., Saturday from 8 a.m. to 6 p.m., and Sunday from 10 a.m. to 6 p.m., except for Reverse Vending Machines that are located within 24 inches of the exterior wall of a building, which may operate from 7 a.m. to 10 p.m., seven days a week.

**xii.** All Recycling Receptacles and containers shall be kept secure from unauthorized entry to prevent scavenging and theft of recyclable materials.

**xiii.** The area for depositing Recyclable Materials and/or enclosure shall not impair traffic flow nor diminish the required parking spaces except that up to 10 percent of the required parking spaces may be used as part of the area utilized for Recyclable Materials; provided, however, that if the area for depositing Recyclable Materials is abandoned, then the parking spaces shall be reestablished.

**xiv.** Any activity involving baling and hand sorting of Recyclable Materials, as well as automated can conveyor/magnetic or mechanical separators, and crushers for can, glass, or plastic bottles, is conducted in compliance with the following:

**xv.** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**xvi.** At least one trash receptacle shall be provided within a recycling site.

**xvii.** The area for collection of Recyclable Materials, and all driveways, parking areas, storage areas, and loading zones shall be paved and maintained in good condition.

**xviii.** A source of running water shall be maintained on the site.

**xix.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**13.** Recycling Materials Sorting Facility

**a.** Recycling Materials Sorting Facilities shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The facility is located at least 500 feet from any Agricultural, Residential, Commercial-Mixed, or Commercial Use District.

**ii.** The facility shall be operated by a Recycling Center Operator or Junk Dealer.

**iii.** Notwithstanding any other provisions of the Code, no processing of Recyclable Materials, shall be permitted at the facility.

**iv.** Recyclable Materials to be sorted shall be limited to paper, cardboard, glass, metal, plastic and other items that are deemed appropriate by the Department of Building and Safety, Bureau of Sanitation, and Fire Department.

**v.** The hours of operation shall be limited to 7 a.m. to 8 p.m., seven days a week, if the facility is located within 1,000 feet of an Agricultural or Residential Use District, or any residential use. Otherwise, operation may be 24 hours a day. The facility and all related activities shall be administered by on-site personnel during the hours the center is open.

**vi.** No depositing of Recyclable Materials shall be permitted during hours the center is not open.

**vii.** The facility shall be clearly identified with the operator's name, address, telephone number, hours of operation and a notice stating that no material shall be left outside the recycling center enclosure.

**viii.** Recycling Receptacles shall be provided that are durable, waterproof, rustproof, and of incombustible construction and of a capacity which are sufficient to accommodate the materials collected.

**ix.** Automated sorting and separating machinery shall be permitted, provided that the machinery is conducted in compliance with the following:

**a)** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**x.** The facility shall be maintained in a clean, safe and sanitary condition on a daily basis.

**xi.** A source of running water shall be maintained on the site.

**xii.** The facility shall utilize some type of dust mitigation and/or wind mitigation measures to prevent blowing debris.

**xiii.** The facility shall be surrounded by a 6-foot high concrete block wall and a 5-foot landscaped buffer, or as otherwise required by the City Planning Department, adjoining all street frontages.

**xiv.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**14.** Recycling Materials Processing Facility

**a.** Recycling Materials Processing Facilities shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The facility shall be located at least 1,000 feet from any Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District.

**ii.** The facility shall be operated by a Recycling Center Operator or Junk Dealer.

**iii.** Notwithstanding any other provisions of the Code, Recyclable Materials collected and processed on the site shall be limited to paper, cardboard, glass, metal, plastic, and other items that are deemed appropriate by the Department of Building and Safety, Bureau of Sanitation, and Fire Department.

**iv.** Hours of operation shall be limited to 7am to 8pm, seven days a week, if the facility is located within 1,000 feet of an Agricultural Use Class, Residential Use Class, or any residential use. Otherwise, operation may be 24 hours a day. All operations must comply with Section 111.03 . The facility and all related activities shall be administered by on-site personnel during the hours the center is open.

**v.** No depositing of Recyclable Materials shall be permitted during hours the center is not open.

**vi.** The facility shall be clearly identified with the operator's name, address, telephone number, hours of operation and a notice stating that no material shall be left outside the recycling center enclosure.

**vii.** If Recycling Receptacles are used for storage of materials on site, they shall be durable, waterproof, rustproof, and of incombustible construction.

**viii.** Processing machinery, such as weighing scales and crushing and separating machines shall be permitted, provided that the machinery is conducted in compliance with the following:

**a)** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**ix.** The facility shall be maintained in a clean, safe, and sanitary condition on a daily basis.

**x.** A source of running water shall be maintained on the site.

**xi.** The facility shall utilize some type of dust mitigation and/or wind mitigation measures to prevent blowing debris.

**xii.** The facility shall be surrounded by a 6-foot high concrete block wall and a 5-foot landscaped buffer, or as otherwise required by the City Planning Department, adjoining all street frontages.

**xiii.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** House of Worship

**3.** School, Postsecondary

**4.** Shoreline Project

**5.** Alcohol Sales, Off-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption)).

**6.** Sports Arena and Stadium

**7.** Hospital

**8.** Private Club

**9.** Gun Sales

**a.** Supplemental Findings. In addition to the findings otherwise required, the Zoning Administrator shall also consider whether the proposed use will result in an over-concentration of this use in the area, and the number of firearms available for sale at the site.

**10.** Solid Waste Alternative Technology Processing Facility.

**a.** Supplemental Findings. In addition to the other findings required by *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), the City Planning Commission shall make all of the following findings:

**i.** That the proposed location of the facility will not result in an undue concentration of solid waste alternative technology processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of solid waste facilities already permitted and will support the equitable distribution of these facilities citywide.

**ii.** That an effort was made to locate the facility in close proximity to existing solid waste facilities, transfer stations, solid waste resource collection vehicle yards, material recovery facilities and green waste processing facilities.

**iii.** That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, day care centers, and other similar uses within a 1,500 foot radius of the proposed site.

**iv.** That the facility operator will provide a language appropriate newsletter and other benefits to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed site and nearby uses.

**v.** That access to the facility, on-site parking and vehicle storage will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

**vi.** That hazardous waste and household hazardous waste as defined in the California Code of Regulations, Title 22, Section 66260.10, universal waste as defined in the California Code of Regulations, Title 22, Section 66260.10, radioactive waste as defined in Section 114985 of the California Health and Safety Code and medical waste as defined in Section 117690 of the California Health and Safety Code, will not be received at the facility.

**11.** Equinekeeping, Commercial

### E. Open Storage Limitations

1. Open storage of materials and equipment, including used materials and equipment, shall be conducted wholly within an enclosed building or within an area completely enclosed with a solid masonry wall not less than eight feet in height with necessary solid gates of like height; or within an area completely enclosed with a solid fence not less than eight feet in height with necessary solid gates of like height.

2. In the event the use is conducted in an area enclosed by a wall or fence as hereinabove provided, no material shall be stored to a height greater than the height of the enclosing wall or fence, except that the storage of empty second-hand wooden boxes, when located at least 300 feet from a Agricultural, Commercial-Mixed, Commercial, or Industrial-Mixed Use District, may be permitted an additional foot above the enclosing wall or fence for each two feet such boxes are set back from said enclosing wall or fence, provided that such stacking shall not exceed 18 feet in height. In no event shall such stacks violate the limitations imposed by Section 57.315.4.2 of the Los Angeles Municipal Code.

3. In the event the use is conducted in an area enclosed by a wall or fence as hereinabove provided, all property adjacent to any street shall be landscaped to a minimum depth of two feet measured at a right angle from the adjacent street and extending the full length of the property contiguous to such street except for areas necessary for ingress and egress.

4. The phrase "used materials and equipment" includes vehicles, boats, or airplanes which are inoperable, wrecked, damaged or unlicensed, i.e., not currently licensed by the Department of Motor Vehicles.

## SEC. 5B.7.3. HEAVY INDUSTRIAL 1 (MH1)

### A. Intent

The MH1 District allows heavy commercial, light industrial, and heavy industrial uses as well as a limited amount of commercial activity. This District is intended to support employment and accommodate the most intense industrial activities while minimizing potential disruptions to surrounding uses.

### B. Use District Standards

1. A dwelling shall be considered to be a permissible accessory building only when it is designed for and used solely by a watchman or caretaker (including their family) of an industrial development or of a permitted use which requires 24-hour supervision and is located on the same lot with such development or use.

2. No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial

or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property.

3. Any use that includes an on-site loading area for commercial vehicles shall clearly post and maintain permanent "No Idling" signs. Signs shall be at least 18 inches by 24 inches in dimension and located every 50 feet along a wall facing each on-site loading area.

4. If a use listed in Subdivision C.1. below abuts a Residential or Commercial-Mixed Use District, or a property containing one of the following Sensitive Uses: all Residential Uses, School, Park or Open Space, Recreation (Indoor or Outdoor), Day Care Facility, Hospital, or Medical Facility the following development regulations apply:

   a. A *Type C1 screen (Sec. 4C.8.2.C.2.a.)* is required along the entire length of the common lot lines shared with a Residential or Commercial-Mixed Use District, or a Sensitive Use.

   b. A *Type B4 screen (Sec. 4C.8.1.C.3.d)* is required along the entire length of the frontage lot line for the entire property.

5. If a use listed in Subdivision C.2. below abuts a Residential or Commercial-Mixed Use District, or a property containing one of the following Sensitive Uses: all Residential Uses, School, Park or Open Space, Recreation (Indoor or Outdoor), Day Care Facility, Hospital, or Medical Facility the following development regulations apply:

   a. A *Type C2 screen (Sec. 4C.8.2.2.b)* is required along the entire length of the common lot lines shared with a Residential or Commercial-Mixed Use District, or a Sensitive Use.

   b. A *Type B5 screen (Sec. 4C.8.1.C.3.e)* is required along the entire length of the frontage lot line for the entire property.

6. All uses listed in Subdivision C.3. below shall be conducted wholly within an enclosed building equipped with mechanical ventilation to prevent fugitive emissions, unless another regulatory agency requires natural ventilation. If natural ventilation is required by another regulatory agency, an affidavit on agency letterhead to that effect must be provided. A stack, vent and flare is exempt from this enclosure requirement.

7. All uses listed in Subdivision C.4. below are prohibited within 200 feet of a Residential or Commercial-Mixed Use District, or a property containing one of the following Sensitive Uses: all Residential Uses, School, Park or Open Space, Recreation (Indoor or Outdoor), Day Care Facility, Hospital, or Medical Facility.

## C. Use Limitations

1. Uses are subject to screening requirements described in Subdivision B.4. above

   a. Ground Passenger Terminal

   b. Utilities, Major (General Use Standards found in *Part 5C* of this Article also apply)

**c.** Kennels (General Use Standards found in *Part 5C* of this Article also apply)

**d.** Funeral and Related Services

**e.** Fueling Station (General Standards found in *Part 5C* of this Article also apply)

**f.** Computer and Electronic Product Assembly

**g.** Food and Drink Manufacturing

**h.** Alcoholic Beverage Manufacturing

**i.** Furniture and Related Products Manufacturing

**j.** General Light Manufacturing

**k.** Maintenance and Repair Services

**l.** Textile and Apparel Manufacturing

**m.** Wholesale Trade and Warehousing

**2.** Uses are subject to screening requirements described in Subdivision B.5. above

**a.** Airport

**b.** Animal Products Processing

**c.** Chemical Product Manufacturing Animal Products Processing

**d.** Chemical Product Manufacturing (General Use Standards found in *Part 5C* of this Article also apply)

**e.** Cosmetic, Pharmaceutical Drug, and Soap Manufacturing

**f.** Freight Terminal

**g.** Junk Yard Facility (General Use Standards found in *Part 5C* of this Article also apply)

**h.** Auto Dismantling (General Use Standards found in *Part 5C* of this Article also apply)

**i.** Scrap Metal Yard (General Use Standards found in *Part 5C* of this Article also apply)

**j.** Machinery and Fabricated Metal Manufacturing

**k.** Nonmetallic Mineral Product Manufacturing

**l.** Petroleum and Coal Product Manufacturing

**m.** Plastic and Rubber Product Manufacturing

**n.** Primary Metal Manufacturing

**o.** Railway Facility

**p.** Resource Extraction (General Use Standards found in *Part 5C* of this Article also apply)

**q.** Oil and Gas Extraction (General Use Standards found in *Part 5C* of this Article also apply)

**r.** Green Waste and Wood Waste Facility (General Use Standards found in *Part 5C* of this Article also apply)

**s.** Hazardous Waste Facility

**t.** Solid Waste Alternative Technology Processing Facility

**u.** Recycling Collection or Buyback Center (General Use Standards found in *Part 5C* of this Article also apply)

**v.** Recycling Materials Sorting Facility (General Use Standards found in *Part 5C* of this Article also apply)

**w.** Recycling Materials Processing Facility (General Use Standards found in *Part 5C* of this Article also apply)

**x.** Wood and Paper Manufacturing

**3.** Uses subject to enclosure requirements described in Subdivision B.6. above

**a.** Funeral and Related Services

**b.** Computer and Electronic Product Assembly

**c.** Food and Drink Manufacturing

**d.** Alcoholic Beverage Manufacturing

**e.** Furniture and Related Products Manufacturing

**f.** General Light Manufacturing

**g.** Maintenance and Repair Services

**h.** Textile and Apparel Manufacturing

**i.** Wholesale Trade and Warehousing

**j.** Chemical Product Manufacturing

**k.** Cosmetic, Pharmaceutical Drug, and Soap Manufacturing

**l.** Junk Yard Facility (General Use Standards found in *Part 5C* of this Article also apply)

**m.** Auto Dismantling (General Use Standards found in *Part 5C* of this Article also apply)

**n.** Scrap Metal Yard (General Use Standards found in *Part 5C* of this Article also apply)

**o.** Machinery and Fabricated Metal Manufacturing

**p.** Nonmetallic Mineral Product Manufacturing

**q.** Petroleum and Coal Product Manufacturing

**r.** Plastic and Rubber Product Manufacturing

**s.** Primary Metal Manufacturing

**t.** Green Waste and Wood Waste Facility (General Use Standards found in *Part 5C* of this Article also apply)

**u.** Hazardous Waste Facility

**v.** Solid Waste Alternative Technology Processing Facility

**w.** Recycling Collection or Buyback Center (General Use Standards found in *Part 5C* of this Article also apply)

**x.** Recycling Materials Sorting Facility (General Use Standards found in *Part 5C* of this Article also apply)

**y.** Recycling Materials Processing Facility (General Use Standards found in *Part 5C* of this Article also apply)

**z.** Wood and Paper Manufacturing

**4.** Uses subject to distance prohibitions described in Subdivision B.7. above

**a.** Vehicle Repair, Light (General Use Standards found in *Part 5C* of this Article also apply)

**b.** Vehicle Repair, Heavy (General Use Standards found in *Part 5C* of this Article also apply)

**c.** Used Vehicle Sales, Light (General Use Standards found in *Part 5C* of this Article also apply)

**d.** Vehicle Sales and Rental, Light (General Use Standards found in *Part 5C* of this Article also apply)

**e.** Vehicle Sales and Rental, Heavy (General Use Standards found in *Part 5C* of this Article also apply)

**5.** Kennels

**a.** Outdoor keeping of animals is prohibited.

**b.** If the use is within 500 feet of a Residential Use District, the use must be approved by the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Conditional Use Permit, Class 2).

**c.** General Use Standards found in *Part 5C* of this Article also apply.

**6.** Veterinary Hospital

**a.** Outdoor keeping of animals is prohibited.

**7.** Eating and Drinking Establishment

All retail business must be conducted in connection with the main use and only as incidental to the main use.

**8.** Retail Sales

All retail business must be conducted in connection with the main use and only as incidental to the main use.

**9.** Animal Products Processing

Must be at least 500 feet from an Agricultural, Residential, Commercial-Mixed, or Commercial Use District.

**10.** Chemical Product Manufacturing

Prohibited within 500 feet from an Agricultural, Residential or Commercial-Mixed Use District, or a property containing one of the following Sensitive Uses: all Residential Uses, School, Park or Open Space, Recreation (Indoor or Outdoor), Day Care Facility, Hospital, or Medical Facility.

**11.** Cargo Container Storage Yard

The following standards shall apply to all Cargo Container Storage Yards, except those located in whole or in part within the boundaries of the Port of Los Angeles which are permitted by-right.

**a.** The following provisions apply to the stacking of cargo containers:

**i.** The stacking of cargo containers more than 20 feet high shall only be permitted if a structural analysis is done by a licensed engineer or architect in the State of California is submitted to and approved by the Los Angeles Department of Building and Safety. (LADBS)

**ii.** Cargo container stacking within 300 feet or less of a Residential Use District shall be limited to a maximum height of 30 feet. There is no maximum container height limit beyond 300 feet of a Residential Use District, except as limited by any applicable height limitation and Subparagraph h.i. below.

**b.** Cargo container storage yards shall obtain a "use of land" permit from LADBS for one or more contiguous lots maintained as one site.

**c.** The perimeter or each site with a separate "use of land" permit shall be enclosed by a minimum eight-foot fence or wall.

**i.** Fencing may be constructed of chain-link; however fencing adjacent to a Boulevard I or II, or Avenue I, II, or III shall also comply with Subparagraph h.iii. below.

**ii.** Fencing shall be maintained in good condition and appearance.

iii. Sheet metals shall be prohibited as fencing material.

iv. There shall be no requirement to fence each individual lot where multiple lots are maintained as one site under a valid "use of land" permit, including individual lots that may be separated by a public right-of-way, easement or other land occupied by a revocable permit.

**d.** The entire site shall be graded pursuant to Chapter IX .

**e.** All driveways, accessways and parking areas shall be covered with a decomposed granite, crushed gravel or similar material and be treated with dust control methods.

**f.** An annual site inspection shall be conducted by LADBS pursuant to *Sec. 13.1.8* (Department of Building and Safety).

**g.** All containers must be empty and cleaned of any residue which may pose any kind of physical or health risk.

**h.** In addition to the above specified requirements, the following conditions shall also apply to sites that are located adjacent to a Boulevard I, II, or Avenue I, II, or III. However, for those portions of the site that are separated from the roadway by a grade change of more than ten feet within five feet of the property line, Sub-subparagraphs (ii) and (iii) below shall not apply:

i. Cargo container stacking shall be limited to a maximum height of 20 feet within 20 feet of the property line adjoining a Boulevard I, II, or Avenue I, II, or III. There is no maximum cargo container height limit beyond 20 feet of a Boulevard I, II, or Avenue I, II, or III, except as limited by Paragraph a. above.

ii. A minimum five-foot setback shall be provided along the street frontage adjacent to a Boulevard I, II, or Avenue I, II, or III. The setback shall be fully landscaped with drought resistant plants, ground cover and trees; with one minimum 15-gallon size tree planted for each 15 linear feet of street frontage and minimum three shrubs for each tree. The entire landscaped area shall be well maintained at all times.

iii. A solid wall or fence shall be required on the street frontage adjacent to a Boulevard I, II, or Avenue I, II, or III. The wall or fence shall be located within the required setback, and at the rear of the landscaped area between the landscaping and the use. A chain-link fence with slats and growing vines may be permitted in place of a solid wall or fence.

**12.** Junk Yard Facility

The use must comply with the standards listed in Subsection E. below.

**13.** Auto Dismantling

The use must comply with the standards listed in Subsection E. below.

**14.** Scrap Metal Yard

**a.** The use must comply with the standards listed in Subsection E. below.

**b.** A scrap metal processing yard that is entirely located at least 500 feet from a Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District is exempt from these stacking limitations.

**15.** Green Waste and Wood Waste Facility

**a.** Chipping and Grinding Facilities when not fully enclosed require approval by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**b.** All other Green Waste and Wood Waste Facilities uses are permitted.

**16.** Recycling Collection or Buyback Center

**a.** The depositing of glass, cans, papers, plastic, beverage containers, and similar Recyclable Materials, Recycling Collection or Buyback Centers, and Mobile Recycling Centers, shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The lot upon which the Recycling Collection or Buyback Center is located is not within 1,000 feet of any Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District.

**ii.** The area for depositing Recyclable Materials does not exceed a total of 1,000 square feet.

**iii.** The area for depositing Recyclable Materials shall be a minimum of 10 feet from all property lines, except for Reverse Vending Machines and Reverse Vending Machine Commodity Storage Bins located 24 inches or less from the exterior wall of a building.

**iv.** If the facility is located in any Commercial-Mixed or Commercial Use District, a five-foot landscaped buffer, or as otherwise required by the City Planning Department, shall be maintained along all street frontages.

**v.** All Recycling Receptacles shall be covered, durable, waterproof, rustproof, of incombustible construction, and of sufficient capacity to accommodate the materials collected.

**vi.** Except for Reverse Vending Machine Commodity Storage Bins, either the Recycling Receptacle or the enclosure is clearly identified with the operator's name, address, telephone number, hours of operation, and a notice that no material shall be left outside the enclosure, and each Recycling Receptacle must clearly indicate the type of material to be deposited.

**vii.** On a daily basis the site is kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

**viii.** Recyclable Materials, other than Recyclable Materials contained in reverse vending machine commodity storage bins, are emptied from Recycling Receptacles when full or every week, whichever occurs first.

**ix.** All recycled goods shall be placed or stored in Recycling Receptacles and not be left out on the site by the end of the business day.

**x.** Paper products and other lightweight materials shall be immediately placed into covered Recycling Receptacles when they are dropped off.

**xi.** The hours of operation shall not exceed Monday through Friday from 7 a.m. to 8 p.m., Saturday from 8 a.m. to 6 p.m., and Sunday from 10 a.m. to 6 p.m., except for Reverse Vending Machines that are located within 24 inches of the exterior wall of a building, which may operate from 7 a.m. to 10 p.m., seven days a week.

**xii.** All Recycling Receptacles and containers shall be kept secure from unauthorized entry to prevent scavenging and theft of recyclable materials.

**xiii.** The area for depositing Recyclable Materials and/or enclosure shall not impair traffic flow nor diminish the required parking spaces except that up to 10 percent of the required parking spaces may be used as part of the area utilized for Recyclable Materials; provided, however, that if the area for depositing Recyclable Materials is abandoned, then the parking spaces shall be reestablished.

**xiv.** Any activity involving baling and hand sorting of Recyclable Materials, as well as automated can conveyor/magnetic or mechanical separators, and crushers for can, glass, or plastic bottles, is conducted in compliance with the following:

**xv.** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**xvi.** At least one trash receptacle shall be provided within a recycling site.

**xvii.** The area for collection of Recyclable Materials, and all driveways, parking areas, storage areas, and loading zones shall be paved and maintained in good condition.

**xviii.** A source of running water shall be maintained on the site.

**xix.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**17.** Recycling Materials Sorting Facility

**a.** Recycling Materials Sorting Facilities shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The facility is located at least 500 feet from any Agricultural, Residential, Commercial-Mixed, or Commercial Use District.

**ii.** The facility shall be operated by a Recycling Center Operator or Junk Dealer.

**iii.** Notwithstanding any other provisions of the Code, no processing of Recyclable Materials, shall be permitted at the facility.

**iv.** Recyclable Materials to be sorted shall be limited to paper, cardboard, glass, metal, plastic and other items that are deemed appropriate by the Department of Building and Safety, Bureau of Sanitation, and Fire Department.

**v.** The hours of operation shall be limited to 7 a.m. to 8 p.m., seven days a week, if the facility is located within 1,000 feet of an Agricultural or Residential Use District, or any residential use. Otherwise, operation may be 24 hours a day. The facility and all related activities shall be administered by on-site personnel during the hours the center is open.

**vi.** No depositing of Recyclable Materials shall be permitted during hours the center is not open.

**vii.** The facility shall be clearly identified with the operator's name, address, telephone number, hours of operation and a notice stating that no material shall be left outside the recycling center enclosure.

**viii.** Recycling Receptacles shall be provided that are durable, waterproof, rustproof, and of incombustible construction and of a capacity which are sufficient to accommodate the materials collected.

**ix.** Automated sorting and separating machinery shall be permitted, provided that the machinery is conducted in compliance with the following:

**a)** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point

on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**x.** The facility shall be maintained in a clean, safe and sanitary condition on a daily basis.

**xi.** A source of running water shall be maintained on the site.

**xii.** The facility shall utilize some type of dust mitigation and/or wind mitigation measures to prevent blowing debris.

**xiii.** The facility shall be surrounded by a 6-foot high concrete block wall and a 5-foot landscaped buffer, or as otherwise required by the City Planning Department, adjoining all street frontages.

**xiv.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**18.** Recycling Materials Processing Facility

**a.** Recycling Materials Processing Facilities shall be permitted without obtaining a Conditional Use Permit, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), provided that all of the following conditions are met:

**i.** The facility shall be located at least 1,000 feet from any Agricultural, Residential, Commercial-Mixed, Commercial, or Industrial-Mixed Use District.

**ii.** The facility shall be operated by a Recycling Center Operator or Junk Dealer.

**iii.** Notwithstanding any other provisions of the Code, Recyclable Materials collected and processed on the site shall be limited to paper, cardboard, glass, metal, plastic, and other items that are deemed appropriate by the Department of Building and Safety, Bureau of Sanitation, and Fire Department.

**iv.** Hours of operation shall be limited to 7am to 8pm, seven days a week, if the facility is located within 1,000 feet of an Agricultural Use Class, Residential Use Class, or any residential use. Otherwise, operation may be 24 hours a day. All operations must comply with Section 111.03 . The facility and all related activities shall be administered by on-site personnel during the hours the center is open.

**v.** No depositing of Recyclable Materials shall be permitted during hours the center is not open.

**vi.** The facility shall be clearly identified with the operator's name, address, telephone number, hours of operation and a notice stating that no material shall be left outside the recycling center enclosure.

**vii.** If Recycling Receptacles are used for storage of materials on site, they shall be durable, waterproof, rustproof, and of incombustible construction.

**viii.** Processing machinery, such as weighing scales and crushing and separating machines shall be permitted, provided that the machinery is conducted in compliance with the following:

**a)** No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 as measured from any point on adjacent property in an Agricultural, Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District.

**ix.** The facility shall be maintained in a clean, safe, and sanitary condition on a daily basis.

**x.** A source of running water shall be maintained on the site.

**xi.** The facility shall utilize some type of dust mitigation and/or wind mitigation measures to prevent blowing debris.

**xii.** The facility shall be surrounded by a 6-foot high concrete block wall and a 5-foot landscaped buffer, or as otherwise required by the City Planning Department, adjoining all street frontages.

**xiii.** No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he has control.

**b.** If the limitations in Paragraph a. cannot be met, this use must be approved by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review) as specified by the applicable Use Table.

**1.** Correctional or Penal Institution

**2.** House of Worship

**3.** School, Postsecondary

**4.** Shoreline Project

**5.** Alcohol Sales, Off-Site Consumption

**a.** The use shall also comply with the use standards in *Sec. 5C.4.2.* (Alcohol Sales, Off-Site Consumption).

**6.** Sports Arena and Stadium

**7.** Hospital

**8.** Private Club

**9.** Petroleum and Coal Product Manufacturing

**a.** In addition to a Conditional Use Permit with approval by the City Planning Commission, pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), new petroleum-based oil refineries and existing refineries expanding operations beyond the current property lines are required to:

**i.** Comply with all of the required Unified Programs (Unified Hazardous Waste and Hazardous Materials Management Regulatory Program). California Environmental Reporting System (CERS) database submittals may serve as proof of compliance.

**ii.** Submit a health assessment of the project for the surrounding vicinity identifying pollution and population indicators, such as, but not limited to, those analyzed in the California Communities Environmental Health Screening Tool; the number of people affected by the project; short term or permanent impacts caused by the project; likelihood that impacts will occur; and recommended mitigation measures.

**iii.** Submit a truck routing plan that minimizes the incidence of a commercial truck traveling past residences, churches, schools, hospitals, public playgrounds, nursing homes, day care centers, and other similar uses.

**10.** Solid Waste Alternative Technology Processing Facility

**a.** Supplemental Findings. In addition to the other findings required by *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), the City Planning Commission shall make all of the following findings:

**i.** That the proposed location of the facility will not result in an undue concentration of solid waste alternative technology processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of solid waste facilities already permitted and will support the equitable distribution of these facilities citywide.

ii. That an effort was made to locate the facility in close proximity to existing solid waste facilities, transfer stations, solid waste resource collection vehicle yards, material recovery facilities and green waste processing facilities.

iii. That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, day care centers, and other similar uses within a 1,500 foot radius of the proposed site.

iv. That the facility operator will provide a language appropriate newsletter and other benefits to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed site and nearby uses.

v. That access to the facility, on-site parking and vehicle storage will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

vi. That hazardous waste and household hazardous waste as defined in the California Code of Regulations, Title 22, Section 66260.10, universal waste as defined in the California Code of Regulations, Title 22, Section 66260.10, radioactive waste as defined in Section 114985 of the California Health and Safety Code and medical waste as defined in Section 117690 of the California Health and Safety Code, will not be received at the facility.

11. Resource Extraction

12. Oil and Gas Extraction

## E. Open Storage Limitations

1. Open storage of materials and equipment, including used materials and equipment, shall be conducted wholly within an enclosed building, or shall be completely enclosed with a solid wall or solid fence not less than eight feet in height with necessary solid gates of like height.

2. Where a required wall or fence has been erected between the area wherein the use is conducted and a street, no material is stored to a height greater than that of such wall or fence within 50 feet thereof unless the height of the wall or fence is 10 feet or more in which case the distance within which no material may be stored above the height of the wall or fence shall be 37 feet.

3. In the event the use is conducted in an area enclosed by a wall or fence as hereinabove provided, all property adjacent to any street shall be landscaped to a minimum depth of two feet measured at a right angle from the adjacent street and extending the full length of the property contiguous to such street except for areas necessary for ingress and egress.

4. The phrase "used materials and equipment" includes vehicles, boats, or airplanes which are inoperable, wrecked, damaged or unlicensed, i.e., not currently licensed by the Department of Motor Vehicles.

# DIV. 5B.8. PUBLIC DISTRICTS

Public Use Districts promote public and institutional uses and allow a limited amount of compatible uses.

## SEC. 5B.8.1. TABLE OF USES

| | PF1 *5B.8.2.* |
|---|---|
| **RESIDENTIAL USES** | |
| Household Living | -- |
| Apartment Hotel | * |
| Boarding or Apartment House | * |
| Community Care Facility, Licensed; As Listed Below: | |
| 6 or fewer | * |
| 7 or more | * |
| Dormitory Room | * |
| Fraternity/Sorority Housing | * |
| Homeless Shelter | * |
| Live Work, Except as Listed Below | * |
| Joint Living and Work Quarters | * |
| Mobilehome Park | * |
| Senior Living, As Listed Below: | |
| Eldercare Facility | * |
| Alzheimer's and Dementia Care Housing | * |
| Assisted Living | * |
| Senior Independent Living | * |
| Skilled Nursing Home | * |
| Substance Abuse Facility, Licensed, As Listed Below: | |
| 6 or Fewer | * |
| 7 or More | * |
| **PUBLIC AND INSTITUTIONAL USES** | |
| Civic, Except as Listed Below: | LD |
| Community Center | * |
| Convention Center | C3 |
| Ground Passenger Terminal | * |
| Correctional or Penal Institution | C3 |
| Counseling and Referral Facility | * |
| Nature Conservation Area | * |
| Parking | LD |
| Park and Open Space | * |

KEY: "P"= Permitted Use; "LD"= Limited by Use District; "LG"= Limited by General Use Standard;
"C1"= Approval by Zoning Administrator; "C2"= Public Hearing by Zoning Administrator;
"C3"= Review by City Planning Commission; "*"= Use may be limited by adjacent Use District; "--"= Use Not Permitted

| | PF1<br>*5B.8.2.* | |
|---|---|---|
| **House of Worship** | * | |
| **Public Safety Facility** | P | |
| **School, As Listed Below:** | | |
| School, K-12 | LD | |
| School, Postsecondary | C3 | |
| **Shoreline Project** | C3 | |
| **Utilities, As Listed Below:** | P | |
| Solar Panel Energy Generating Facility | LG | *5C.3.4.* |
| GENERAL COMMERCIAL USES | | |
| **Adult Entertainment Business** | * | |
| **Alcohol Sales, As Listed Below:** | | |
| On-Site Sale | * | |
| Off-Site Sale | * | |
| **Animal Care, Sales and Services, Except as Listed Below:** | * | |
| Kennel | * | |
| Veterinary Hospital | * | |
| **Cemetery, Except as Listed Below:** | LG | *5C.4.5.* |
| Funeral and Related Services | * | |
| **Day Care Facility** | * | |
| **Eating and Drinking Establishment, Except as Listed Below:** | * | |
| Drive-Through Eating and Drinking Establishment | | |
| **Entertainment Venue, As Listed Below:** | | |
| Auditorium | C2 | |
| Banquet Hall | * | |
| Dance Hall | * | |
| Live Entertainment (Cafe/Shows, Karaoke) | * | |
| Sports Arena and Stadium | C3 | |
| Theater | * | |
| **Financial Services, Except as Listed Below** | * | |
| Alternative Financial Services | * | |
| **Hotel, Except as Listed Below:** | * | |
| Motel | * | |
| Transient Occupancy Residential | * | |
| **Instructional Services** | * | |
| **Medical Facility, Except as Listed Below:** | LD | |
| Ambulance Services | P | |
| Hospice | * | |
| Hospital | LD | |

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| | PF1<br>*5B.8.2.* |
|---|---|
| **Office, Except as Listed Below:** | LD |
| Creative Media Office | * |
| **Personal Services, Except as Listed Below:** | * |
| Massage Therapy | * |
| **Private Club** | * |
| **Recreation, Indoor; Except as Listed Below:** | * |
| Gym | * |
| **Recreation, Outdoor; Except as Listed Below:** | * |
| Golf Course | * |
| **Retail Sales, Except as Listed Below:** | * |
| Certified Farmers' Market | * |
| Food and Beverage Store | * |
| Gun Sales | * |
| Smoke and Vape Shop | * |
| Swap Meet | * |
| HEAVY COMMERCIAL USES | |
| **Car Wash** | * |
| **Fueling Station** | * |
| **Vehicle Repair, As Listed Below:** | |
| Vehicle Repair, Light | L |
| Vehicle Repair, Heavy | L |
| **Vehicle Sales and Rental, As Listed Below:** | |
| Used Vehicle Sales, Light | * |
| Vehicle Sales and Rental, Light | * |
| Vehicle Sales and Rental, Heavy | * |
| **Vehicle Storage, As Listed Below:** | |
| Official Police Garage | * |
| Vehicle Storage, Light | L |
| Vehicle Storage, Heavy | L |
| LIGHT INDUSTRIAL USES | |
| **Computer and Electronic Product Assembly** | * |
| **Food and Drink Manufacturing, Except as Listed Below:** | * |
| Alcoholic Beverage Manufacturing | * |
| **Furniture and Related Products Manufacturing** | * |
| **General Light Manufacturing** | * |
| **Maintenance and Repair Services** | * |
| **Research and Development** | C3 |
| **Self-Service Storage** | * |

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| | PF1<br>*5B.8.2.* |
|---|---|
| Soundstages and Backlots | * |
| Textile and Apparel Manufacturing | * |
| Wholesale Trade and Warehousing | * |
| **HEAVY INDUSTRIAL USES** | |
| Airport | * |
| Animal Products Processing | * |
| Chemical Product Manufacturing, Except as Listed Below: | * |
| Cosmetic, Pharmaceutical Drug, and Soap Manufacturing | * |
| Freight Terminal | * |
| General Storage, Except as Listed Below: | LD |
| Cargo Container Storage Yard | * |
| Junk Yard Facility, Except as Listed Below: | * |
| Auto Dismantling | * |
| Scrap Metal Yard | * |
| Machinery and Fabricated Metal Manufacturing | * |
| Nonmetallic Mineral Product Manufacturing | * |
| Petroleum and Coal Product Manufacturing | * |
| Plastic and Rubber Product Manufacturing | * |
| Primary Metal Manufacturing | * |
| Railway Facility | |
| Resource Extraction, Except as Listed Below: | * |
| Oil and Gas Extraction | * |
| Solid Waste Facility, Except as Listed Below: | C3 |
| Green Waste and Wood Waste Facility | * |
| Hazardous Waste Facility | * |
| Solid Waste Alternative Technology Processing Facility | C3 |
| Recycling Centers and Facilities, As Listed Below: | |
| Recycling Collection or Buyback Center | * |
| Recycling Materials Sorting Facility | * |
| Recycling Materials Processing Facility | * |
| Wood and Paper Manufacturing | * |
| **AGRICULTURAL USES** | |
| Animal Keeping, Wild | * |
| Animal Farming, Except as Listed Below | * |
| Equinekeeping, Commercial | * |
| Equinekeeping, Non-commercial | -- |
| Livestock Keeping | -- |
| Farming (Plant Cultivation), Except as Listed Below: | LD |

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| | PF1<br>*5B.8.2.* |
|---|---|
| Truck Gardening | * |

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## SEC. 5B.8.2. PUBLIC FACILITIES 1 (PF1)

### A. Intent

The PF Use District allows for government buildings, structures, offices, and services facilities. This District is intended to provide regulations for the use and development of land owned by a government agency.

### B. Use District Standards

**1.** An asterisk indicates that permission levels are dependent upon adjacent zoning and the type of development, including Joint Public and Private Developments. Uses containing an asterisk as regulated as follows:

**a.** Any Joint Public and Private Development use permitted in the most restrictive adjoining Use District, as outlined below is Subparagraph d., is permitted if approved by the Director utilizing the procedures described in *Sec. 13B.2.4.* (Project Review).

**b.** The phrase "adjoining zones" refers to the zones on properties abutting, across the street or alley from or having a common corner with the subject property. If there are two or more different adjoining zones, then only the uses permitted by the most restrictive Use District shall be permitted.

**c.** Fully private developments are not permitted.

**d.** Any Joint Public and Private Development use that is not permitted in the most restrictive adjoining Use District may be permitted if approved by the City Planning Commission pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**2.** Supplemental Findings. In addition to the findings otherwise required by this Chapter, the Commission shall find that benefits are provided to the public and that the benefit accruing from the project, whether as a result of additional taxes of the provision of public facilities, is sufficient to outweigh any impairment of the public interest that may be created by the public agencies' proposed use of the land.

**3.** Order of Restrictiveness. The order of restrictiveness of Use Districts, the first being the most restrictive and the last being the least restrictive, is as follows:

**a.** Open Space Use Districts

**b.** Agricultural Use Districts

**c.** Residential Use Districts

**d.** Commercial-Mixed Use Districts

**e.** Commercial Use Districts

**f.** Industrial-Mixed Use Districts

**g.** Industrial Use Districts

**h.** Public Use Districts

## C. Use Limitations

**1.** Civic

**a.** The use is permitted by-right if site is owned by a government agency.

**b.** All other Civic uses are subject to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**2.** Parking

**a.** Must be a public parking facility located under a freeway right-of-way.

**b.** Any other government-owned parking facility may be permitted with approval by the City Planning Commission pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3)

**3.** School, K-12

**a.** Public elementary and secondary schools are permitted by-right.

**b.** All other types of educational institutions require approval by the City Planning Commission pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

**4.** Medical Facility

Must be a public facility.

**5.** Hospital

Must be a public facility.

**6.** Office

**a.** Government buildings, structures, offices, and services facilities including maintenance yards only.

**b.** Government Enterprises are permitted subject to the following performance standards:

**i.** Security lighting is provided in parking areas;

**ii.** The property is improved with a ten foot landscaped buffer along the periphery of the property which is maintained and is equipped with an automatic irrigation system;

**iii.** Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties;

**7.** Vehicle Repair, Light

Must be government-owned and in conjunction with a maintenance yard.

8. Vehicle Repair, Heavy

   Must be government-owned and in conjunction with a maintenance yard.

9. Vehicle Storage, Light

   Must be government-owned and in conjunction with a maintenance yard.

10. Vehicle Storage, Heavy

    Must be government-owned and in conjunction with a maintenance yard.

11. General Storage

    Must be government-owned and in conjunction with a maintenance yard.

12. Farming (Plant Cultivation)

    Permitted under power transmission rights-of-way.

## D. Conditional Uses

The following uses require a Conditional Use Permit, pursuant to *Div. 13B.2.* (Quasi-Judicial Review), as specified by the applicable Use Table.

1. Convention Center
2. Correctional or Penal Institution
3. School, Postsecondary
4. Shoreline Project
5. Auditorium
6. Sports Arena and Stadium
7. Research and Development
8. Solid Waste Facility
9. Solid Waste Alternative Technology Processing Facility.

   a. Supplemental Findings. In addition to the other findings required by *Sec. 13B.2.3.* (Conditional Use Permit, Class 3), the City Planning Commission shall make all of the following findings:

      i. That the proposed location of the facility will not result in an undue concentration of solid waste alternative technology processing facilities in the immediate area, will not create a cumulative impact with special consideration given to the location of solid waste facilities already permitted and will support the equitable distribution of these facilities citywide.

ii. That an effort was made to locate the facility in close proximity to existing solid waste facilities, transfer stations, solid waste resource collection vehicle yards, material recovery facilities and green waste processing facilities.

**b.** That the facility will not detrimentally affect nearby residential uses and other sensitive land uses, taking into consideration the number and proximity of residential buildings, churches, schools, hospitals, public playgrounds, nursing homes, day care centers, and other similar uses within a 1,500 foot radius of the proposed site.

**c.** That the facility operator will provide a language appropriate newsletter and other benefits to businesses and residents likely to be impacted by this facility, taking into consideration the location of the proposed site and nearby uses.

**d.** That access to the facility, on-site parking and vehicle storage will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets.

**e.** That hazardous waste and household hazardous waste as defined in the California Code of Regulations, Title 22, Section 66260.10, universal waste as defined in the California Code of Regulations, Title 22, Section 66260.10, radioactive waste as defined in Section 114985 of the California Health and Safety Code and medical waste as defined in Section 117690 of the California Health and Safety Code, will not be received at the facility.

# PART 5C. GENERAL USE STANDARDS

**Div. 5C.1. General Provisions . . . . . 5-108**
Sec. 5C.1.1. Project Review Thresholds . . . . . 5-108
Sec. 5C.1.2. EXISTING USES . . . . . 5-108

**Div. 5C.2. Residential Uses . . . . . 5-110**
Sec. 5C.2.1. Homeless Shelter . . . . . 5-110
Sec. 5C.2.2. Joint Living and Work Quarters . . . . . 5-110
Sec. 5C.2.3. Mobilehome Park . . . . . 5-111

**Div. 5C.3. Public & Institutional Uses . . . . . 5-112**
Sec. 5C.3.1. Community Center . . . . . 5-112
Sec. 5C.3.2. Park & Open Space . . . . . 5-112
Sec. 5C.3.3. Utilities . . . . . 5-113
Sec. 5C.3.4. Solar Panel Energy Generating Facility . . . . . 5-114

**Div. 5C.4. General Commercial Uses . . . . . 5-115**
Sec. 5C.4.1. Adult Entertainment Business . . . . . 5-115
Sec. 5C.4.2. Alcohol Sales, Off-Site Consumption . . . . . 5-120
Sec. 5C.4.3. Alcohol Sales, On-Site Consumption . . . . . 5-121
Sec. 5C.4.4. Certified Farmers' Market . . . . . 5-122
Sec. 5C.4.5. Cemetery . . . . . 5-124

**Div. 5C.5. Heavy Commercial Uses . . . . . 5-125**
Sec. 5C.5.1. Car Wash . . . . . 5-125
Sec. 5C.5.2. Fueling Station . . . . . 5-127
Sec. 5C.5.3. Used Vehicle Sales, Light . . . . . 5-131
Sec. 5C.5.4. Vehicle Repair, Light . . . . . 5-134
Sec. 5C.5.5. Vehicle Repair, Heavy . . . . . 5-139
Sec. 5C.5.6. Vehicle Sales and Rental, Light . . . . . 5-140
Sec. 5C.5.7. Vehicle Sales and Rental, Heavy . . . . . 5-140
Sec. 5C.5.8. Official Police Garage . . . . . 5-141

**Div. 5C.6. Light Industrial Uses . . . . . 5-142**

**Div. 5C.7. Heavy Industrial Uses . . . . . 5-143**
Sec. 5C.7.1. Resource Extraction . . . . . 5-143

**Div. 5C.8. Agricultural Uses . . . . . 5-144**

**Div. 5C.9. Accessory Uses . . . . . 5-145**

Sec. 5C.9.1. Accessory Dwelling Units . . . . . 5-145
Sec. 5C.9.2. Adult Education Classes in Private Homes. . . . . 5-145
Sec. 5C.9.3. Animal Keeping, Domestic . . . . . 5-145
Sec. 5C.9.4. Backyard Beekeeping . . . . . 5-145
Sec. 5C.9.5. Childcare Facility . . . . . 5-146
Sec. 5C.9.6. Display, Rental, or Storage of Household Moving Rental Trucks or Utility Rental Trucks, Incidental to a Fueling Station . . . . . 5-146
Sec. 5C.9.7. Drive-Through Service. . . . . 5-146
Sec. 5C.9.8. Heliport, Incidental to an Office Building, Hospital, or Residential Use . . 5-146
Sec. 5C.9.9. Helicopter Landing, Infrequent . . . . . 5-146
Sec. 5C.9.10. Historical Vehicle Collection . . . . . 5-147
Sec. 5C.9.11. Home-Sharing . . . . . 5-147
Sec. 5C.9.12. Home Occupation . . . . . 5-156
Sec. 5C.9.13. Family Day Care Home . . . . . 5-161
Sec. 5C.9.14. Onshore Installations Servicing Oil Drilling Districts Established in an Offshore Area . . . . . 5-162
Sec. 5C.9.15. Outdoor Dining . . . . . 5-162
Sec. 5C.9.16. Recycling Centers, Accessory. . . . . 5-163
Sec. 5C.9.17. Structures Solely Supporting Solar Energy Systems . . . . . 5-165
Sec. 5C.9.18. Tennis or Paddle Tennis Court . . . . . 5-166
Sec. 5C.9.19. Wireless Telecommunication Facility. . . . . 5-167

**Div. 5C.10. Temporary Uses . . . . . 5-170**

Sec. 5C.10.1. Emergency Homeless Shelter. . . . . 5-170
Sec. 5C.10.2. Infrequent Use of Property for Commercial Filming . . . . . 5-170
Sec. 5C.10.3. Interim Use of Motels for Supportive Housing or Transitional Housing . . 5-171
Sec. 5C.10.4. Mobile Medical Clinic . . . . . 5-174
Sec. 5C.10.5. Storage Yard for Public Facility Construction . . . . . 5-174
Sec. 5C.10.6. Seasonal Retail, Outdoor . . . . . 5-175
Sec. 5C.10.7. Temporary Entertainment Venue . . . . . 5-175
Sec. 5C.10.8. Temporary Geological Exploratory Core Hole . . . . . 5-175
Sec. 5C.10.9. Temporary Residency in Mobilehome Pending Reconstruction of Disaster – Destroyed Dwelling. . . . . 5-176

# DIV. 5C.1. GENERAL PROVISIONS

## SEC. 5C.1.1. PROJECT REVIEW THRESHOLDS

### A. Applicability

No grading permit, foundation permit, building permit, or use of land permit shall be issued for any of the following development projects unless a Project Review approval has first been obtained pursuant to *Sec. 13B.2.4.* (Project Review). This provision shall apply to individual projects for which permits are sought and also to the cumulative sum of related or successive permits which are part of a larger project, such as piecemeal additions to a building, or multiple buildings on a Lot, as determined by the Director.

1. Any Development Project, as defined in *Div. 14.2.* (Glossary), which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential Floor Area.

2. Any Development Project, as defined in *Div. 14.2.* (Glossary), which creates, or results in an increase of, 50 or more dwelling units or guest rooms, or combination thereof.

3. Any change of use to a Drive-Through Eating and Drinking Establishment or any change of use to a Fast-food Establishment, either of which results in a net increase of 500 or more average daily trips as determined by, and using the trip generation factors determined by the Department of Transportation.

4. Any change of use other than to a Drive-Through Eating and Drinking Establishment or to a Fast-food Establishment which results in a net increase of 1,000 or more average daily trips as determined by, and using the trip generation factors determined by the Department of Transportation.

5. Any single-family residential development with a cumulative Floor Area of 17,500 square feet or larger located in the Hillside Standards Set.

## SEC. 5C.1.2. EXISTING USES

**A.** Any lot or portion of a lot which is being lawfully used for any of the purposes enumerated in this section at the time the property is first classified in a zone in which the use is permitted only by conditional use or at the time the use in that zone first becomes subject to the requirements of this section, shall be deemed to be approved for the conditional use and may be continued on the lot. Further, the conditions included in any special district ordinance, exception or variance which authorized the use shall also continue in effect.

**B.** Any lot or portion of a lot in the Commercial Mixed, Industrial Mixed, or Industrial Use Districts which was being used on June 1, 1951, for the temporary storage of abandoned, dismantled, partially dismantled, obsolete or wrecked automobiles, but not for the dismantling or wrecking of automobiles nor for the storage or sale of used parts, may continue to be so used.

**C.** Regulations governing yards, accessory buildings, parking, access, or any other internal features of mobilehome parks shall conform to the provisions of Title 25 of the California Administrative Code or any amendments. If yards, accessory buildings, parking, access, or any other internal features of mobilehome parks are not regulated by Title 25, they shall conform to all applicable provisions of this Code or any other conditions imposed by the City.

**D.** Any Light Industrial uses lawfully existing prior to March 22, 1981, in any portion of any building in a Commercial Mixed Use District shall not be extended beyond that portion of the building except as in accordance with *Sec. 13.4.1.* (Conditional Use Permit, Class 1).

# DIV. 5C.2. RESIDENTIAL USES

## SEC. 5C.2.1. HOMELESS SHELTER

**A.** If located on a Lot zoned with a Residential Use District, Commercial, Commercial-Mixed, or Industrial-Mixed Use District, the following limitations apply:

**1.** Must contain not more than 30 beds.

**2.** Must be located at least 300 feet from another such shelter.

**3.** If the limitations in Paragraph (1) and (2) cannot be met, the use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2* (Class 2 Conditional Use Permit).

**B.** If located on a Lot zoned with an Industrial Use District, the following limitations apply:

**1.** Must be located at least 300 feet from another such shelter.

**2.** If the limitations in Paragraph (1) cannot be met, the use must be approved by the Zoning Administrator pursuant to *Sec. 13.4.2* (Class 2 Conditional Use Permit).

## SEC. 5C.2.2. JOINT LIVING AND WORK QUARTERS

**A.** Joint Living and Work Quarters are limited to the following occupations: accountants; architects; artists and artisans; attorneys; computer software and multimedia related professionals; consultants; engineers; fashion, graphic, interior and other designers; insurance, real estate and travel agents; photographers and other similar occupations as determined by the Zoning Administrator, provided that the commercial uses are permitted by the underlying zone.

**B.** The yards required shall be the same as the yards observed by the existing structures on the site.

**C.** The number of existing parking spaces shall count as the number of parking spaces required for the site for up to eight Joint Living and Work Quarters units.

**D.** Work Space. The total floor area shall be arranged to comply with one of the following standards:

**1.** Tier 1 Standard – Low Percentage of Work Space. At least ten percent but no more than 25 percent of the total floor area in a Joint Living and Work Quarters shall be work space; or

**2.** Tier 2 Standard – Medium Percentage of Work Space. At least 25 percent but no more than 50 percent of the total floor area in a Joint Living and Work Quarters shall be work space.

**E.** Additional incentives may be granted for existing buildings that are eligible for Adaptive Reuse Projects pursuant to *Sec. 9.4.5.* (Downtown Adaptive Reuse Projects) and *Sec. 12.4.6.* (Citywide Adaptive Reuse Projects).

## SEC. 5C.2.3. MOBILEHOME PARK

**A.** There shall be a Type B4 Frontage Screen (*Sec. 4C.8.1.C.2.d*) and a Type C1 Transition Screen (*Sec. 4C.8.2.C.2.a*) on the site. No wall or fence shall be located in the Front Yard.

**B.** Only one 20 square-foot sign is allowed. If attached to a wall, the sign shall not extend more than 2 feet beyond the wall in any direction.

**C.** Conditional Use Permit.

**1.** Applicability. If the proposed project does not comply with the use standards listed in Subsections A and B of this Section (Mobilehome Park), the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards listed in Susbsections A and B of this Section (Mobilehome Park).

# DIV. 5C.3. PUBLIC & INSTITUTIONAL USES

## SEC. 5C.3.1. COMMUNITY CENTER

**A.** If located on a Lot zoned with an Agricultural or Residential Use District, the following limitations apply:

**1.** The outdoor play/recreational area is at least 100 feet away from any Residential Use.

**2.** There is no public address system or amplified sound outdoors on the site.

**3.** The Hours of Operation are limited to the time period between 7 a.m. and 10 p.m.

**B.** Conditional Use Permit.

**1.** Applicability. If the proposed project does not comply with the use standards listed in Subsection A of this Section, the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards listed in Subsection A of this Section.

## SEC. 5C.3.2. PARK & OPEN SPACE

**A.** If located on a Lot zoned with an Agricultural or Residential Use District, the following limitations apply:

**1.** The outdoor play/recreational area is at least 100 feet away from any Residential Use.

**2.** There is no public address system or amplified sound outdoors on the site.

**3.** The Hours of Operation are limited to the time period between 7 a.m. and 10 p.m.

**4.** Only one 20 square-foot sign is allowed. If attached to a wall, the sign shall not extend more than 2 feet beyond the wall in any direction.

**B.** Conditional Use Permit.

**1.** Applicability. If the proposed project does not comply with the use standards listed in Subsection A of this Section, the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards listed in Subsection A of this Section.

## SEC. 5C.3.3. UTILITIES

**A.** If located on a Lot zoned with an Agricultural, Residential, Commercial-Mixed, or Commercial Use District, The following limitations apply:

**1.** There shall be a Type B5 Frontage Screen (*Sec. 4C.8.1.C.2.e*) and a Type C2 Transition Screen (*Sec. 4C.8.2.C.2.b)* on the site.

**2.** Only one 20 square-foot sign is allowed. If attached to a wall, the sign shall not extend more than 2 feet beyond the wall in any direction.

**B.** Conditional Use Permit.

**1.** Applicability. If the proposed project does not comply with the use standards listed in Subsection A of this Section, the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards in Subsection A of this Section.

## SEC. 5C.3.4. SOLAR PANEL ENERGY GENERATING FACILITY

**A.** Solar Feed-in-Tariff (FiT) installations are permitted on the rooftop of a building with a valid certificate of occupancy or the rooftop of a parking structure, provided that project is not located on a Lot zoned with an Agricultural or Open Space Use District, or a 1L Density District.

**B.** Solar FiT installations are permitted on a carport or other structure that shelters automobiles in a parking area, provided that:

**1.** The project is not located on a Lot zoned with an Agricultural or Open Space Use District, or 1L Density District; and

**2.** A minimum of 10% of the site (which may include a lot or lots with common ownership) is covered by buildings with a valid certificate of occupancy, or the solar installation is located on top of a parking structure.

**C.** Definitions. For the purposes of these use standards:

**1.** A carport is a structure with a minimum clearance of 7 feet that shelters an automobile.

**2.** A ground mounted installation is a structure that supports a solar panel that is mounted below a height of seven feet and consists of a solar panel installation that does not cover a use.

**D.** Solar FiT installations must be maintained free of debris and graffiti and in working condition. Contact information for the operator and management company must be posted on site at all times, and also filed with Los Angeles Department of Water and Power.

**E.** Applicants of FiT solar projects, not the LADWP, shall be responsible for the respective permits, operations, maintenance, code compliance, and any other administrative aspect of proposed FiT solar projects.

**F.** If the proposed project does not comply with the use standards listed above, the applicant may apply for a conditional use permit pursuant to *Sec. 13B.2.3.* (Conditional Use Permit, Class 3).

# DIV. 5C.4. GENERAL COMMERCIAL USES

## SEC. 5C.4.1. ADULT ENTERTAINMENT BUSINESS

**A.** Purpose. It is the purpose and object of this Section to establish reasonable and uniform regulations to prevent the concentration of Adult Entertainment Businesses, as defined herein, within the City of Los Angeles.

**B.** Definitions. For the purpose of this Section, certain terms and words are defined as follows:

**1.** Adult Arcade. An establishment where, for any form of consideration, one or more motion picture projectors, slide projectors or similar machines, for viewing by five or fewer persons each, are used to show films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of Specified Sexual Activities or Specified Anatomical Areas.

**2.** Adult Bookstores. An establishment which has as a substantial portion of its stock-in-trade and offers for sale for any form of consideration any one or more of the following:

**a.** Books, magazines, periodicals or other printed matter, or photographs, films, motion pictures, video cassettes, slides or other visual representations which are characterized by an emphasis upon the depiction or description of Specified Sexual Activities or Specified Anatomical Areas, or

**b.** Instruments, devices or paraphernalia which are designed for use in connection with Specified Sexual Activities.

**3.** Adult Cabaret. A nightclub, bar, restaurant or similar establishment which regularly features live performances which are characterized by the exposure of Specified Anatomical Areas or by Specified Sexual Activities or films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of Specified Sexual Activities or Specified Anatomical Areas.

**4.** Adult Motel. A motel or similar establishment offering public accommodations for any form of consideration which provides patrons with closed circuit television transmissions, films, motion pictures, video cassettes, slides or other photographic reproductions which are characterized by an emphasis upon the depiction or description of Specified Sexual Activities or Specified Anatomical Areas.

**5.** Adult Motion Picture Theater. An establishment where, for any form of consideration, films, motion pictures, video cassettes, slides or similar reproductions are shown, and in which a substantial portion of the total presentation time is devoted to the showing of material which is characterized by an emphasis upon the depiction or description of Specified Sexual Activities or Specified Anatomical Areas.

6. Adult Theater. A theater concert hall, auditorium or similar establishment which, for any form of consideration, regularly features live performances which are characterized by the exposure of Specified Anatomical Areas or by Specified Sexual Activities.

7. Establishment. For the purposes of this Section, the "establishment" of an Adult Entertainment Business shall mean and include any of the following:

   a. The opening or commencement of any such business as a new business.

   b. The conversion of an existing business, whether or not an Adult Entertainment Business, to any of the adult entertainment businesses defined herein.

   c. The relocation of any such business.

8. Massage Parlor. An establishment where, for any form of consideration, massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body is administered, unless such treatment is administered by a Medical Service Professional, physician or similar professional person licensed by the State of California. This definition does not include Gyms, Personal Services, Schools, or similar uses where massage or similar manipulation of the human body is offered as an incidental or accessory service.

9. Public Park. A park, playground, swimming pool, beach, pier, reservoir, golf course or similar athletic field within the City of Los Angeles which is under the control, operation or management of the City Board of Recreation and Park Commissioners or the County Department of Beaches.

10. Religious Institution. A building which is used primarily for religious worship and related religious activities.

11. School. An institution of learning for minors, whether public or private which offers instruction in those courses of study required by the California Education Code or which is maintained pursuant to standards set by the State Board of Education. This definition includes a nursery school, kindergarten, elementary school, junior high school, senior high school or any special institution of learning under the jurisdiction of the State Department of Education, but it does not include a vocational or professional institution or an institution of higher education, including a community or junior college, college or university.

12. Sexual Encounter Establishment. An establishment, other than a hotel, motel or similar establishment offering public accommodations, which, for any form of consideration, provides a place where two or more persons may congregate, associate or consort in connection with Specified Sexual Activities or the exposure of Specified Anatomical Areas. This definition does not include an establishment where a medical practitioner, psychologist, psychiatrist or similar professional person licensed by the State of California engages in sexual therapy.

13. Specified Anatomical Areas. As used herein, Specified Anatomical Areas shall mean and include any of the following:

   a. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus or female breasts below a point immediately above the top of the areolas.

**b.** Human male genitals in a discernibly turgid state, even if completely and opaquely covered.

**14.** Specified Sexual Activities. As used herein, Specified Sexual Activities shall mean and include any of the following:

**a.** The fondling or other erotic touching of human genitals, pubic region, buttocks, anus or female breasts.

**b.** Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation or sodomy.

**c.** Masturbation, actual or simulated.

**d.** Excretory functions as part of or in connection with any of the activities set forth in (a) through (c) above.

**15.** Substantial Enlargement. For the purposes of this Section, the "substantial enlargement" of an adult entertainment business shall mean the increase in floor area occupied by the business by more than fifty percent (50%), as such floor area exists on the effective date of this section.

**16.** Transfer of Ownership or Control. For the purposes of this Section, the "transfer of ownership or control" of an Adult Entertainment Business shall mean and include any of the following:

**a.** The sale, lease or sublease of such business.

**b.** The transfer of securities which constitute a controlling interest in such business, whether by sale, exchange or similar means.

**c.** The establishment of a trust, gift or other similar legal device which transfers the ownership or control of such business, except for transfer by bequest or other operation of law upon the death of the person possessing such ownership or control.

**17.** Adult Entertainment Business. Adult Arcade, Adult Bookstore, Adult Cabaret, Adult Motel, Adult Motion Picture Theatre, Adult Theatre, Massage Parlor, or Sexual Encounter Establishment, as defined herein, and each shall constitute a separate Adult Entertainment Business even if operated in conjunction with another Adult Entertainment Business at the same establishment.

**C.** Massage Parlors and Sexual Encounter Establishments may be allowed through a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2), unless otherwise specified in the Use District.

**D.** No person shall cause or permit the Establishment, Substantial Enlargement, or Transfer of Ownership or Control of an Adult Entertainment Business within 1,000 feet of another Adult Entertainment Business; within 500 feet of a Religious Institution, School, or Public Park within the City of Los Angeles; within 500 feet of any lot zoned with an Agricultural or Residential Use District within the City of Los Angeles.

**E.** No person shall cause or permit the Establishment or maintenance of more than one Adult Entertainment Business in the same building, structure or portion thereof, or the increase of floor area of any Adult Entertainment Business in any building, structure or portion thereof containing another Adult Entertainment Business.

**F.** Exception

**1.** A person may establish and maintain, or continue to operate, an Adult Entertainment Business on a Lot within 500 feet of a Lot zoned with an Agricultural Use District or Residential Use District, if a site consistent with *Sec. 5C.4.1.D.* and *Sec. 5C.4.1.E.* is not reasonably available elsewhere in the City for the establishment or relocation of the subject Adult Entertainment Business. This exception shall only apply to an Adult Entertainment Business which is otherwise in compliance with all other provisions including *Sec. 5C.4.1.D.* and *Sec. 5C.4.1.E.*

**a.** A site is "reasonably available" elsewhere in the City if it meets all of the following criteria:

**i.** Its use as the proposed Adult Entertainment Business is consistent with all applicable zoning regulations, including *Sec. 5C.4.1.D.* and *Sec. 5C.4.1.E.*.

**ii.** It is available for use, purchase, or rental as an Adult Entertainment Business.

**iii.** It has adequate street access, street lighting, and sidewalks.

**iv.** It is at least 500 feet away from any uses which are or may become obnoxious or offensive by reason or emission of odor, dust, smoke, noise, gas, fumes, cinders, refuse matter or water carried waste.

**b.** This exception shall not apply to Massage Parlors or Sexual Encounter Establishments.

**2.** To apply for an exception, an applicant shall file an application with the Department of City Planning, on a form provided by the Department, identifying the present or proposed location of the Adult Entertainment Business, and accompanied by data supporting the proposed exception and the fee provided for in *Article 15* (Fees). The procedures described in *Sec. 13.4.2* (Conditional Use Permit, Class 2) shall be followed to the extent applicable.

**3.** If the Zoning Administrator, Area Planning Commission or Council disapproves an exception, then it shall make findings of fact showing how a site consistent with *Sec. 5C.4.1.D.* and *Sec. 5C.4.1.E.* is reasonably available elsewhere in the City for the establishment or relocation of the subject Adult Entertainment Business.

**G.** A person possessing ownership or control of an Adult Entertainment Business shall be permitted to transfer such ownership or control if such business is not within 500 feet of any Place of Worship, K-12 School, Day Care Facility, or Public Park and the only other Adult Entertainment Business within 1,000 feet of such business has been established under a variance from the requirements of this Section, pursuant to the variance provisions set forth in *Sec. 13B.5.3.* This exception shall not, however, apply to an Adult Entertainment Business which has been established under such a variance.

**H.** Measurement of Distance. The distance between any two Adult Entertainment Businesses shall be measured in a straight line, without regard to intervening structures from the closest exterior structural wall of each business. The distance between any Adult Entertainment Business and any Place of Worship, K-12 School, Day Care Facility, or Public Park shall be measured in a straight line, without regard to intervening structures, from the closest exterior structural wall of the Adult Entertainment Business to the closest property line of the Place of Worship, K-12 School, Day Care Facility, or Public Park.

## SEC. 5C.4.2. ALCOHOL SALES, OFF-SITE CONSUMPTION

**A.** Findings. In addition to the findings otherwise required by *Sec. 13.4.2* (Conditional Use Permit, Class 2), the Zoning Administrator shall also find:

**1.** That the proposed use will not adversely affect the welfare of the pertinent community.

**2.** That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

**3.** That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

**B.** Notice to Councilmember. Whenever an application for a conditional use has been filed pursuant to this Section, the Zoning Administrator shall give notice of this fact promptly to the councilmembers whose districts include portions of the area of the City involved.

**C.** Limitations. The provisions of this Section shall not apply to the sale or dispensing for consideration of alcoholic beverages, including beer and wine, for consumption off-site of any premises located within the area of an operative specific plan which provides for conditional use approval for sale or dispensing. If that specific plan ceases to be operative, then a conditional use approval granted pursuant to the provisions of that specific plan for sale or dispensing may continue subject to the same rights and limitations as a conditional use granted pursuant to the provisions of this Section.

**D.** Existing Uses. The use of a Lot for an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for on-site or off-site consumption may not be continued or re-established without conditional use approval granted in accordance with the provisions of this Section if there is a substantial change in the mode or character of operation of the establishment, including any expansion by more than 20 percent of the floor area, seating or occupancy, whichever applies; except that construction for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair or remedy an unsafe or substandard condition is exempt from this provision. Any expansion of less than 20 percent of the floor area, seating or occupancy, whichever applies, requires the approval of plans pursuant to Subsection H (Modification of Entitlement) of *Sec. 13.4.2* (Conditional Use Permit, Class 2).

## SEC. 5C.4.3. ALCOHOL SALES, ON-SITE CONSUMPTION

**A.** Findings. In addition to the findings otherwise required by *Sec. 13.4.2* (Conditional Use Permit, Class 2), the Zoning Administrator shall also find:

**1.** That the proposed use will not adversely affect the welfare of the pertinent community.

**2.** That the granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.

**3.** That the proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.

**B.** Notice to Councilmember. Whenever an application for a conditional use has been filed pursuant to this Section, the Zoning Administrator shall give notice of this fact promptly to the councilmembers whose districts include portions of the area of the City involved.

**C.** Limitations. The provisions of this Section shall not apply to the sale or dispensing for consideration of alcoholic beverages, including beer and wine, for consumption off-site of any premises located within the area of an operative specific plan which provides for conditional use approval for sale or dispensing. If that specific plan ceases to be operative, then a conditional use approval granted pursuant to the provisions of that specific plan for sale or dispensing may continue subject to the same rights and limitations as a conditional use granted pursuant to the provisions of this Section.

**D.** Existing Uses. The use of a Lot for an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for on-site or off-site consumption may not be continued or re-established without conditional use approval granted in accordance with the provisions of this Section if there is a substantial change in the mode or character of operation of the establishment, including any expansion by more than 20 percent of the floor area, seating or occupancy, whichever applies; except that construction for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair or remedy an unsafe or substandard condition is exempt from this provision. Any expansion of less than 20 percent of the floor area, seating or occupancy, whichever applies, requires the approval of plans pursuant to Subsection H (Modification of Entitlement) of *Sec. 13.4.2* (Conditional Use Permit, Class 2).

## SEC. 5C.4.4. CERTIFIED FARMERS' MARKET

**A.** If located on a Lot zoned with a Residential Use District, the Zoning Administrator may, upon application, permit the operation of a Certified Farmers' Market, subject to the following:

**1.** Application. A copy of each application shall be provided to the Councilmember of the district in which the property is located. A Zoning Administrator shall approve an application only if all the following requirements are met:

**a.** The operation is conducted by one or more certified producers, by a nonprofit organization or by a local government agency;

**b.** If selling fruits, nuts or vegetables, the producer is authorized by the County Agricultural Commissioner to sell directly to consumers these products that are produced upon the land which the certified producer farms and owns, rents, leases or sharecrops; and

**c.** if selling eggs, honey, fish, and other seafood and freshwater products, live plants and other agricultural products, the market operator and producer secure all necessary licenses, certificates and health permits which are required to sell these products directly to consumers, provided these products are raised, grown or caught and processed, if necessary, in California.

**2.** Requirements

**a.** All market activities shall be conducted only between the hours of 7:00 a.m. and 7:00 p.m., except that necessary preparation of the site for sales activities and cleanup may be conducted for not more than one hour before and one hour after this period. No Certified Farmers' Market may operate more than twice in the same week;

**b.** The operator of a Certified Farmers' Market shall provide trash containers during the Hours of Operation;

**c.** Any portion of the Lot used for market activities shall be cleaned at the close of Hours of Operation. For purposes of this section only, "cleaned" shall include, but not be limited to, the removal of stalls, materials, debris, trash, etc., used in conjunction with market activities;

**d.** The operator of a Certified Farmers' Market shall maintain a list of vendors participating in the Certified Farmers' Market during the day of operation;

**e.** Certification of the Certified Farmers' Market and contact information for the operator shall be posted at the main entry and provided as part of the application. The contact person shall be available during the Hours of Operation and shall respond to any complaints. The operator shall keep a log of complaints with the date and time received, and their disposition; and

**f.** Electronic Benefit Transfer (EBT) Card payments shall be accepted at the Certified Farmers' Market. A Food and Nutrition Service (FNS) Number issued by the United States Department of Agricultural shall be provided on the application as proof of EBT card acceptance.

**3.** Violations. The Zoning Administrator may consider revoking the grant for failure to maintain the site in a satisfactory manner or failure to comply with the requirements above.

**B.** If not located on a Lot zoned with a Residential Use District, Certified Farmers' Markets are subject to the following:

**1.** All market activities shall be conducted only between the hours of 7:00 a.m. and 9:00 p.m., except that necessary preparation of the site for sales activities and cleanup may be conducted for not more than one hour before and one hour after this period. No Certified Farmers' Market may operate more than twice in the same week.

**2.** The operator of a Certified Farmers' Market shall provide trash containers during the Hours of Operation.

**3.** Any portion of the Lot used for market activities shall be cleaned at the close of Hours of Operation. For purposes of this Section only, "cleaned" shall include, but not be limited to, the removal of stalls, materials, debris and trash, etc., used in conjunction with market activities.

**4.** The operator of a Certified Farmers' Market shall maintain a list of vendors participating in the Certified Farmers' Market during the day of operation.

**5.** Certification of the Certified Farmers' Market and contact information for the operator shall be posted at the main entry, and otherwise available at the public's request. The contact person shall be available during the Hours of Operation and shall respond to any complaints. The operator shall keep a log of complaints received, the date and time received, and their disposition.

**6.** When located on a parking lot, the Certified Farmers' Market shall not use more than 80 percent of the provided parking spaces. Safety barricades that protect vendors and their customers from vehicles shall be used to separate the market and the remaining functional parking area.

**7.** Electronic Benefit Transfer (EBT) Card payments shall be accepted at the Certified Farmers' Market. A Food and Nutrition Service (FNS) Number issued by the United States Department of Agricultural shall be available at the public's request as proof of EBT card acceptance.

**8.** Conditional Use Permit

**a.** Applicability. If the proposed project does not comply with the use standards listed in *Sec. 5C.4.4.B.1.* through *Sec. 5C.4.4.B.7.* the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**b.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards listed in *Sec. 5C.4.4.B.1* through *Sec. 75C.4.4.B.7.*

## SEC. 5C.4.5. CEMETERY

**A.** The following limitations apply:

**1.** All buildings on the site are at least 300 feet from any adjoining street, any Lot containing a Residential Use, or any Lot zoned with an Agricultural or Residential Use District.

**2.** There shall be a Type B4 Frontage Screen (*Sec. 4C.8.1.C.2.d.*) and a Type C1 Transition Screen (*Sec. 4C.8.2.C.2.a.*) on the site. The wall or fence shall not extend into the required front yard setback.

**3.** The site is allowed to have only one double-faced monument sign, with a maximum of 20 square feet per side.

**B.** Conditional Use Permit

**1.** Applicability. If the proposed project does not comply with the use standards listed in *Sec. 5C.4.5.A.1.* through *Sec. 5C.4.5.A.3.,* the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the use standards listed in *Sec. 5C.4.5.A.1.* through *Sec. 5C.4.5.A.3.*

# DIV. 5C.5. HEAVY COMMERCIAL USES

## SEC. 5C.5.1. CAR WASH

**A.** Every Car Wash shall be constructed or arranged so that entrances, exits, and openings shall not face any property with a Residential Use within 100 feet of the entrances, exits, or openings.

**B.** Commercial-Mixed or Commercial Use District. If located on a Lot zoned with a Commercial-Mixed or a Commercial Use District, every Car Wash use shall also comply with the following standards:

**1.** Development Standards.

**a.** Windows. The exterior walls and doors of any building, excluding bay doors or security grills, housing a Car Wash use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless prohibited by law.

**b.** Bay Doors. Bay doors or vehicle entrances, exits and openings shall not face any School, a Lot containing a Residential Use, or a Lot zoned with an Agricultural or Residential Use District that is within 100-feet from the face of the building containing the bay door, vehicle entrance, exit or opening.

**c.** Fences. Fences or walls erected along the Primary Street Lot Line shall not exceed 36-inches in height.

**d.** Automotive hoists. Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

**e.** Monument signs and information signs may only be located within the landscape-planted areas of the Lot or Lots.

**f.** Utilities. All new utility lines which directly service the Lot or Lots shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

**g.** Walls. A solid masonry wall at least six feet in height shall be erected along the Lot lines of the Lot or Lots where the Lot or Lots abuts or is across an alley from any School, a Lot containing a Residential Use, or a Lot zoned with a Residential Use District, except for that portion of the Lot where an access driveway is located.

**h.** Landscaping – Setback. A landscaped, planted area having a minimum width of five feet shall be required along all street frontages of the Lot or Lots and on the perimeters of all parking areas of the Lot or Lots that abut a Lot containing a Residential Use or a Lot zoned with a Residential Use District.

**2.** Operating Conditions.

**a.** Public address system shall not be permitted.

**b.** Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours:

**i.** Monday through Friday, 7:00 am to 7:00 pm; and

**ii.** Saturday and Sunday, 8:00 am to 5:00 pm.

**c.** Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

**d.** Hours of Operation shall be limited to:

**i.** Monday through Friday, 7:00 am to 7:00 pm;

**ii.** Saturday, 9:00 am to 8:00 pm; and

**iii.** Sunday, 11:00 am to 8:00 pm

**e.** All loading, including those of vehicles, shall occur on-site.

**f.** Accessory sales activities shall not occur outside a fully enclosed building.

**g.** Temporary canopy tents shall not be permitted when the tents are visible from the street.

**h.** Trailers and/or temporary modular buildings shall not be permitted as a work area.

**i.** The site where the Car Wash Use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacle shall be located for every 200 square-feet of open space and shall be uniformly distributed throughout the open area of the site.

**j.** Pennants, banners, ribbons, streamers, spinners, balloons, and supergraphic signs are prohibited.

**k.** All windows and glass doors shall be maintained free of any signs.

**3.** Covenant. Prior to the issuance of a building permit or land use permit, the owner of the Lot or Lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning, acknowledging that the owner shall implement each of the conditions set forth in this Section. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

**4.** Specific Plan Compliance. Notwithstanding any other provision to the contrary, if the Director determines that the provisions of this Section conflict with those of an adopted Specific Plan, Overlay, or zone, then the provisions of that Specific Plan, Overlay, or zone shall prevail.

**C.** Conditional Use. A conditional use permit is required for Car Wash uses located on Lots zoned with a Commercial-Mixed or Commercial Use District that do not comply with the development standards and operating conditions listed in *Sec. 5C.5.1.A.* and *Sec. 5C.5.1.B.* and Car Wash uses located on Lots zoned with a Industrial-Mixed Use District that do not comply with *Sec. 5C.5.1.A.*

**1.** In making a determination on an application for a conditional use filed pursuant to this Section a Zoning Administrator may consider all of the applicable provisions of *Sec. 5C.5.1.A.* and *Sec. 5C.5.1.B.* as establishing minimum standards for the approval of Car Wash uses.

**2.** Findings. In addition to the findings set forth in *Sec. 13.4.2* (Conditional Use Permit, Class 2), the Zoning Administrator shall find:

**a.** That project approval will not create or add to a detrimental concentration of Car Wash uses in the vicinity of the proposed Car Wash use;

**b.** That based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking of the Car Wash use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets;

**c.** That any spray painting will be conducted within a fully-enclosed structure located at least 500-feet away from a School or Lot zoned with a Residential Use District, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5 of the LAMC, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations; and

**d.** That the applicant has submitted an appropriate landscape plan setting forth all plant materials and irrigation systems; and a written maintenance schedule indicating how the landscaping will be maintained.

## SEC. 5C.5.2. FUELING STATION

**A.** All tire and tube repairing, battery servicing, automotive lubrication, mechanical adjustments, and other vehicle maintenance activities shall be conducted wholly within a building, except for:

**1.** Those servicing operations which are normally made in the area immediately adjacent to the pump island; and

**2.** The following services when conducted within the first 18 feet in depth measured perpendicular to the entire length of the building wall containing a garage bay door, provided said area shall not displace any required parking:

**a.** Electrical diagnostics;

**b.** Battery charging and changing; and

**c.** Tire removal and replacement, if the vehicle is elevated more than 12 inches off the ground measured to the bottom of the tire. A portable hoist may be used for this function.

Except as provided in Subparagraph A. above, automotive hoists of any type or size shall be located or operated only inside a building.

**B.** A six-foot high concrete or masonry wall, for the entire length of the property line, shall be constructed on any Lot line which abuts a Lot zoned with an Agricultural Use District, Residential Use District, or is separated therefrom only by an alley.

**1.** For a distance of 15 feet from the Primary Street Lot Line or Secondary Street Lot Line, said wall shall be only 3 feet 6 inches high.

**2.** Where a Lot line abuts an alley and the alley is used for vehicular ingress and egress the wall may be omitted for a distance not to exceed 25 feet.

**3.** Walls shall be without openings and shall be of solid masonry or concrete with a minimum nominal thickness of 6 inches.

**C.** No driveway approach, as defined the Bureau of Engineering Department of Public Works, shall be located within five feet of any property line abutting a Lot zoned with an Agricultural or Residential Use District, said distance to be measured from the intersection of the Lot line with the street to the far side of the nearest side slope of the driveway.

**D.** No part of any pump island shall be located within 12 feet of any street.

**E.** Display or storage of merchandise for sale, must be confined to the rear half of the Lot measured from all Primary Street Lot Line and Side Street Lot Line, except that display of automotive merchandise for sale shall be permitted in enclosed buildings, on the pump islands, in the open within three feet of the exterior walls of the main building, and is not more than two portable or semi-portable cabinets, provided each of said cabinets shall not exceed 6 feet in height, nor exceed 40 square feet in footprint, and provided further that said cabinets are located not less than 50 feet from any Primary Street Lot Line or Side Street Lot Line.

**1.** There shall be no rental, storage or storage for rental purposes of equipment commonly used by contractors or commercial vehicles which exceed a Gross Vehicle Weight Rating (GVWR) greater than 19,500 lbs., or an unladen weight of 8,001 lbs.

**F.** Except as permitted in *Sec. 5C.5.2.E.* (Display or storage of merchandise for sale), open-air storage of merchandise or materials, must be confined to a storage area completely enclosed by a solid, non-combustible wall or fence (with necessary self-closing gates) six feet in height. Said storage area must be at least 150 square-feet in area. No merchandise or material shall be stored higher than said wall or fence.

**G.** Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, or Public Use Districts. If located on a Lot zoned with a Commercial-Mixed, Commercial, Industrial-Mixed, or Public Use Districts, the Fueling Station use shall also comply with all of the following use standards:

**1.** Development Standards.

**a.** Windows. The exterior walls and doors of any building, excluding bay doors and/or security grills, housing a Fueling Station use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.

**b.** Bay Doors. Bay doors (including vehicle entrances, exits and openings) may not face any Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use District when the face of the building(s) containing a bay door(s) is within 100 feet from said Lots.

**c.** Wash Racks. Wash rack shall be constructed or arranged so that vehicle entrances, exits and openings do not face any Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use District when the face of the building(s) containing a wash rack(s) is within 100 feet from said Lots.

**d.** Fences. Fences or walls erected along the Front Lot Line shall not exceed 36-inches in height.

**e.** Automotive hoists. Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

**f.** Monument signs and information signs may only be located within the landscape-planted areas of the Lot or Lots.

**g.** Utilities. All new utility lines which directly service the Lot or site shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

**h.** Screening and Buffer. A Type C1 Transition Screen (*Sec. 4C.8.2.C.2.a.*), shall be built along the interior side and rear Lot lines.

**2.** Operating Conditions.

**a.** Public address system shall not be permitted.

**b.** Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours:

**i.** Monday through Friday, 7:00 am to 7:00 pm; and

**ii.** Saturday and Sunday, 8:00 am to 5:00 pm.

**iii.** Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

**c.** Hours of Operation shall be limited to:

**i.** Monday through Friday, 7:00 am to 7:00 pm;

ii. Saturday, 9:00 am to 8:00 pm; and

iii. Sunday, 11:00 am to 8:00 pm.

**d.** All loading, including those of vehicles, shall occur on-site.

**e.** Accessory sales activities shall not occur outside a fully enclosed building.

**f.** Temporary canopy tents shall not be permitted when the tents are visible from the street.

**g.** Trailers or temporary modular buildings shall not be permitted as a work area.

**h.** The site shall include one trash receptacle for every 200 square-feet of open area, and shall be uniformly distributed throughout the open areas of the site.

**i.** Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully-enclosed building. No portion of the building or its associated parking area shall be within 50 feet of a Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use District.

**j.** Pennants, banners, ribbons, streamers, spinners, balloons, and supergraphic signs are prohibited.

**k.** All windows and glass doors shall be maintained free of any signs.

**3.** Covenant. Prior to the issuance of a building permit or land use permit, the owner of the Lot or Lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning acknowledging that the owner shall implement each of the conditions set forth in Subdivision 2 above. The covenant and agreement shall run with the land be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

**4.** Specific Plan Compliance. Notwithstanding any other provision to the contrary, if the Director determines that the provisions of this Section conflict with those of an adopted Specific Plan, Overlay, or zone, then the provisions of that Specific Plan, Overlay, or zone shall prevail.

**5.** Conditional Use. A conditional use permit is required for Fueling Station uses located on Lots zoned with a Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, or Public Use District that do not comply with the development standards and operating conditions listed in Section and 7.5.2.G.1 and 7.5.2.G.2.

**a.** In making a determination on an application for a conditional use filed pursuant to this Section, a Zoning Administrator may consider all of the applicable provisions of *Sec. 5C.5.2.G.1.* and *Sec. 5C.5.2.G.2.* as establishing minimum standards for the approval of Fueling Station uses.

**b.** Findings. In addition to the findings set forth in *Sec. 13.4.2* (Conditional Use Permit, Class 2), the Zoning Administrator shall find:

i. That project approval will not create or add to a detrimental concentration of Fueling Station uses in the vicinity of the proposed Fueling Station use;

ii. That based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking of the Fueling Station use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets;

iii. That any spray painting will be conducted within a fully-enclosed structure located at least 500-feet away from a School or Lot zoned with a Residential Use District, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5 of the LAMC, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations; and

iv. That the applicant has submitted an appropriate landscape plan setting forth all plant materials and irrigation systems, and a written maintenance schedule indicating how the landscaping will be maintained.

## SEC. 5C.5.3. USED VEHICLE SALES, LIGHT

**A.** All Light Used Vehicle Sales areas shall provide supplemental customer parking, on site, of at least one space for every 2,000 square feet of Light Used Vehicle Sales area. This parking is in addition to all other parking required for the Lot and shall be conspicuously posted and used for customer parking only. There shall be a minimum of two customer parking spaces provided for any Light Used Vehicle Sales area.

**B.** All repair work done on site must comply with the provisions of this subsection whether or not the repairs are done on customer or dealer owned vehicles.

**C.** Exception: Display of not more than three vehicles for purposes of sale or trade, at any one time, which is accessory to an approved use on the same Lot and not occupying any required parking spaces, does not require a separate certificate of occupancy, additional parking, or annual inspection.

**D.** Commercial-Mixed, Commercial, Industrial-Mixed Use Districts. If located on a Lot zoned with a Commercial-Mixed, Commercial, or Industrial-Mixed Use District, a new Light Used Vehicle Sales use or addition of floor area to an existing Light Used Vehicle Sales use may be established if the following development standards and operating conditions are also met:

**1.** Development Standards.

**a.** Windows. The exterior walls and doors of any building, excluding bay doors or security grills, housing a Light Used Vehicle Sales use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless otherwise prohibited by law.

**b.** Bay Doors. Bay doors or vehicle entrances, exits and openings shall not face any School, a Lot containing a Residential Use, or a Lot zoned with an Agricultural or Residential Use District that is within 100-feet from the face of the building containing the bay door, vehicle entrance, exit or opening.

**c.** Fences. Fences or walls erected along the Primary Street Lot Line shall not exceed 36-inches in height.

**d.** Automotive hoists. Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

**e.** Monument signs and information signs may only be located within the landscape-planted areas of the Lot or Lots.

**f.** Utilities. All new utility lines which directly service the Lot or Lots shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

**g.** Screening and Buffers.

**i.** A *Type C1 screen (Sec. 4C.8.2.C.2.a.)* is required along the interior side and rear Lot lines.

**ii.** A *Type B3 screen (Sec. 4C.8.1.C.3.c.)* is required along the entire length of the frontage lot line for the entire property.

**2.** Operating Conditions.

**a.** Spray painting shall not be conducted.

**b.** Junkyard or automobile dismantling activities shall not be conducted.

**c.** Public address system shall not be permitted.

**d.** Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours:

**i.** Monday through Friday, 7:00 am to 7:00 pm; and

**ii.** Saturday and Sunday, 8:00 am to 5:00 pm.

**iii.** Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

**e.** Hours of Operation shall be limited to:

**i.** Monday through Friday, 7:00 am to 7:00 pm;

ii. Saturday, 9:00 am to 8:00 pm; and

iii. Sunday, 11:00 am to 8:00 pm

**f.** All loading, including those of vehicles, shall occur on-site.

**g.** Vehicles being repaired shall be stored on-site.

**h.** Accessory sales activities shall not occur outside a fully enclosed building.

**i.** Temporary canopy tents shall not be permitted when the tents are visible from the street.

**j.** Trailers or temporary modular buildings shall not be permitted as a work area.

**k.** The site where the Light Used Vehicle Sales use is located shall be kept clear of weeds, rubbish, and all types of litter and combustible materials at all times. One trash receptacle shall be located for every 200 square-feet of open space and shall be uniformly distributed throughout the open areas of the site.

**l.** Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully-enclosed building. No portion of the building or its associated parking area shall be within 50 feet of any School, Lot containing a Residential Use, or a Lot zoned with a Residential Use District.

**m.** Pennants, banners, ribbons, streamers, spinners, balloons, and supergraphic signs are prohibited.

**n.** All windows and glass doors shall be maintained free of any signs.

**o.** Covenant. Prior to the issuance of a building permit or land use permit, the owner of the Lot or Lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning acknowledging that the owner shall implement each of the conditions set forth in this Section. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

**3.** Specific Plan Compliance. Notwithstanding any other provision to the contrary, if the Director determines that the provisions of this Section conflict with those of an adopted Specific Plan, Overlay, or zone, then the provisions of that Specific Plan, Overlay, or zone shall prevail.

**4.** Light Used Vehicle Sales located on Lots zoned with a Commercial-Mixed, Commercial, or Industrial-Mixed Use District that do not comply with the development standards and operating conditions listed in *Sec. 5C.5.3.D.*

**a.** In making a determination on an application for a conditional use filed pursuant to this Section, a Zoning Administrator may consider all of the applicable provisions of *Sec. 5C.5.3.D.* as establishing minimum standards for the approval of Automotive Uses.

**b.** Findings. In addition to the findings set forth in *Sec. 13.4.2* (Conditional Use Permit, Class 2), the Zoning Administrator shall find:

**i.** That project approval will not create or add to a detrimental concentration of Automotive Uses in the vicinity of the proposed Automotive Use;

**ii.** That based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from and associated parking of the Automotive Use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets;

**iii.** That any spray painting will be conducted within a fully-enclosed structure located at least 500-feet away from a School or Lot zoned with a Residential Use District, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5 of the LAMC, as well as South Coast Air Quality Management District Rules 1132 and 1151, regulating these installations; and

**iv.** That the applicant has submitted an appropriate landscape plan setting forth all plant materials and irrigation systems, and a written maintenance schedule indicating how the landscaping will be maintained.

**E.** Industrial Use Districts. If located on a Lot zoned with an Industrial Use District, a new Light Used Vehicle Sales use or addition of floor area to an existing Used Vehicle Sales use may be established if the following development standards and operating conditions are met:

**1.** Screening and Buffers.

**i.** A *Type C1 screen (Sec. 4C.8.2.C.2.a.)* is required along the interior side and rear Lot lines.

**ii.** A *Type B3 screen (Sec. 4C.8.1.C.3.c.)* is required along the entire length of the frontage lot line for the entire property.

## SEC. 5C.5.4. VEHICLE REPAIR, LIGHT

**A.** Minimum Standards.

**1.** All Light Vehicle Repair uses shall comply with the following minimum standards:

**a.** All body and fender repairing when conducted within 300 feet of a Lot zoned with an Agricultural or Residential Use Districts shall be done within a completely enclosed building or room. The doors of such building or room may be open during the following Hours of Operation:

**i.** Mondays through Fridays, 7 am to 8 pm;

**ii.** Saturdays, 9 am to 8 pm; and

**iii.** Sundays, 11 am to 8 pm.

**b.** At all other times, the doors of such building or room shall be closed, except at intervals necessary for ingress and egress.

**c.** All body and fender repairing when conducted within 150 feet of a Lot zoned with an Agricultural or Residential Use Districts shall be done within a completely enclosed building or room with stationary windows. The doors of such building or room may be opened only at intervals necessary for ingress and egress, except that garage bay doors may be open during the Hours of Operation set forth in Paragraph a. above, provided:

**i.** A minimum 10-foot-high solid masonry fence or a minimum 10-foot-high intervening commercial or industrial building enclosed on at least three sides is maintained at the property line adjacent to a Lot zoned with an Agricultural or Residential Use Districts, or;

**ii.** Doors facing a public street shall be closer to the property line adjacent to the public street than the required yard setback of any adjacent a Lot zoned with an Agricultural or Residential Use Districts.

**d.** All automotive spray painting shall be done in full compliance with the provisions of Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection) of the Code regulating these installations; provided further, that no spray painting may be done except in an approved spray booth or room approved for this use that is located within a wholly enclosed building. On Lots zoned with a Heavy Industrial Use District, a spray booth approved for use outside of a building may be utilized if allowed by all other jurisdictions having authority over spray painting.

**e.** Except for allowable outside uses when conducted on a Lot zoned with a Heavy Industrial Use District, all other operations shall be conducted within a building enclosed on at least three sides, except for the following, which may be conducted within the first 18 feet in depth measured perpendicular to the entire length of the building wall containing a garage bay door; said area shall not displace any required parking:

**i.** electrical diagnostics;

**ii.** battery charging and changing;

**iii.** tire removal and replacement, provided the vehicle is not elevated more than 12-inches off the ground measured to the bottom of the tire. A portable hoist only, may be used for this purpose.

**f.** If the building is located within 50 feet of a Lot zoned with an Agricultural or Residential Use District with no intervening street, the wall of the building nearest such Use District shall have no openings other than doors or stationary windows. Such doors shall be permitted only if the building is adjacent to an alley and may be opened only at intervals necessary for ingress or egress.

**g.** Automotive hoists, of any type or size, except as provided in Paragraph (4)(iii) above or allowed and operated on a Lot zoned with a Heavy Industrial Use District, shall be located or operated only inside a fully enclosed building.

**B.** Commercial-Mixed, Commercial, Industrial-Mixed Use Districts. If located on a Lot zoned with a Commercial-Mixed, Commercial, or Industrial-Mixed Use District, the Light Vehicle Repair use shall comply with all the following use standards.

**1.** Development Standards.

**a.** Windows. The exterior walls and doors of any building, excluding bay doors or security grills, housing an Automotive use, which are parallel to a street, shall consist of at least 50 percent transparent windows, unless prohibited by law.

**b.** Bay Doors. Bay doors (including vehicle entrances, exits and openings) may not face any Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use Districts when the face of the building(s) containing a bay door(s) is within 100 feet from said Lots.

**c.** Wash Racks. Wash rack shall be constructed or arranged so that vehicle entrances, exits and openings) do not face any Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use Districts when the face of the building(s) containing a wash rack(s) is within 100 feet from said Lots.

**d.** Fences. Fences or walls erected along the Front Lot Line shall not exceed 36-inches in height.

**e.** Automotive hoists. Automotive hoists of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

**f.** Monument signs and information signs may only be located within the landscape-planted areas of the Lot or Lots.

**g.** Utilities. All new utility lines which directly service the Lot or site shall be installed underground. If underground service is not available at the time the application is submitted and fees paid for plan check, then provisions should be made for future underground service to the satisfaction of the Bureau of Engineering, if determined necessary by the Department of Water and Power.

**h.** Screening and Buffers. A *Type C1 screen (Sec. 4C.8.2.C.2.a.)*, shall be built along the interior side and rear Lot lines.

**2.** Operating Conditions.

**a.** All automotive spray painting shall be done in full compliance with the provisions of Article 7 of Chapter 5 of the Code regulating these installations; provided further, that no spray painting may be done except in an approved spray painting booth or room approved for this use that is located within a wholly enclosed building. In Lots zoned with a Light

Industrial or Heavy Industrial Use District, a spray booth approved for use outside of a building may be utilized if allowed by all other jurisdictions having authority over spray painting.

**b.** Junkyard or automobile dismantling activities shall not be conducted.

**c.** Public address system shall not be permitted.

**d.** Site cleaning, sweeping, trash collection, and deliveries to the site shall be limited to the following hours:

**i.** Monday through Friday, 7:00 am to 7:00 pm; and

**ii.** Saturday and Sunday, 8:00 am to 5:00 pm.

**iii.** Notwithstanding the above, trash collection shall not be allowed on Sundays or legal holidays.

**e.** Hours of Operation shall be limited to:

**i.** Monday through Friday, 7:00 am to 7:00 pm;

**ii.** Saturday, 9:00 am to 8:00 pm; and

**iii.** Sunday, 11:00 am to 8:00 pm.

**f.** At all other times, the doors of such building or room shall be closed, except at intervals necessary for ingress and egress.

**g.** All loading, including those of vehicles, shall occur on-site.

**h.** Vehicles being repaired shall be stored on-site.

**i.** Accessory sales activities shall not occur outside a fully enclosed building.

**j.** Temporary canopy tents shall not be permitted when the tents are visible from the street.

**k.** Trailers or temporary modular buildings shall not be permitted as a work area.

**l.** The site shall include one trash receptacle for every 200 square-feet of open area, and shall be uniformly distributed throughout the open areas of the site.

**m.** Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully-enclosed building. No portion of the building or its associated parking area shall be within 50 feet of a Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use Districts.

**n.** Pennants, banners, ribbons, streamers, spinners, balloons, and supergraphic signs are prohibited.

**o.** All windows and glass doors shall be maintained free of any signs.

3. Covenant. Prior to the issuance of a building permit or land use permit, the owner of the Lot or Lots shall execute and record a covenant and agreement in a form satisfactory to the Director of Planning acknowledging that the owner shall implement each of the conditions set forth in Subdivision 2. above. The covenant and agreement shall run with the land and be binding upon the owners, and any assignees, lessees, heirs, and successors of the owners. The City's right to enforce the covenant and agreement is in addition to any other remedy provided by law.

4. Specific Plan Compliance. Notwithstanding any other provision to the contrary, if the Director determines that the provisions of this Subsection conflict with those of an adopted Specific Plan, Overlay, or zone, then the provisions of that Specific Plan, Overlay, or zone shall prevail.

**C.** Industrial Use Districts. If located on a Lot zoned with an Industrial Use District, the Light Vehicle Repair use shall comply with all the following use standards.

1. The lot containing the automotive repair use is located more than 500 feet from a Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use Districts.

2. All automotive spray painting shall be conducted within a building, and in full compliance with the provisions of Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection) .

3. All other operations shall be conducted wholly within a building enclosed on at least three sides, except for the following activities, which may be conducted within the first 18 feet in depth in front of the garage bay door measured perpendicular to the entire length of the building wall containing a garage bay door, provided that this area does not displace any required parking:

   **a.** electrical diagnostics;

   **b.** battery charging and changing;

   **c.** tire removal and replacement, so long as the vehicle is elevated no more that 12 inches off the ground measured to the bottom of the tire. A portable hoist may be used for this function only.

4. Except as provided in Paragraph 3.c. above, automotive hoists, of any type or size, shall be located and operated only inside a building enclosed on at least three sides.

5. A minimum of 500 square feet of storage area shall be provided.

6. Any automotive sound shop or automotive alarm shop shall be wholly conducted within a fully-enclosed building. No portion of the building or its associated parking area shall be within 50 feet of a Lot containing a school or a Residential Use, or a Lot zoned with an Agricultural or Residential Use Districts.

**D.** Standards Relief. When a Light Vehicle Repair use cannot comply with the use standards outlined in this Section, a permit shall not be granted without first obtaining approval from the Zoning Administrator pursuant to *Sec. 13.4.2*. (Conditional Use Permit, Class 2), with the following supplemental findings:

**1.** That project approval will not create, or add to a detrimental concentration of automotive uses in the vicinity of the proposed automotive use;

**2.** That, based on data provided by the Department of Transportation or a licensed traffic engineer, ingress to, egress from, and associated parking of the automotive use will not constitute a traffic hazard or cause significant traffic congestion or disruption of vehicular circulation on adjacent streets;

**3.** That any spray painting will be conducted within a fully enclosed structure located at least 500 feet away from a Lot containing a school or a Lot zoned with an Agricultural or Residential Use Districts, and that all spray painting will be conducted in full compliance with the provisions of Article 7, Chapter 5, as well as South Coast Air Quality Management Air District Rules 1132 and 1151, regulating these installations; and

**4.** That the applicant has submitted an appropriate landscape plan setting forth all plan materials and irrigation systems, and a written maintenance schedule indicating how the landscaping will be maintained.

## SEC. 5C.5.5. VEHICLE REPAIR, HEAVY

**A.** Minimum Standards.

**1.** All body and fender repairing when conducted within 300 feet of a Lot zoned with an Agricultural or Residential Use District shall be done within a completely enclosed building or room. The doors of such building or room may be open during the following hours:

**a.** From 7 am until 8 pm on Mondays through Fridays;

**b.** From 9 am until 8 pm on Saturdays; and

**c.** From 11 am until 8 pm on Sundays.

**d.** At all other times, the doors of such building or room shall be closed, except at intervals necessary for ingress and egress.

**2.** All body and fender repairing when conducted within 150 feet of a Lot zoned with an Agricultural or Residential Use District shall be done within a completely enclosed building or room with stationary windows. The doors of such building or room may be opened only at intervals necessary for ingress and egress, except that garage bay doors may be open during the Hours of Operation set forth in Paragraph 1 of this Subsection, provided:

**a.** A minimum 10-foot high solid masonry fence or a minimum 10-foot high intervening commercial or industrial building enclosed on at least three sides is maintained at the property line adjacent to the an Agricultural or Residential Use District, or;

**b.** Doors facing a public street shall be closer to the property line adjacent to the public street than the required yard setback of any adjacent site zoned with an Agricultural or Residential Use District.

**3.** All automotive spray painting shall be done in full compliance with the provisions of Article 7 of Chapter 5 of the Code regulating these installations; provided further, that no spray painting may be done except in an approved spray booth or room approved for this use that is located within a wholly enclosed building. On a Lot zoned with a Heavy Industrial Use District, a spray booth approved for use outside of a building may be utilized if allowed by all other jurisdictions having authority over spray painting.

**4.** Except for allowable outside uses when conducted on Lots zoned with a Heavy Industrial Use District, all other operations shall be conducted within a building enclosed on at least three sides, except for the following, which may be conducted within the first 18 feet in depth measured perpendicular to the entire length of the building wall containing a garage bay door; said area shall not displace any required parking:

**a.** Electrical diagnostics;

**b.** Battery charging and changing;

**c.** Tire removal and replacement, provided the vehicle is not elevated more than 12-inches off the ground measured to the bottom of the tire. A portable hoist only, may be used for this purpose.

**5.** If the building is located within 50 feet of a Lot zoned with a Agricultural or Residential Use District with no intervening street, the wall of the building nearest such Use District shall have no openings other than doors or stationary windows. Such doors shall be permitted only if the building is adjacent to an alley at intervals necessary for ingress or egress.

**6.** Automotive hoists, of any type or size, except as provided in Paragraph 4(iii) above or allowed and operated on a Lot zoned with a Heavy Industrial Use District, shall be located or operated only inside a fully enclosed building.

## SEC. 5C.5.6. VEHICLE SALES AND RENTAL, LIGHT

**A.** A *Type C1 screen (Sec. 4C.8.2.C.2.a.)* is required along the interior side and rear Lot lines.

**B.** A *Type B3 screen (Sec. 4C.8.1.C.3.d)* is required along the entire length of the frontage lot line for the entire property.

## SEC. 5C.5.7. VEHICLE SALES AND RENTAL, HEAVY

**A.** A *Type C1 screen (Sec. 4C.8.2.C.2.a.)* is required along the interior side and rear Lot lines.

**B.** A *Type B2 screen (Sec.4C.8.1.C.2.b.) or B3 screen (Sec. 4C.8.1.C.3.c.)* is required along the entire length of the frontage lot line for the entire property.

## SEC. 5C.5.8. OFFICIAL POLICE GARAGE

**A.** Official Police Garages, as designated by the Los Angeles Police Commission, for the storage of impounded, abandoned or partially dismantled automobiles, subject to the following limitations:

**1.** The use is located 300 feet away or more from a Lot zoned with an Agricultural or Residential Use District.

**2.** The use is conducted wholly within an area completely enclosed with a solid masonry wall or solid fence no less than eight feet in height with necessary solid gates of the same height.

**3.** No dismantling of vehicles or crushing, smashing, baling or reduction of metal takes place on the premises.

**4.** All property adjacent to any street is landscaped to a minimum depth of two feet measured at a right angle from the adjacent street, and extending the full length of property contiguous to the street except for area necessary for ingress and egress; and

**5.** Paved off-street parking spaces are provided for buildings as required by *Sec. 4C.4.1. (Automobile Parking Stalls)* A, and in addition for all other portions of the Lot, other than public parking areas, as follows:

**a.** For one or fewer acres, a minimum of six spaces.

**b.** For more than one acre but not more than two acres, one space for each 12,000 square feet of Lot area; and

**c.** For each acre exceeding two acres, one space for each acre of Lot area; and

**6.** No material shall be stored to a height greater than the height of the enclosing wall or fence.

# DIV. 5C.6. LIGHT INDUSTRIAL USES

[Reserved]

# DIV. 5C.7. HEAVY INDUSTRIAL USES

## SEC. 5C.7.1. RESOURCE EXTRACTION

**A.** Notwithstanding any other provision of Article 6, 7, and 12 to the contrary, no temporary geological exploratory hole may be permitted on a Lot zoned with a Residential, Commercial-Mixed, or Commercial Use District within the area located between the mean high tide line of the City's shoreline and a line 1,000 yards landward from that line. This prohibition shall not be construed or interpreted as affecting:

**1.** Any shore line areas within the Los Angeles Harbor except for Cabrillo Beach;

**2.** Any oil well, controlled drill site or a facility for the production of oil gases or other hydrocarbon substances in existence on October 10, 2000;

**3.** Any connected subterranean gas holding areas and facilities that are operated as a public utility.

**4.** Subsurface drilling and producing operations more than 500 feet below the surface of the area described in Section 7.7.1.A;

**B.** This Section 7.7.8 shall apply to all Supplemental Use Districts within the area described in Section 7.7.1.A for which a vested right of oil has not accrued as of October 10, 2000.

**C.** If any provision or clause of this Section 7.7.8 or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Ordinance provisions thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and causes of this ordinance are declared to be severable.

# DIV. 5C.8. AGRICULTURAL USES

[Reserved]

# DIV. 5C.9. ACCESSORY USES

## SEC. 5C.9.1. ACCESSORY DWELLING UNITS

[Reserved]

## SEC. 5C.9.2. ADULT EDUCATION CLASSES IN PRIVATE HOMES

**A.** Notwithstanding any provision of this Article to the contrary, adult education classes are allowed in homes located on Lots zoned with a Residential Use District and no additional off-street parking shall be required in conjunction therewith, provided that:

**1.** Classes are held not more than one day a week for a period not to exceed three hours per day and each class does not meet for more than fifteen weeks in any one semester.

**2.** Classes are purely incidental to the use of the property as a home and no more than thirty persons are permitted to attend each class.

**3.** Classes primarily involve oral discussions and no laboratory equipment, heavy machinery, or large tools are used in connection therewith, except small audiovisual teaching aids.

**B.** No certificate of occupancy shall be required in connection with this use.

## SEC. 5C.9.3. ANIMAL KEEPING, DOMESTIC

Domestic Animal Keeping is allowed as an Accessory Use in any zone.

## SEC. 5C.9.4. BACKYARD BEEKEEPING

Backyard Beekeeping is allowed as an Accessory Use on Lots zoned with a Residential Limited Use District, provided that:

**A.** The person who is the owner of or in possession of an apiary is registered as a beekeeper with the County of Los Angeles Agricultural Commission.

**B.** The number of hives is limited to one for every 2,500 square feet of Lot area.

**C.** Hives are not located in the required Primary Street Lot Line setback or between the Primary Street Lot Line and the maximum setback of the required build-to range, including through Lots.

**D.** Hives are located a minimum of five feet from any Lot line and a minimum of 20 feet from public rights-of-way or private streets.

**E.** Hive entrances face away from, or parallel to, the nearest Lot line adjacent to another Lot.

**F.** A minimum six-foot high wall, fence, or hedge is located between hives and adjacent Lots, or hives are placed at a minimum of eight feet above ground level of the adjacent Lot. The purpose of this provision is to provide a solid barrier to help direct bees over six feet above ground level when departing the Lot to minimize interactions between bees and individuals in the vicinity.

**G.** A water source for bees shall be provided at all times on the property where the bees are kept to discourage bee visitation at swimming pools, hose bibs and other water sources on adjacent public or surrounding property.

## SEC. 5C.9.5. CHILDCARE FACILITY

Childcare facilities for 21 to 50 children on Lots zoned with a Residential Use District and a density indicator of "8" are permitted pursuant to *Sec. 13.4.1* (Conditional Use Permit, Class 1).

## SEC. 5C.9.6. DISPLAY, RENTAL, OR STORAGE OF HOUSEHOLD MOVING RENTAL TRUCKS OR UTILITY RENTAL TRUCKS, INCIDENTAL TO A FUELING STATION

The display, rental, or storage of Household Moving Rental Trucks or Utility Rental Trailers is allowed in connection with a Fueling Station, which is currently active in dispensing gasoline and oil to the general public, pursuant to the following use standards:

**A.** If the adjoining property, on any two sides of the involved Lot is zoned with a Mixed-Commercial Use District or a more restrictive Use District, then up to 10% of the Lot may be used for the display, rental, or storage of Household Moving Rental Trucks or Utility Rental Trailers.

**B.** If the adjoining property, on any two sides of the involved Lot is zoned with an Industrial-Mixed Use District or a less restrictive Use District, then up to 25% of the Lot may be used for the display, rental, or storage of Household Moving Rental Trucks or Utility Rental Trailers.

**C.** No storage, display, or rental of Household Moving Rental Trucks or Utility Rental Trailers shall take place within 25 feet of a Lot zoned with a Residential Use District.

## SEC. 5C.9.7. DRIVE-THROUGH SERVICE

A Drive-Through Service may be permitted in a building that complies with a Drive-Through Alternate Typology pursuant to Section XXXX (Drive-Through Alternate Typology).

## SEC. 5C.9.8. HELIPORT, INCIDENTAL TO AN OFFICE BUILDING, HOSPITAL, OR RESIDENTIAL USE

A heliport, which is incidental to an office building, hospital, or Residential Use, may be permitted in any zone pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

## SEC. 5C.9.9. HELICOPTER LANDING, INFREQUENT

**A.** Notwithstanding any provision of Article 6, Article 7, or Article 15 to the contrary, helicopters may land and take off in any zone except on Lots zoned with a Residential Use District or the Office Mixed Use District, provided that a permit therefore has first been obtained from the Fire Department under the provisions of Division 5, Article 7 of Chapter 5 of the LAMC.

**B.** Such helicopter landings and takeoffs shall not exceed three per day in or upon any single location or premises except that the Fire Department may permit as many such landings and takeoffs in or upon any single location in a day as it determines are required by the individual nature of each such helicopter use, including occasions of civic interest, and are consistent with the public health, safety, general welfare and intent of Article 6, Article 7, and Article 15.

**C.** On Lots zoned with a Residential Use District or Office Mixed Use District, helicopters may land or take off in or upon any single location not more than two times per calendar year in a park, school ground or other similar type of public open space, for education programs sponsored by the Los Angeles Police Department or the Los Angeles City Unified School District, provided that the Fire Department permit referred to above has first been obtained.

**D.** Nothing herein shall prevent nor curtail the operation of emergency helicopter landing facilities as required in Section 57.4705 of the Los Angeles Municipal Code.

**E.** The provisions of this Section 7.9.6 shall not be construed or interpreted as permitting the establishment of a regularly operating airport, aircraft landing field, heliport or helistop.

## SEC. 5C.9.10. HISTORICAL VEHICLE COLLECTION

A Historic Vehicle Collection as an Accessory Use to any main use on a Lot may be permitted in any zone pursuant to *Sec. 13.4.1* (Conditional Use Permit, Class 1). In addition to the findings set forth in *Sec. 13.4.1* (Conditional Use Permit, Class 1), the Zoning Administrator shall find that:

**1.** All the historic vehicles and parts maintained in outdoor storage, whether currently licensed or unlicensed, or whether operable or inoperable constitute a Historic Vehicle Collection.

**2.** The Historic Vehicle Collection occupies less than 50 percent of the area of the Lot for Lots comprising 10,000 square feet or less, or 70 percent of the area of the Lot for Lots comprising more than 10,000 square feet.

**3.** The Historic Vehicle Collection is fully screened from ordinary public view by means of a suitable fence, trees, shrubbery, opaque covering or other appropriate means.

**4.** No portion of the Historic Vehicle Collection is located within five feet of any building or within any side yards required by this Code.

**5.** Plans for the maintenance of the Historic Vehicle Collection have been submitted to and approved by the Zoning Administrator in accordance with the procedures in *Sec. 13.4.1* (Conditional Use Permit, Class 1) and subject to the same fees as in Article 16 for relief from fence height limitation.

## SEC. 5C.9.11. HOME-SHARING

In all zones wherein residential uses are permitted by right, the following shall apply:

**A.** Purpose. The purpose of this Subsection is to allow for the efficient use and sharing of a residential structure which is a Host's Primary Residence, without detracting from the surrounding residential character or the City's available housing stock.

**B.** Definitions. The following definitions shall apply to this Subsection:

**1.** Administrative Guidelines. The Department of City Planning or Office of Finance may promulgate regulations, which may include, but are not limited to, application requirements, interpretations, conditions, reporting requirements, enforcement procedures, and disclosure requirements, to implement the provisions, and consistent with the intent, of this Subsection.

**2.** Booking Service. Any reservation and/or payment service provided by a Person that facilitates a Short-Term Rental transaction between a Person and a prospective guest or Transient user, and for which the Person collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the reservation and/or payment of services provided for the transaction.

**3.** Citation. Includes any enforcement citation, order, ticket or similar notice of violation, relating to the condition of or activities at a Person's Primary Residence or property, issued by the Los Angeles Department of Building and Safety, Los Angeles Housing and Community Investment Department, Los Angeles Police Department or Los Angeles Fire Department, including an Administrative Citation issued pursuant to Article 1.2 of the Los Angeles Municipal Code.

**4.** Extended Home-Sharing. Home-Sharing that is permitted for an unlimited number of days in a calendar year.

**5.** Hosting Platform. A Person that participates in Short-Term Rental business by collecting or receiving a fee, directly or indirectly through an agent or intermediary, for conducting a Booking Service transaction using any medium of facilitation.

**6.** Host. An individual who is registered for Home-Sharing as the term is defined in Section 12.03 .

**7.** Person. Shall have the same meaning as that term is defined in Section 21.7.2 .

**8.** Platform Agreement. A signed agreement between a Home-Sharing Hosting Platform (Platform) and the City, which, among other things, provides that the Platform will collect and submit the Transient Occupancy Tax to the City on behalf of Hosts and Persons listed for Short Term Rentals.

**9.** Primary Residence. The sole residence from which the Host conducts Home-Sharing and in which the Host resides for more than 6 months of the calendar year.

**10.** Rental Unit. A Dwelling Unit, Guest Room, Accessory Living Quarters, other residential structure, or portion thereof.

**11.** Short-Term Rental. A Rental Unit, rented in whole or in part, to any Person(s) for transient use of 30 consecutive days or less. Rental Units within City-approved Hotels, motels, Transient Occupancy Residential Structures and Bed and Breakfasts shall not be considered a Short-Term Rental.

**12.** Transient. Shall have the same meaning as that term is defined in Section 21.7.2 .

**C.** Home-Sharing Registration.

**1.** Department of City Planning in a manner provided by the Department, and shall include: information needed to verify the Host's identification and Primary Residence; identification of a local responsible contact person; a list of all Hosting Platforms to be used; whether Home-Sharing is for an entire Rental Unit or a portion thereof; and any other information required by the instructions on the application and/or by the guidelines promulgated by the Director of Planning. Payment of any filing fee required under Section 19.01 E. shall be included with the application. If the required information for registration, including any filing fee, is not received within 45 days of submittal of the application, the Home-Sharing registration will be considered withdrawn.

**2.** Eligibility Requirements. The following requirements must be met at the time of submitting an application for Home-Sharing registration:

**a.** The applicant has obtained a Transient Occupancy Registration Certificate from the Office of Finance pursuant to Section 21.7.6, unless the applicant exclusively lists his or her Primary Residence on Hosting Platforms that have a Platform Agreement with the City of Los Angeles.

**b.** The proposed Home-Sharing is consistent with the provisions of this subdivision and is limited to the Host's Primary Residence.

**i.** A renter or lessee shall not engage in Home-Sharing without prior written approval of the landlord. A renter or lessee shall provide copies of the landlord's written approval to the City at the time of filing the application for registration. A landlord may proactively prohibit Home-Sharing by tenants at any or all of the owner's properties by submitting a notification in writing to the Department of City Planning.

**ii.** A Primary Residence that is subject to affordable housing covenants, and/or Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance"), and/or are income-restricted under City, state or federal law, is not eligible for Home-Sharing.

**iii.** No Primary Residence which is the subject of any pending Citation may be registered for Home-Sharing.

**iv.** No Person may apply for or obtain more than one Home-Sharing registration or otherwise operate more than one Home-Sharing Rental Unit at a time in the City of Los Angeles.

3. Expiration and Renewal. A Home-Sharing registration is valid for one year from the date of issuance. It may not be transferred or assigned and is valid only at the Host's Primary Residence. A Home-Sharing registration may be renewed annually if the Host: (1) pays the renewal fee; (2) has complied with the provisions of this subdivision for the past year; (3) provides information concerning any changes to the previous application for, or renewal of, the Home-Sharing registration; and 4) submits Home-Sharing records described in Subparagraph (e)(2) for the last year to demonstrate compliance with this subdivision, unless the Host lists exclusively on a Hosting Platform with a Platform Agreement that includes a provision for pass-through registration for applicants for a Home-Sharing registration. The records described in Subparagraph (e)(2) shall be made public to the extent required by law.

4. Suspensions and Revocations. Notwithstanding any other provision to the contrary, the Director may require the suspension, modification, discontinuance or revocation of any Home-Sharing registration if it is found that the Host has violated this subdivision or any other city, state, or federal regulation, ordinance or statute.

    a. Suspension. If a Host receives two Citations, the Host's Home-Sharing registration shall be suspended for 30 days or as long as at least one Citation is open, whichever is longer. The suspension shall become effective 15 days after the mailing of a Notice of Intent to Suspend the Host. If a Host initiates an appeal of either Citation, the suspension will take effect only if the appeal is not resolved entirely in the Host's favor.

        i. A Host may challenge a Citation by submitting an appeal to the City department that issued the Citation and providing notice to the Department of Planning as described in the Administrative Guidelines.

        ii. Where no process is described in the Citation, a Host may challenge a Citation by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z, with no further appeal to a Commission or City Council.

    b. Revocation. If three Citations have been issued to the Host and have been sustained (after exhaustion of any related remedies, including appeals) within a registration year, the Host's Home-Sharing registration shall be revoked. The revocation of a Host's Home-Sharing registration shall become effective 15 days after the mailing of a Notice of Intent to Revoke to the Host.

        i. A Host may challenge a Notice of Intent to Revoke by submitting an appeal to the Director of Planning in accordance with the process in Section 12.24 Z, with no further appeal to a Commission or City Council.

        ii. Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for one year from the effective date of the Notice of Intent to Revoke.

    c. Modification. The Director may modify, discontinue or revoke any Home-Sharing registration based upon an order to show cause, pursuant to Section 12.27.1 B, why any proposed modifications, discontinuances or revocations of any Home-Sharing registration

should not be issued. The Director shall provide notice to the Host and/or recorded owner and lessee(s) of the Host's Primary Residence to appear at a public hearing at a time and place fixed by the Director to respond to the Director's order to show cause.

**5.** Prohibitions.

**a.** No Person shall offer, advertise, book, facilitate or engage in Home Sharing or Short-Term Rental activity in a manner that does not comply with this subdivision.

**b.** A Host may not participate in Home-Sharing unless all advertisements clearly list the City-issued Home Sharing registration number or pending registration status number.

**c.** No Host shall engage in Home-Sharing for more than 120 days in any calendar year unless the City has issued the Host an Extended Home-Sharing registration pursuant to Paragraph (h) (Extended Home-Sharing).

**d.** Accessory Dwelling Units for which a complete building permit application was submitted on or after January 1, 2017, to the Department of Building and Safety pursuant to Section 12.26 A.3 may not be used for Home-Sharing, unless an applicant demonstrates the Accessory Dwelling Unit is the applicant's Primary Residence.

**e.** No Host shall offer, advertise, or engage in Home-Sharing in a non-Residential Building, including but not limited to, a vehicle parked on the property, a storage shed, trailer or any temporary structure, including, but not limited to, a tent.

**f.** If a Host lists a Primary Residence on multiple listings on multiple Hosting Platforms, only one listing may be booked at any given time.

**g.** A Host may not rent all or a portion of his Primary Residence for the purposes of Home-Sharing to more than one group of guests or under more than one booking, at any given time.

**h.** Home Sharing is not permitted in buildings that have been converted from units subject to Chapter 15 of the Los Angeles Municipal Code ("Rent Stabilization Ordinance") to single family homes until five years after the date of conversion.

**i.** Except for allowable Home Occupations, non-residential uses including, but not limited to, sales or exchange of products, events that charge a fee, or the promotion, display or servicing of any product shall not be permitted during Home-Sharing activity.

**j.** A Host shall only advertise on a Hosting Platform that was listed on the Host's Home-Sharing application form, unless the Host has submitted a written request and received written approval from the Department of City Planning to use another Hosting Platform.

**k.** No more than 2 overnight guests (not including children) are allowed per habitable room, not including kitchens, during Home-Sharing activities.

**l.** There shall be no use of sound amplifying equipment, as that term is defined in Section 111.01(j) after 10:00 pm and no evening outdoor congregations of more than 8 people (excluding children) during Home-Sharing activities. Home Sharing activities are subject to the noise regulations in the Los Angeles Municipal Code.

**m.** A Host whose Home-Sharing registration has been suspended is prohibited from participating in Home-Sharing for the duration of the suspension.

**n.** A Host whose Home-Sharing registration has been revoked may not participate in Home-Sharing unless and until a new registration is authorized.

**D.** Host Requirements.

**1.** A Host may be responsible for any nuisance violations, as described in Section 12.27.1.B, arising at the Host's Primary Residence during Home-Sharing activities. The Host, or owner of the Host's Primary Residence if the Host does not own it, may be assessed a minimum inspection fee, as specified in Section 98.0412 for each site inspection.

**2.** The Host shall keep and preserve, for a minimum period of three years, all records regarding each Home-Sharing stay, including the length of stay and the price paid for each stay, and any other records required by Administrative Guidelines promulgated by the Director.

**3.** On the Home-Sharing registration application, a Host shall acknowledge and consent to Office of Finance and other City agencies' inspection of records at all reasonable times and places for purposes of enforcement of this Subdivision.

**4.** The Host shall fully comply with all the requirements of Article 1.7 of the Los Angeles Municipal Code (establishing the Transient Occupancy Tax) and successor Sections.

**5.** The Host shall pay a per-night fee for each night of Home-Sharing, which will be deposited into the Short Term Rental Enforcement Fund per the requirements in Section 5.576 of the Los Angeles Administrative Code. The City Council shall adopt, by resolution, a per-night fee based on an analysis of the cost of implementing, maintaining, and enforcing this subdivision.

**6.** Every Host shall provide and maintain working fire extinguishers, smoke detectors, and carbon monoxide detectors, in compliance with fire, life and safety codes; information related to emergency exit routes on the property and contact information, including the contact information of the Host or a designated responsible agent of the Host.

**7.** Every Host that lists a Primary Residence located in a Very High Fire Hazard Severity Zone designated by the City of Los Angeles Fire Department pursuant to Government Code Section 51178 shall include in all Host listings and post written notices on any patio or deck that smoking is not permitted in any exterior of the property.

**8.** Every Host shall provide a code of conduct to guests that includes the relevant provisions of this Subdivision and other information to address behavioral, safety, security, and other matters, as required in the Department's Administrative Guidelines.

**9.** Every Host shall authorize any Hosting Platform on which his or her Primary Residence is listed to provide to the City the Host listing and other information described in Subsection (f)(4).

**10.** Every Host must consent to receive all City notices and citations regarding their Home-Sharing registration by U.S. mail.

**E.** Hosting Platform Responsibilities.

Hosting Platforms shons of this paragraph shall not apply to a Hosting Platform whenever it (a) complies with the Administrative Guidelines, issued by DCP and approved by resolution of the City Council, that describe how the Platform shall satisfy the Hosting Platform responsibilities in this paragraph, or (b) enters into a Platform Agreement, the terms of which shall be set forth in a master Platform Agreement approved by the City Council, that establishes the manner in which the Hosting Platform supports the City's enforcement of this subdivision and meets the purposes of the Platform responsibilities in this paragraph. Each individual Platform Agreement shall be approved by the City Council.

**F.** Enforcement of Violations.

**1.** The provisions in this Subsection shall be in addition to any criminal, civil or other legal remedy established by law that may be pursued to address violations of this Subdivision.

**2.** Any Person who has failed to comply with the provisions of this Subdivision may be subject to the provisions of Section 11.00 . The owner and/or operator of any property used for Short Term Rentals, including the Host or owner of any Host Primary Residence, may be assessed a minimum inspection fee, as specified in Section 98.0412 for each site inspection.

**3.** The Director may, at any time, require the modification, discontinuance, or revocation of any Home-Sharing registration in the manner prescribed in Subparagraph (c)(4).

**4.** The ACE program in Article 1.2 may be utilized to issue administrative citations and impose fines pursuant to this Subdivision. The citation shall be served by personal service or by depositing in the mail for delivery by the United States Postal Service, in a sealed envelope, postage prepaid, addressed to the operator of the Short Term Rental, the Host, and/or the property owner, if different than the operator or Host, shown on the County's last equalized property tax assessment roll. Fines for violations of this subdivision shall be as follows:

**a.** Hosting Platform: a $1,000 fine per day shall be imposed for any of the following violations:

**i.** Completing a Booking Service transaction for each listing without a valid City Home-Sharing registration number or pending registration status number.

**ii.** Completing a Booking Service transaction for each listing where more than one property is affiliated with a single Host, or each listing where the Host's home address does not match the listing location.

iii. Completing a Booking Service transaction for any listing for a Rental Unit where the Host's Home-Sharing or Extended Home-Sharing registration has been revoked or suspended by the City.

iv. Completing a Booking Service transaction for any Rental Unit lacking Extended Home-Sharing approval that has exceeded the authorized 120-day limit for hosting Short-Term Rentals in one calendar year.

b. Owner of Primary Residence and/or Host and/or Person:

i. A daily fine of $500, or two times the nightly rate charged, whichever is greater, for advertising a Rental Unit for the purposes of Short-Term Rental in violation of this Subdivision.

ii. A daily fine of $2,000, or two times the nightly Rent charged, whichever is greater, for each day of Home-Sharing activity beyond the 120 day limit in a calendar year, unless the Host has a valid Extended Home-Sharing Registration.

iii. For all other violations of this subdivision, the administrative fine shall be levied according to the amounts described in Section 11.2.04(a)(2) . The square footage for the use in calculating the fine shall be the amount of indoor space to which the Transient guest has access. If the square footage is unable to be ascertained, it shall be deemed to be between 500 and 2,499 square feet.

c. The fine amounts listed above shall be updated annually, from the date of effective date of this ordinance, according to the Consumer Price Index for All Urban Consumers (CPI-U).

G. Extended Home-Sharing. For Hosts who participate in Extended Home-Sharing, the following shall apply:

1. Application and Eligibility Requirements.

a. Ministerial Approval. Extended Home-Sharing may be approved by the Director if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met:

i. The Host maintains a current Home-Sharing registration and has maintained a Home-Sharing registration for at least six months or has hosted for at least 60 days based on substantial evidence provided by the Host or Hosting Platform.

ii. No more than one Citation was issued within the prior three years.

iii. The Host provides proof of mailing of a notification concerning commencement of Extended Home-Sharing, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department.

**b.** Discretionary Approval. A discretionary review of an Extended Home-Sharing application is required if the Host complies with Subparagraph (h)(1)(i)(a), but two Citations have been issued within the prior three years.

**c.** If the Director finds that the matter may have a significant effect on neighboring properties, the Director may set the matter for public hearing. Written notice of the hearing shall be sent by First Class Mail at least 21 days prior to the hearing to the applicant, owners and tenants of the property involved, owners and tenants of all properties adjacent and abutting the proposed Extended Home-Sharing activity, the City Councilmember representing the area in which the property is located, and the applicable Neighborhood Council. If the Director determines that the matter will not have a significant effect on neighboring properties, no hearing shall be held.

**d.** The Extended Home-Sharing application may only be approved if, in addition to the eligibility requirements for Home-Sharing, all of the following requirements are met, to the satisfaction of the Director of Planning:

**i.** The Host provides proof of mailing of a notification, which includes a Director-issued publication outlining the complaint process, to adjacent and abutting owners and occupants on a form provided by the Department.

**ii.** In consideration of any comments received by the public on the application, the Director finds the use is in substantial conformance with the following findings:

**a)** That the Extended Home-Sharing will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region;

**b)** That the Extended Home-Sharing operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, the availability of housing, or the public health, welfare, and safety;

**c)** That the Extended Home-Sharing substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable specific plan; and

**d)** That there is no substantial evidence of continued nuisance behavior from the location.

**e.** If no appeal is filed within 15 days from the date of the Director's determination approving or denying an Extended Home-Sharing application, the Director's decision is final. An appeal to the Area Planning Commission may be filed by the applicant or any adjacent and abutting owner and occupant. An appeal shall be filed at the public counter of the Planning Department within 15 days of the date of the Director's decision. The appeal shall set forth specifically how the appellant believes the Director's findings and decision are in error. The Area Planning Commission may grant, conditionally grant or deny the appeal.

The failure of the Commission to act upon an appeal within 75 days after the expiration of the appeal period, or within an additional period as may be agreed upon by the applicant and the Director, shall be deemed a denial of the appeal and the original action on the matter shall become final.

**f.** ii. Ineligibility. If the Host's Home-Sharing registration has been suspended or revoked, the Host is not eligible to apply for Extended Home-Sharing for two years from the effective date of the revocation or suspension or as long as a Citation remains open or unresolved, whichever is later.

**g.** iii. Expiration and Renewal. An Extended Home-Sharing registration is valid for one year from the date of issuance. An Extended Home-Sharing registration is subject to the same expiration and renewal terms described in Subparagraph (c)(3) and may be renewed annually if the Host meets the same renewal requirements in that subparagraph.

**h.** iv. Revocations. An Extended Home Sharing approval shall be revoked if there are two Citations within a registration year in accordance with the process set forth in Paragraph (c)(4). Pursuant to the revocation, the Host shall be prohibited from participating in Home-Sharing for two years from the effective date of the Notice of Revocation or as long as a Citation remains open or unresolved, whichever is later.

**H.** Administration and Regulations. No Person shall fail to comply with the Administrative Guidelines.

**I.** Effective Date. This ordinance shall take effect on July 1, 2019.

**J.** Severability. If any provision of this Subdivision is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this Subdivision which can be implemented without the invalidated provisions, and to this end, the invalid provisions of this Subdivision are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would subsequently be declared invalid or unconstitutional.

## SEC. 5C.9.12. HOME OCCUPATION

**A.** Home Occupation is allowed on any Lot zoned with a Residential Use District subject to the following limitations:

**1.** No changes which alter the residential character or appearance of the Dwelling Unit or property in any manner which precludes its Residential Use may be made. Activities associated with the home occupation may not be visible from the outside of the Dwelling Unit, except for Plant Cultivation.

**2.** Notwithstanding Section 12.21 A.7, signs and window or outside displays in connection with the home occupation are prohibited.

3. The use shall be conducted within the main Dwelling Unit, except for Plant Cultivation, and only by persons residing within the Dwelling Unit. However, no more than one person not residing on the premises may be employed to work on the premises as part of all of the home occupations.

4. Visitors' parked cars shall not displace or impede the use of required parking spaces.

5. The home occupation shall not generate greater vehicular or pedestrian traffic than is normal for the district in which the home occupation is located.

6. The use causes no public nuisance or disruption to the residential character of the neighborhood.

7. No more than one client visit or one client vehicle per hour shall be permitted, and only from 8:00am to 8:00pm for all of the home occupations.

8. The home occupation shall not involve the use of commercial vehicles for delivery of materials to and from the premises other than a vehicle not to exceed one ton capacity, owned by the operator of the home occupation. As used herein, commercial vehicles are as defined in the California Vehicle Code and, in addition, shall include construction equipment or any other mobile paraphernalia used in connection with such use. No person shall store equipment including, but not limited to, trailers or trucks in excess of one ton or wheeled construction equipment on property zoned for residential purposes.

9. Delivery and pickups are limited to two per day for all of the home occupations carried on in the dwelling, and only to services which normally make deliveries to or pickups from households in residential areas.

10. No material or mechanized equipment is utilized which is not associated with normal Residential Use.

11. Incidental storage related to the home occupations may be located in the Dwelling Unit, but shall not be located in any open areas, covered patios or carports. However, an attached or detached garage, provided the required covered parking spaces are maintained, or a detached, fully enclosed accessory building may be used for incidental storage area, but such storage shall not exceed 400 square feet.

12. Any advertising for the home occupation does not contain the address of the Dwelling Unit.

13. No "extremely hazardous substances," as listed in Section 355 (Appendix A) of Title 40 of the Code of Federal Regulations, are used, sold or stored on the site; and no "hazardous materials," as listed in Article 9, Title 22, of the California Health and Safety Code, are utilized except those associated with normal household use.

14. No spaces or equipment used in the home occupation is rented out to other parties not residing on the premises.

15. The home occupation does not include any uses requiring a conditional use permit.

16. No sales or exchange of products, processing, manufacturing, display or servicing of any product is conducted on the premises, except for handicrafts, or intellectual or artistic products, or direct sales, or sales where the orders have been previously made online, by telephone, at a prior meeting or a sales party, and in accordance with other standards of operation. Nothing in this Section 7.9.9 shall be construed as to permit other retail or wholesale sales on a lot zoned with a Residential Use District. Nor shall anything in this Section 7.9.9 be construed as allowing any type of on-site sales or distribution in connection with Plant Cultivation.

17. A person wishing to conduct a home occupation must obtain a City business license, if a license is required to perform the occupation, from the Office of Finance.

18. Monies collected from registration fees and from any fees imposed for violations of these provisions shall be deposited in the Home Occupations Trust Fund established pursuant to Section 5.486 of the Los Angeles Administrative Code. The money in this account shall be used to offset the costs by the Department of Building and Safety and the City Clerk's Office for administering the provisions of the home occupation ordinance.

19. Prohibited uses. Any use which disrupts, and is inconsistent with, the residential character of the neighborhood is prohibited. The following home occupations, including but not limited to other similar uses, and uses as determined by the Zoning Administrator are prohibited:

    **a.** Adult entertainment

    **b.** Ambulance service

    **c.** Animal training

    **d.** Automotive repair, painting, body/fender work, upholstering detailing, washing, including motorcycles, trucks, trailers and boats

    **e.** Beautician or barber

    **f.** Body piercing

    **g.** Dentist, except as secondary office which is not used for the general practice of dentistry, but may be used for consultation and emergency treatment as adjunct to a principal office located elsewhere

    **h.** Funeral chapel or home

    **i.** Garment manufacturing

    **j.** Gunsmith

    **k.** Massage therapist, unless the therapist has procured a massage technician's license and a massage business license, as needed, from the Los Angeles Police Department

**l.** Medical physician (non-psychiatric), except as a secondary office which is not used for the general practice of medicine, but may be used for consultation and emergency treatment as an adjunct to a principal office located elsewhere

**m.** Photography lab, other than for occupant's own use

**n.** Recording/motion picture/video production studios, except for editing of pre-recorded material

**o.** Restaurant

**p.** Retail sales

**q.** Tattoo studio

**r.** Tow truck service

**s.** Upholstery

**t.** Veterinary services and other uses which entail the harboring, training, care, breeding, raising or grooming of dogs, cats, birds, or other domestic animals on the premises, except those which are permitted by this Article (other than those owned by the resident)

**u.** Welding or machine shop

**v.** Yoga/spa retreat center

**B.** Authority of The Zoning Administrator. Notwithstanding any other provisions, the Zoning Administrator may require the discontinuance of a home occupation if he or she finds that as operated or maintained there has been a violation of any of the conditions or standards set forth in this Section 7.9.9 pursuant to Section 13.8.2 (Nuisance Abatement/Revocation).

**1.** Administrative Fines. An administrative fine of $250.00 may be collected by the Department of Building and Safety for any violation of the conditions and standards of Section 7.9.9.A.1 to Section 7.9.9.A.18 and administrative fines of $500.00 may be collected for repeated violations pursuant to the following provisions. These administrative fine provisions are in addition to any other fines and penalties authorized by law. It shall be unlawful to conduct any home occupation as set forth in Section 7.9.9.A.19.

**2.** Definitions. As used in this subparagraph the term "Superintendent" means the Superintendent of the Department of Building and Safety. The term "Department" means the Department of Building and Safety.

**3.** Order to Comply. For any home occupation found to be in violation of Section 7.9.9.A.1 to Section 7.9.9.A.18, the Superintendent shall send an Order to Comply to the operator of the home occupation use. The Order to Comply shall clearly state the following:

**a.** The violation must be corrected by a Compliance Date specified in the Order, which date shall be no more than 15 days from the date the Order is mailed.

**b.** Failure to correct the violation on or before the Compliance Date may result in the imposition of an administrative fine in the amount of $250.00.

**4.** Reinspection. The Superintendent shall reinspect a property for which an Order to Comply was issued pursuant to this paragraph subsequent to the Compliance Date.

**5.** Failure to Correct Violation. If any violation specified in the Order to Comply is not corrected prior to the Compliance Date as specified in the Order to Comply, an administrative fine of $250.00 may be collected by the Department.

**6.** If the Department determines that a fine is due, then it shall notify the person cited by United States mail in a sealed envelope, with postage paid. If the person cited is the owner of the property, the notice shall be addressed to the last known address of the owner as that address appears in the last equalized assessment roll. If the person to be cited is a tenant, the notice shall be addressed to the location where the home occupation is being conducted. Service of the notice shall be deemed to have been completed at the time of deposit with the United States Postal Service.

**7.** The person cited shall remit the fine to the Department within 30 days after the date of mailing of the notice. If the person cited fails to do so, then the Department, by sending a second notification by certified mail, may demand payment of the fine from the person cited and may prohibit the issuance of any building permit, license or approval to the cited persons until such fees are paid.

**C.** Repeated Violations. Notwithstanding any provision of this subsection to the contrary, if an Order to Comply is issued for a violation of Section 7.9.9, and after compliance with it a subsequent Order to Comply is issued for a violation of the same section occurring within one year of the date of the initial Order, an administrative fine of $500.00 may be collected by the Department.

**D.** Discontinuance of Use. Three violations of any condition set forth in of Section 7.9.9.A.1 to Section 7.9.9.A.18 which has resulted in an Order to Comply being issued under Section 7.9.9.A.21.b may result in the imposition of proceedings to discontinue the home occupation use. The Director shall have jurisdiction to discontinue a home occupation use by giving notice to the record owner of the home occupation by issuing A Notice of Intention to Discontinue the Home Occupation (Notice). The Notice shall provide an opportunity for the home occupation user to either:

**1.** Submit information to the Director by a date certain to show cause why the home occupation should not be discontinued; or

**2.** Appear at a time and place before the Director pursuant to the procedures prescribed in *Article 13* (Administration) to show cause why the use should not be discontinued.

**E.** Upon the expiration of the time periods set forth in the Notice, the Director may discontinue the home occupation use.

## SEC. 5C.9.13. FAMILY DAY CARE HOME

**A.** Small Family Day Care Home. Any dwelling unit, in any zone in which Residential Uses are allowed by-right, may be used as a Small Family Day Care Home.

**B.** Large Family Day Care Home. Any dwelling unit may be used as a Large Family Day Care Home pursuant to *Sec. 13.4.1* (Conditional Use Permit, Class 1) if located on a Lot zoned with a Residential Use District, and if it complies with the conditions listed below:

**1.** If the proposed use is within 300 feet from any existing Large Family Day Care Home, the use shall comply with the following:

**a.** The application shall include information to show that the proposed use will meet the following standards:

**i.** Drop-off and pick-up areas are provided, as necessary to avoid interference with traffic and promote the safety of the children.

**ii.** All play equipment and structures are located in the rear yard only.

**iii.** No loudspeaker or public address system shall be installed or operated on any open portion of the premises, and any recorded music used in connection with any activity shall be significantly modulated to ensure that the use does not disturb the neighboring residents.

**2.** If the proposed use is further than 300 feet from any existing Large Family Day Care Home, the use shall comply with the following:

**a.** Provide drop-off facilities, such as curb spaces or driveway area, which are necessary to avoid interference with traffic and promote the safety of the children.

**b.** Play equipment, swings, sandboxes, or structures shall be located in the rear yard only.

**c.** No loud speaker or public address system shall be installed or operated on any open portion of the premises, and any phonograph, radio or other recorded music used in connection with any activity shall be sufficiently modulated to ensure that the use does not disturb the adjoining and neighboring residents.

**d.** The existing residential character of the building and site shall be maintained, including the exterior façade, landscaping, fences, walls, lawn area, and driveways.

**e.** The floor space of any Dwelling Unit used for the operation of a Large Family Day Care Home shall not be increased for such use, and the floor space shall not be altered to reasonably preclude its continued use as a Dwelling Unit.

**f.** The Lot containing a proposed Large Family Day Care Home shall not be located within a 300-foot radius of a Lot containing an existing Large Family Day Care Home.

**g.** Notice of Intention to Operate Large Family Day Care Home. A Notice of Intention to Operate a Large Family Day Care Home shall be filed in the public office of the Department of City Planning, on forms provided by the Department. The forms shall be accompanied by all information deemed necessary by the Department. The notice shall include verification provided by the Department of Recreation and Parks that the Large Family Day Care Home is in compliance with the concentration and spacing set forth in Section 7.9.9.B.2.f No fee shall be charged and no public hearing shall be required in connection with the filing of the notice.

**h.** Violation of Conditions – Authority of Zoning Administrator to Require Modification of Conditions of Operation or Discontinuance of Large Family Day Care Homes

**i.** Notwithstanding any other provision, the Zoning Administrator may require a modification of the conditions of operation or the discontinuance of a Large Family Day Care Home if the Zoning Administrator finds that as operated or maintained there has been a violation of any of the conditions or standards set forth in Section 7.9.9.B.2.a through Section 7.9.9.B.2.f or that such use:

**i.** Jeopardizes or endangers the public health or safety of persons residing in, working on, or occupying the premises.

**ii.** Constitutes a public nuisance.

**iii.** Violates any provision or any other city, state or federal regulations, ordinance, or statute.

**3.** The procedure for the modification of the conditions of operation or discontinuance of a Large Family Day Care Home shall be as provided for in Section 13.8.2 (Nuisance Abatement/ Revocation).

## SEC. 5C.9.14. ONSHORE INSTALLATIONS SERVICING OIL DRILLING DISTRICTS ESTABLISHED IN AN OFFSHORE AREA

**A.** Onshore installations required in connection with the drilling for or production of oil, gas, or hydrocarbons in an offshore Oil Drilling District are allowed pursuant to *Sec. 13.4.3* (Conditional Use Permit, Class 3).

**B.** A conditional use permit for the onshore installations may only be granted if the drilling or production installations in the offshore Oil Drilling District which is to be served are permitted by the conditions of the Oil Drilling District (*Sec. 8.2.4.*).

## SEC. 5C.9.15. OUTDOOR DINING

Outdoor Dining shall be permitted in any Use District where "Eating and Drinking Establishments" are allowed.

## SEC. 5C.9.16. RECYCLING CENTERS, ACCESSORY

**A.** Any Postsecondary School, House of Worship, league or charitable institution, or any organization described in Section 501(c) (3) or (4) of the Internal Revenue Code shall be allowed to collect cans, bottles, papers, and plastic on its grounds as an accessory use or on City property, if approved by the City department with jurisdiction over that property, in all zones provided that:

**1.** The area for depositing Recyclable Materials does not exceed 200 square feet and shall be a minimum of 10 feet from all buildings, and 150 feet from the property line of any Lot zoned with a Residential Use District. Any area used exclusively for the collection of newspapers is exempted from the 150-foot distancing requirement.

**2.** Either the Recycling Receptacle or the enclosure is clearly identified with the business name, address, telephone number, Hours of Operation and notice that no material is to be left outside the enclosure.

**3.** Each Recycling Receptacle clearly indicates the type of material to be deposited.

**4.** On a daily basis the area for depositing Recyclable Materials is kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

**5.** The Hours of Operation are Monday through Saturday from 8 a.m. to 4 p.m., and Sunday from 10 a.m. to 4 p.m., except when the collection site is further than 500 feet from any Lot zoned with a Residential Use District, then the permitted Hours of Operation are seven days a week from dawn until dusk.

**6.** The enclosure is kept secure from unauthorized entry by a locking gate or guard maintaining security for the main building.

**7.** The enclosure does not diminish the required number of parking spaces or impair traffic flow.

**8.** Newspapers are emptied from Recycling Receptacles when full or every week, whichever occurs first and all other materials are emptied from Recycling Receptacles when full or every 72 hours, whichever occurs first.

**9.** The baling of newspapers is permitted; however can or bottle crushing is not permitted.

**B.** Any Postsecondary School, House of Worship, league, or charitable institution, or any organization described in Section 501(c)(3) or (4) of the Internal Revenue Code shall be permitted the use of Mobile Recycling Centers, for organized drives for the collection of cans, bottles, papers, and plastic in all zones provided that:

**1.** Collections may be made on the grounds of the organization sponsoring the collection drive unless otherwise authorized by the Department of Building and Safety, or on a continuous basis at a recycling center certified by the California Department of Conservation, Recycling Division.

**2.** The collection of materials shall not be conducted on a site containing a Residential Use.

3. Not more than three drives shall be conducted on the same site within a 12- month period and the duration of any drive shall not exceed 30 days. No drive shall be conducted within a 90-day period following a prior drive on the same site or within 1,000 feet of the same site.

4. A permit for which no fee shall be charged must be obtained from the Board of Police Commissioners for the purpose of verifying proper time limitations prior to initiation of any drive conducted pursuant to this Section 7.9.12.B.

5. The Mobile Recycling Center shall be a minimum of 10 feet from all buildings.

6. The Mobile Recycling Center shall be maintained such that it is secured from unauthorized entry.

**C.** Recycling Collection or Buyback Centers, including reverse vending machines and Mobile Recycling Centers shall be permitted in conjunction with a grocery market on the same site zoned with a Commercial-Mixed Use District or a less restrictive Use District.

1. For the purposes of this Section 7.9.12.C, the term "grocery market" shall mean a retail business, of which greater than one half of the floor area is devoted to the sale of food items for consumption or use off the premises, excluding alcoholic beverages.

2. No portion of the recycling operation may be closer than 100 feet to any Lot zoned with a Residential Use District.

3. The area for depositing Recyclable Materials does not exceed a total of 600 square feet of the Lot area.

4. No reduction of any kind in required parking spaces is allowed. The area for depositing Recyclable Materials shall be a minimum of 10 feet from all property lines, except for Reverse Vending Machines and Reverse Vending Machine Commodity Storage Bins located 24 inches or less from the exterior wall of a building on the same site.

5. All Recycling Receptacles shall be covered, durable, waterproof, rustproof, of incombustible construction, and of sufficient capacity to accommodate the materials collected.

6. Except for Reverse Vending Machine Commodity Storage Bins, either the Recycling Receptacles or the enclosure is clearly identified with the operator's name, address, telephone number, Hours of Operation, and a notice that no material shall be left outside the enclosure, and each Recycling Receptacle must clearly indicate the type of material to be deposited.

7. On a daily basis the site is kept free of litter, debris, spillage, bugs, rodents, odors, and other similar undesirable hazards.

8. Recyclable Materials, other than Recyclable Materials contained in reverse vending machine commodity storage bins, are emptied from Recycling Receptacles when full or every week, whichever occurs first.

9. All recycled goods shall be placed or stored in Recycling Receptacles and not be left out on the site by the end of the business day.

10. Paper products and other lightweight materials shall be immediately placed into covered Recycling Receptacles when they are dropped off.

11. The Hours of Operation shall not exceed Monday through Friday from 7 a.m. to 8 p.m., Saturday from 8 a.m. to 6 p.m., except for Reverse Vending Machines that are located within 24 inches of the exterior wall of a building, which may operate from 7 a.m. to 10 p.m., seven days a week.

12. All Recycling Receptacles and containers shall be kept secure from unauthorized entry to prevent scavenging and theft of recyclable materials.

13. The area for depositing Recyclable Materials and/or enclosure shall not impair traffic flow.

14. Any activity involving baling and hand sorting of Recyclable Materials, as well as automated can conveyor/magnetic or mechanical separators, and crushers for can, glass, or plastic bottles, is conducted in compliance with Section 7.9.12.C.19.

15. At least one trash receptacle shall be provided within a recycling site.

16. The area for collection of Recyclable Materials, and all driveways, parking areas, storage areas, and loading zones shall be paved and maintained in good condition.

17. A source of running water shall be maintained on the site.

18. No Recycling Center Operator shall permit loitering, camping, public begging, consumption of alcoholic beverages, use of illegal narcotics, or any other criminal activity on any premises over which he or she has control.

19. No crushing, smashing, baling or reduction of metal is conducted on the premises unless such is conducted without producing substantial amounts of dust and is so conducted that the noise emanating therefrom, as measured from any point on adjacent property shall be no more audible than the noise emanating from ordinary street traffic and from other commercial or industrial uses measured at the same point on said adjacent property; provided, however, that such noise shall be permitted in the event it does not exceed the levels provided in Section 111.03 of the LAMC as measured from any point on adjacent property zoned with a Residential, Commercial-Mixed, Commercial, or Industrial Use District.

## SEC. 5C.9.17. STRUCTURES SOLELY SUPPORTING SOLAR ENERGY SYSTEMS

Structures that solely support solar energy systems may be permitted in any zone, and deviate from any regulation in the Zoning Code, such as height, Lot coverage, and location, pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2).

## SEC. 5C.9.18. TENNIS OR PADDLE TENNIS COURT

A tennis or paddle tennis court, constructed as an Accessory Use to the primary Residential Use on the same Lot zoned with an Agricultural or Residential Use District shall comply with the following standards:

**A.** Tennis courts shall be lighted by a maximum of eight horizontally mounted, rectilinear-type, sharp cut-off fixtures shielded in such a manner that the light source will not be viewable from abutting residential properties. Lamps shall not be of more than 1,000 watts each and shall be mounted at a height of 20 feet or less above the court surface.

**B.** All portions of the enclosing fences around a tennis or paddle tennis court shall be open, mesh, chain link type fence for that portion of the fence which exceeds 6 feet above the finished surface of the court. The total height of such enclosing fence shall be limited to 10 feet above the court surface. However, where the entire tennis or paddle tennis court is located 25 feet or more from all property lines, the fence may have a total height of 12 feet above the surface of the court. This standard is not intended to prohibit retaining walls which form a portion of the required court enclosure.

**C.** Windscreens of plastic, canvas, or similar materials may be attached to the fence enclosing a tennis or paddle tennis court, provided such windscreens do not extend to a height greater than 6 feet above the court surface. However, where the entire tennis or paddle tennis court is located 25 feet or more from all property lines, the windscreens may extend to the height of the court fence.

**D.** Tennis or paddle tennis court lights subject the following Hours of Operation:

**1.** Monday through Thursday, 7:00 am to 9:00 pm;

**2.** Friday, 7:00 am to 10:00 pm;

**3.** Saturday, 8:00.am to 10:00 pm; and

**4.** Sunday, 8:00 am to 9:00 pm.

**E.** Residential accessory tennis or paddle tennis courts shall be used only by the occupants of the main Residential Use on the same Lot. This condition shall not prohibit the use of the courts by invited guests. However, such courts shall not be used as a private club or for commercial tennis instruction of players on a commercial basis other than occupants of the main Residential Use on the same Lot, or rented or used in any way for purely commercial purposes.

**F.** Any portion of a tennis or paddle tennis court which has a court surface 6 feet or more above the natural grade shall be located at least 50 feet from the property line of any property zoned wholly or partially with a Residential Use District or at least 50 feet from a property line of a property zoned with a Residential Use District on the opposite side of a street, private street, or alley.

**G.** Tennis or paddle tennis courts legally existing prior to the effective date of these standards may continue as a nonconforming development or in accordance with regulations existing at the time such use was established. However, any replacement of lighting, fencing, or windscreens for such

courts taking place after October 16, 1985, shall conform fully to these standards. These standards shall apply to any tennis or paddle tennis court which is accessory to a Residential Use and for which a permit is issued by the Department of Building and Safety subsequent to October 16, 1985, whether or not the subject of a variance.

**H.** Practice boards shall not be permitted unless expressly requested and authorized.

**I.** Tennis or paddle tennis courts, including fences and light may extend into a portion of the required rear yard of such Lot if such court and its appurtenances also meet the following conditions:

**1.** The court surface is not more than 2 feet above the natural adjacent grade at any point.

**2.** The court is located a distance from the rear Lot line at least equal to the width of the side yard required for a one–story main building in the zone but in no event less than 5 feet.

**J.** No tennis or paddle tennis court accessory to a primary residential use on the same lot in an Agricultural or Residential Use District shall be constructed until application for a building permit therefor has been filed with and issued by the Department of Building and Safety.

## SEC. 5C.9.19. WIRELESS TELECOMMUNICATION FACILITY

**A.** All Wireless Telecommunications Facilities shall employ camouflage design techniques to minimize visual impacts and provide appropriate screening. Such techniques shall be employed to make the installation, operation, and appearance of the facility as inconspicuous as possible, to prevent the facility from visually dominating the surrounding area, and to hide the installation from predominant views from surrounding properties. Depending on the proposed site and surroundings, certain camouflage design techniques may be deemed by the City as ineffective or inappropriate and alternative techniques may be required. Below is a menu of potential camouflage design techniques that should be considered based on different installation situations:

**B.** For Building and Structure Mounted Installations.

**1.** Facility components, including all antenna panels, may be mounted either inside the building or structure or behind the proposed screening elements, or on the exterior face of the building or structure. Suitable screening elements include, but are not limited to, the use of parapets or similar architectural elements (false windows, etc.).

**2.** All antenna panels and accessory wireless equipment mounted on the exterior of the building or structure shall be painted or otherwise coated to match the predominant color of the mounting building or structure.

**3.** Screening materials shall be matched in color, size, proportion, style, and quality with the exterior design and architectural character of the building or structure and the surrounding visual environment.

4. When required by the city, antenna panels shall be located and arranged on the building or structure so as to replicate the installation and appearance of the equipment already mounted to the building or structure.

**C.** For Monopole Installations.

1. Monopole installations shall be situated so as to utilize existing natural or man-made features including topography, vegetation, buildings, or other structures to provide the greatest amount of visual screening.

2. All antenna components and accessory wireless equipment shall be treated with exterior coatings of a color and texture to match the predominant visual background or existing architectural elements so as to visually blend in with the surrounding development. Subdued colors and non-reflective materials that blend with the surrounding materials and colors shall be used.

3. The approving authority may require additional measures designed to camouflage a Wireless Telecommunication Facility, including placing the facility entirely within a vertical screening structure. Suitable architectural features include, but are not limited to, clock towers, bell towers, church steeples, icon signs, lighthouses, flagpoles or utility poles. All facility components, including the antennas, shall be mounted inside said structure.

4. The camouflage design techniques employed shall result in an installation that either will blend in with the predominant visual background or will disguise the facility.

**D.** For Miscellaneous Installations.

1. A monorock or monoshrub installation will be considered properly screened provided that its location is compatible with the proposed screening method. For a monoshrub, other vegetation comparable to that replicated in the proposed screen shall be prevalent in the immediate vicinity of the Wireless Telecommunication Facility and the addition of new comparable living vegetation may be necessary to enhance the monoshrub screen. For a monorock, the proposed screen shall match in scale and color with other rock outcroppings in the general vicinity of the proposed site. A monorock screen may not be considered appropriate in areas that do not have natural rock outcroppings.

2. Co-location installations shall use screening methods similar to those used on the existing telecommunications facilities. Use of other appropriate screening methods may also be considered.

**E.** For Accessory Wireless Equipment. All accessory wireless equipment associated with the operation of any Wireless Telecommunications Facilities shall be placed and mounted in the least visually obtrusive feasible location. Suitable screening includes, but is not limited to, placement underground, internally within the building structure, on rooftop locations behind architectural elements, or when above ground, placement behind a landscaped wall or landscaped solid barrier.

**F.** Rooftop Wireless Telecommunications Facilities. Notwithstanding Section 7.9.15.A through Section 7.9.15.E, wireless antennas, including the associated equipment cabinets, are permitted by right, including those within any geographic specific plan areas, when located on the rooftops of buildings in Lots zoned with a Commercial-Mixed, Commercial, or Industrial Use District. However, these wireless antennas and associated equipment cabinets are not permitted by right pursuant to this Section 7.9.15.F on the rooftops of buildings located within a scenic parkway specific plan, scenic corridor specific plan, a roadway designated as a scenic highway within a specific plan area; or buildings that are designated on the National Register of Historic Places, including Contributing Buildings in National Register Historic Districts, the California Register of Historic Resources, the City of Los Angeles List of Historic-Cultural Monuments, or a Contributing Structure located in an Historic Preservation Overlay. The following standards shall apply to wireless antennas and the associated equipment cabinets permitted by this Section 7.9.15.F:

**1.** The antenna and any equipment cabinet are located on rooftops which are at least 40 feet in height above grade, provided the wireless antennas and associated equipment cabinets do not exceed any applicable height limit;

**2.** The antenna and any equipment cabinet are enclosed on all sides, including the roof, with a fiberglass or similar covering material for screening approved by the Department of Building and Safety. Notwithstanding *Article 14* (General Rules), the area under such enclosure shall not be considered floor area;

**3.** The structure covering the antenna and any equipment cabinet is painted and textured to match the exterior walls of the building;

**4.** The height of any wireless antenna structures and associated equipment cabinets is limited to ten feet above the highest point of the rooftop, as measured from immediately adjacent to the rooftop surface where the wireless antenna structures and associated equipment cabinets are located unless mounted on the walls of a penthouse, in which case the wireless antenna structures and associated equipment cabinets shall not exceed the height of the penthouse; and

**5.** Prior to issuance of any building permit authorizing the rooftop installation of a wireless antenna structure and associated equipment cabinets, the permit applicant shall provide the Department of Building and Safety with evidence that the council district office where the site of the proposed installation is located has been given a 20-day written notice prior to the issuance of such permit. This notification shall contain the name and address of the building permit applicant and the property address of the proposed installation and the approximate date of start of installation. This notification shall be by certified mail, return receipt requested.

**6.** Wireless antennas and rooftop equipment cabinets which do not meet these standards shall require a conditional use permit.

**G.** Exception. Any satellite dish antennae, radio, and television transmitters and antennae incidental to Residential Uses are exempt from the foregoing limitations.

# DIV. 5C.10. TEMPORARY USES

## SEC. 5C.10.1. EMERGENCY HOMELESS SHELTER

**A.** Notwithstanding any provisions to the contrary, during any period for which the Mayor and/or the City Council have declared a shelter crisis within the meaning of Government Code Sections 8698, et seq., a Homeless Shelter may be established and operated by any provider located on a Lot zoned with a Residential, Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use District and in any zone on property owned or leased by the City of Los Angeles.

**B.** If the Lot on which any Homeless Shelter is located does not have sufficient area to provide the number of parking spaces required by Section 12.21 A.4.(w), then the number of spaces required shall be the number for which adequate area exists. If insufficient area for any parking spaces exists on the Lot, no spaces shall be required.

**C.** Unreinforced masonry and/or non-ductile concrete buildings shall not be used as a Homeless Shelter.

**D.** Any provider establishing and operating a Homeless Shelter on property not owned or leased by the City of Los Angeles shall also comply with the following requirements:

**1.** Providers shall register with the City of Los Angeles by submitting "Cold/Wet Weather Temporary Shelter Application" online via the City's website.

**2.** Providers shall comply with the "Cold/Wet Weather Temporary Shelter" requirements promulgated by the Los Angeles Fire Departments Fire Prevention and Public Safety Bureau.

**3.** Providers shall provide written notification to the owners of properties abutting the subject property, as well as to any school located within 500 feet of the subject property, prior to operating a Homeless Shelter on the subject property.

**4.** Providers shall comply with all local, state and federal requirements that apply to the permitted use of their property while operating a Homeless Shelter pursuant to this Section 7.10.1.

## SEC. 5C.10.2. INFREQUENT USE OF PROPERTY FOR COMMERCIAL FILMING

Notwithstanding any of the provisions of this Article to the contrary, property in all zones may be used for the purpose of infrequent filming of commercial motion pictures and still photographs, provided that a permit therefore has first been obtained from the City Council, or whomever the Council by order, resolution or ordinance may delegate such authority. The City Council, or whomever the Council by order, resolution or ordinance may delegate such authority shall adopt such rules and regulations concerning the issuance of said permits as may be necessary to assure that filming will be conducted at such times and in such a manner as to cause a minimum of interference with the enjoyment and use of adjacent property, and consistent with public health, safety and general welfare.

## SEC. 5C.10.3. INTERIM USE OF MOTELS FOR SUPPORTIVE HOUSING OR TRANSITIONAL HOUSING

**A.** Purpose. The purpose of this Section 7.10.3 is to facilitate the interim use of existing transient residential structures, such as Motels, Hotels, Apartment Hotels, and Transient Occupancy Residential Structures as Supportive Housing or Transitional Housing for persons experiencing homelessness or those at risk of homelessness. Under this Section 7.10.3, the structure may return to its previous use, or any use consistent with the underlying zoning, upon termination of the interim Supportive Housing or Transitional Housing use.

**B.** Interim Motel Housing Project. An Interim Motel Housing Project is the physical re-purposing or adaptation of an existing transient residential structure, such a Motel, Hotel, Apartment Hotel, or Transient Occupancy Residential Structure, for use as Supportive Housing or Transitional Housing for persons experiencing homelessness or those at risk of homelessness. The Local Public Agency determines who qualifies as experiencing homelessness or is at risk of homelessness. For purposes of this Section 7.10.3 only, Local Public Agency is defined as an agency, identified on a list maintained by the Department of City Planning, that funds Supportive Housing and Transitional Housing for persons experiencing homelessness or at risk of homelessness. All Dwelling Units and Guest Rooms in the structure must be used for Supportive Housing or Transitional Housing or a combination of both. The Interim Motel Housing Project must not increase or add Floor Area or expand the building footprint or height, nor shall it increase the total combined number of Dwelling Units or Guests Rooms. Any Floor Area used for onsite Supportive Services shall be considered accessory to the Residential Use.

**C.** Application and Approval.

**1.** The Department of Building and Safety shall review all Interim Motel Housing Projects for zoning compliance described in Section 7.10.3.E (Zoning Compliance) and adherence to the performance standards in Section 7.10.3.F (Performance Standards). The Interim Motel Housing Project shall be approved if the application requirements, zoning compliance and performance standards of this Section 7.10.3 are met through the approval process, including but not limited to payment of fees, set forth in Chapter IX of the LAMC. Interim Motel Housing Projects shall not be considered an increase in density or other change which requires any corresponding discretionary action.

**2.** Prior to issuance of a building permit, the applicant shall provide a copy of an executed contract agreement between the Local Public Agency, the provider of the Supportive or Transitional Housing, and the Interim Motel Housing Project applicant for the provision of onsite Supportive Housing or Transitional Housing, or a combination of both; proof that the applicant has received funding from a Local Public Agency; and proof that the Supportive Housing or Transitional Housing contract is in effect.

**3.** If structures or units are subject to the provisions of LAMC Section 47.70 et seq. (Residential Hotel Ordinance) on the date of the Interim Motel Housing Project application, they shall remain subject to all requirements and restrictions in Section 47.70 et seq. during

the Supportive Housing or Transitional Housing contract. Interim Motel Housing Project applicants seeking to convert structures subject to the Residential Hotel Ordinance shall also submit an Application for Clearance using the process described in LAMC Section 47.78. At the conclusion of the Supportive Housing or Transitional Housing contract, the number of Residential Units, as defined in LAMC Section 47.73 T., at each participating structure shall be identical to the number of units originally determined by the Housing and Community Investment Department to be Residential Units pursuant to LAMC Section 47.76 or any subsequent number approved as part of an Application for Clearance.

**D.** Termination of Supportive Housing or Transitional Housing Contract. Upon any termination of the Supportive Housing or Transitional Housing contract, the Interim Motel Housing Project applicant shall be required, within 90 days, to notify the Department of Building and Safety and to complete one of the following:

**1.** Submit an application to the Department of Building and Safety to return to the use, authorized by a Certificate of Occupancy, existing on the date of the Interim Motel Housing Project application, or to any use permitted by the current zoning regulations; or

**2.** Provide a copy of a new executed contract agreement to the Department of Building and Safety in accordance with the requirements in Section 7.10.3.C.2 to begin a new contract term for provision of Supportive Housing or Transitional Housing.

**E.** Zoning Compliance

**1.** Interim Motel Housing Projects shall not be subject to any otherwise applicable zoning ordinance, specific plan, or other overlay district regulations, including, but not limited to, the following:

**a.** Minimum Area per Dwelling Unit or Guest Room. A structure, regardless of any nonconforming status as to the area and density regulations of the underlying zone, may be used for an Interim Motel Housing Project, provided that the structure has a Certificate of Occupancy as, a Motel, Hotel, Apartment Hotel, or Transient Occupancy Residential Structure, and the conversion does not create any additional total combined number of Dwelling Units or Guest Rooms.

**b.** Off-Street Automobile Parking. Interim Motel Housing Projects shall be exempt from the provisions of LAMC Section 12.21 A.4.(m). During the Supportive Housing or Transitional Housing contract, however, the Interim Motel Housing Project shall maintain and not reduce the number of onsite parking spaces existing on the date of the Interim Motel Housing Project application.

**c.** Use. Notwithstanding the use provisions of the underlying zoning, an Interim Motel Housing Project shall be permitted.

**d.** Change of Use. Section 12.23 B.7. shall not apply to Interim Motel Housing Projects.

**e.** Nonconforming Use of Buildings located on Lots zoned with an Industrial Use District. Notwithstanding the regulations contained in Section 12.23 B.4, an Interim Motel Housing Project shall be permitted on Lots zoned with an Industrial Use District.

**2.** Minor Interior Alterations for Cooking Facilities. Approved Interim Motel Housing Project applicants may make minor interior alterations adding cooking facilities, including a sink, a refrigerator not exceeding 10 cubic feet, counter space not exceeding 10 square feet, and a hotplate or microwave, to Guest Rooms. In the event a structure is returned to the Motel or Hotel use in accordance with Section 7.10.3.D.1, the Motel or Hotel use may maintain any Guest Rooms with added cooking facilities.

**3.** Preservation of Nonconforming Rights. Upon termination of the Supportive Housing or Transitional Housing use, any structure that is nonconforming as to area or use regulations or any other zoning code requirements may return to the use and condition, authorized by a Certificate of Occupancy, existing on the date of the Interim Motel Housing Project application, notwithstanding any physical alterations to the subject property. Any Floor Area used for Supportive Services may be returned to use as Guest Rooms or Dwelling Units, or may be converted to accessory amenity spaces, so long as the total number of Dwelling Units or Guest Rooms do not exceed the number approved on the Certificate of Occupancy existing at the time of the application for Interim Motel Housing Project.

**F.** Performance Standards. The Interim Motel Housing Project shall meet the following performance standards:

**1.** Supportive Service Area. For every 20 Dwelling Units or Guest Rooms, a minimum of one dedicated office space shall be provided for the provision of on-site Supportive Services, including case management. A minimum of one dedicated office space shall be provided for Interim Motel Housing Projects with fewer than 20 total combined Dwelling Units or Guest Rooms. Any Floor Area dedicated to Supportive Services may be provided on-site within an existing building, but shall not exceed 10% of the total Floor Area of the building.

**2.** Security Lighting. Security lighting with illumination of not less than 0.2 footcandles (2.15 lx) shall be provided in parking areas, alleys and any unenclosed spaces under or within the first floor of the building(s).

**3.** Historic Building. An Interim Motel Housing Project shall not involve alteration of an historic character defining feature identified in a nomination or a survey for any project affecting a property listed in or formally determined eligible for a national, state or local historic register, individually or as a contributor to a historic district, unless the Director in consultation with the Office of Historic Resources determines the proposed alteration will not adversely impact the property's historic eligibility.

**G.** The requirements in Section 7.10.3.A (Purpose) and 7.10.3.B (Interim Motel Housing Project), must be met in order to qualify for a conditional use permit. In approving the conditional use permit application, the Director shall find that the Interim Motel Housing Project substantially meets

the purposes of the Performance Standards, including that it provides an appropriate level of Supportive Services that is accessible to the residents of the Supportive Housing or Transitional Housing.

**H.** Conditional Use Permit

**1.** Applicability. If compliance with the Performance Standards is not met, the applicant may apply for a conditional use permit pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2). The requirements in Section 7.10.3.A (Purpose) and 7.10.3.B (Interim Motel Housing Project), must be met in order to qualify for a conditional use permit.

**2.** Supplemental Findings. In approving any project, the Zoning Administrator shall also find that the proposed project substantially meets the purposes of the Performance Standards, including that it provides an appropriate level of Supportive Services that is accessible to the residents of the Supportive Housing or Transitional Housing.

## SEC. 5C.10.4. MOBILE MEDICAL CLINIC

**A.** Notwithstanding any provision of this Article to the contrary, any bloodmobile may operate once a month for no more than 72 consecutive hours, in any single established parking area in any zone, provided the operation of the bloodmobile does not obstruct any driveway access aisle or required parking space.

**B.** Notwithstanding any provision of this Article to the contrary, any mobile medical facility may operate once a month for no more than 72 consecutive hours, in any single established parking area, or on any Lot zoned with a Commercial, Commercial-Mixed, or Industrial Use District provided the operation of the facility does not obstruct any driveway access aisle or required parking space.

**C.** Notwithstanding any provision of this Article to the contrary, any mobile medical facility may operate once a week for no more than 72 consecutive hours, in any single established hospital parking area, or on any Lot zoned with a Commercial, Commercial-Mixed, or Industrial Use District provided the operation of the facility does not obstruct any driveway access aisle or required parking space.

## SEC. 5C.10.5. STORAGE YARD FOR PUBLIC FACILITY CONSTRUCTION

Notwithstanding any other provision of in this Article, equipment and material storage yards used exclusively in connection with the construction of a public facility may be located on Lots zoned with a Residential, Commercial-Mixed, and Commercial Use District, provided the following conditions are complied with.

**A.** Such storage activities may not be commenced prior to the execution of the construction contract with the governmental entity authorizing such work, and such storage activity be terminated within 30 days of the expiration of the contract or 30 days after completion of the construction, whichever comes first.

**B.** No storage or related activities may be closer than 25 feet to any Residential Use unless a solid 8 foot high fence is constructed along the entire property line adjoining such improvement, except that parking of employees' personal vehicles shall be permitted within the 25 foot buffer area, and such parking area need not comply with the requirements of Section 12.21 A.6 of this article.

**C.** There may be no stockpiling of materials above 8 feet.

**D.** The Hours of Operation, including servicing and maintenance of all stored equipment, may be only between 7:00 a.m. and 6:00 p.m., and at no time on Saturdays, Sundays or holidays except in emergencies.

## SEC. 5C.10.6. SEASONAL RETAIL, OUTDOOR

**A.** The annual retail sale of pumpkins and Christmas trees shall be permitted on Lots zoned with a Commercial-Mixed or a Commercial Use District during the months of October and December.

**B.** Frosted light bulbs of 100 watts or less are exempt from the Outdoor Lighting and Glare Standards in *Sec. 4C.10.1.* (Outdoor Lighting).

**C.** There shall be no use of any sound equipment on Lots zoned with a Residential Use District.

**D.** The operator of such a sale of Christmas trees shall post a Two-Hundred Dollar ($200.00) cleanup deposit with the Office of the City Clerk prior to any Lot preparation or sales.

## SEC. 5C.10.7. TEMPORARY ENTERTAINMENT VENUE

**A.** Temporary Entertainment Venues may be operated on Lots zoned with a Commercial-Mixed or Commercial Use District.

**B.** All such operations are conducted at least 200 feet from any School or Lot zoned with a Residential Use District.

**C.** Such operations do not cause or produce any dust, gas, smoke, noise, fumes, odors, or vibrations detrimental to other property in the neighborhood or to the welfare of the occupants thereof.

**D.** No public address system in connection with the event is installed on the property unless it is modulated so as to not be disturbing to occupants of any nearby Dwelling Units.

**E.** All structures, apparatus and appurtenances shall be removed from the premises the next day following the closing of the temporary entertainment venue.

**F.** The hours of such operation to be limited between the hours of 10:00am and 10:00pm.

## SEC. 5C.10.8. TEMPORARY GEOLOGICAL EXPLORATORY CORE HOLE

A Temporary Geological Exploratory Core Hole may be permitted pursuant to *Sec. 13.4.2* (Conditional Use Permit, Class 2) and the following provisions:

**A.** The conditional use permit may be granted for a period of time deemed necessary to drill, test, and abandon temporary geological exploratory core hole(s) in all zones except the Heavy Industrial Use District provided that the time period may not exceed 200 days.

**B.** A conditional use permit may be granted for a period exceeding 200 days only if the Zoning Administrator finds that the drilling activities cannot be completed within 200 days due to depth, or deviation, or number of temporary geological exploratory core hole(s) to be drilled. However, in no event shall the Zoning Administrator increase the time period beyond 200 days by more than an additional 165 days.

**C.** In addition to the provisions listed in this Section, the standards listed in *Sec. 5C.7.1.* (Resource Extraction) shall also apply.

## SEC. 5C.10.9. TEMPORARY RESIDENCY IN MOBILEHOME PENDING RECONSTRUCTION OF DISASTER – DESTROYED DWELLING

**A.** Use of Land Permit. Notwithstanding any other provision to the contrary, the Department of Building and Safety may issue a use of land permit to any resident–owner of a single-family dwelling destroyed by disaster to temporarily place and reside in a Mobilehome upon the subject property. Such use of land permit shall be limited to a period of one year from the date of the subject disaster, during which period a building permit for the reconstruction of the subject dwelling unit must be obtained. When such a building permit is obtained the use of land permit shall be valid for an additional period to total no more than two years from the date of the subject disaster or until the dwelling unit is complete, whichever occurs first. No other extension of time shall be granted for such use of land permit.

**B.** Fence Requirement. Where a Mobilehome is placed within a required setback, such Mobilehome shall be screened from public view by a fence constructed to the specifications of Section 91.4401 (c) of the LAMC; on corner Lots, the restrictions of Section 62.200 of the LAMC shall also apply.

**C.** Yard Area Requirements. Such Mobilehome must observe five–foot setbacks from all property lines and adequate access shall be assured to permit the removal of such Mobilehome after reconstruction of the disaster-destroyed dwelling unit.

**D.** Site Restoration. Within thirty (30) days of the removal of the Mobilehome, all equipment and utilities accessory to such Mobilehome and any nonconforming fence constructed pursuant to this Section 7.10.9 shall be removed and the site restored to permitted use and condition.

# PART 5D. USE RULES

**Div. 5D.1. General Use Rules . . . . . 5-178**
Sec. 5D.1.1. Commercial Tenant Size . . . . . 5-178
**Div. 5D.2. Definitions . . . . . 5-179**

# DIV. 5D.1. GENERAL USE RULES

## SEC. 5D.1.1. COMMERCIAL TENANT SIZE

### A. Definition

The maximum Floor Area permitted per commercial tenant space.

### B. Measurement

**1.** This restriction applies to the General Commercial Use Category only.

**2.** A "commercial tenant" shall refer to any individual tenant contained within walls with a single entrance.

**a.** Direct connections between commercial tenant spaces are not permitted.

**b.** Commercial tenants may have connections to common areas and shared facilities.

**3.** Any limitations on tenant size restrictions shall apply to the cumulative sum of related or successive permits that are a part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot or adjacent lots, as determined by the Director of Planning.

### C. Exceptions

Common areas, including corridors and shared restrooms, are exempt from size restrictions.

# DIV. 5D.2. DEFINITIONS

**Abandoned Automobile.** Any motor vehicle, which when operated upon a highway is required to be registered by the California Vehicle Code, whose registration has been expired for a period of six months or more. Notwithstanding the foregoing definition, a motor vehicle stored within a permitted building or structure shall not be considered to be an abandoned automobile.

**Accessory Dwelling Unit.** Attached residential Dwelling Units or detached Accessory buildings, not considered to exceed the allowable density of the parcel, which provide complete independent living facilities for one or more persons with permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as a One-Unit dwelling. Accessory Dwelling Units include efficiency units, as defined in Section 17958.1 of the Health and Safety Code, and manufactured homes, as defined in Section 18007 of the Health and Safety Code.

**Accessory Living Quarters.** An accessory building used solely as the temporary dwelling of guests of the occupants of the premises; such dwelling having no kitchen facilities and not rented or otherwise used as a separate dwelling unit.

**Accessory Use.** A use, which is customarily incidental to that of the main building or the main use of the land and which is located on the same lot with a main building or main use.

**Adult Education Classes in Private Homes.** The occasional use of any Dwelling Unit for educational programs conducted by an accredited university.

**Adult Entertainment Business.** Defined to include Adult Arcade, Adult Bookstores, Adult Cabaret, Adult Motel, Adult Motion Picture Theater, Adult Theaters, Massage Parlor, or Sexual Encounter Establishment and each shall constitute a separate adult entertainment business even if operated in conjunction with another adult business at the same establishment.

**Agricultural Waste.** All plant materials generated from the growing and harvesting of agricultural crops, vegetables, and fruits.

**Airport.** Any runway landing area or other facility designed, used, or intended to be used either publicly or privately by any person for the landing and taking off of aircraft including all the necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces. Infrequent Helicopter Landings are not included in this definition.

**Alcohol Sales, Off-Site Consumption.** The sale or dispensing of beer, wine, and other alcoholic beverages, associated with a business and its operations. Such establishments are licensed or seeking a license to sell or otherwise dispense alcoholic beverages for off-site or off-sale consumption as defined by the California State Alcoholic Beverage Control Act.

**Alcohol Sales, On-Site Consumption.** The sale or dispensing of beer, wine, or other alcoholic beverages, associated with a business and its operations. Such establishments are licensed or seeking a license to sell or otherwise dispense alcoholic beverages for on-site or on-sale consumption as defined by the California State Alcoholic Beverage Control Act.

**Alcoholic Beverage Manufacturing.** Any facility where beer, wine, or other alcoholic beverages are processed and prepared commercially for consumption.

**Alternative Financial Services.** Any for-profit lending facility offering small, unsecured, short-term loans, such as bail bonds, or a use that primarily consists of check cashing services for a fee. This definition also includes any business where articles of personal property may be left as security in exchange for a loan of money. Examples include pawnshops, precious metal buyback centers, short-term credit lenders, title loan centers, and similar establishments. Remittance services are not included in this use definition.

**Alzheimer's and Dementia Housing.** Residential housing that is licensed by the California Department of Social Services and provides 24-hour care for people suffering from Alzheimer's disease or other disorders resulting in dementia. The residential units shall be Guest Rooms only. The housing may be a component of an Eldercare Facility.

**Ambulance Service.** Any establishment primarily engaged in providing both emergency and non-emergency medical transport services. The vehicles are typically equipped with lifesaving equipment operated by medically trained personnel. The office component of any Ambulance Service use is included in the Office definition.

**Animal Care, Sales, and Services.** Any facility designed or arranged to provide services or retail products for the care of domestic animals. Examples include veterinary clinics and facilities engaged in the retail sale, grooming, daycare, or training of household pets.

**Animal Farming.** The raising of animals such as alpacas, cattle, donkeys, goats, mules, sheep, swine, domestic animals, or similar livestock typically for eggs, fiber, meat, milk, or other products. Activities may include day-to-day care, selective breeding, raising, and selling of animals. This definition includes, but is not limited to, aquaculture farms, ranches, and feedlots.

**Animal Keeping Enclosure.** Any structure or fence which establishes the perimeter of an animal keeping and maintenance area.

**Animal Keeping Structure.** Any Structure which has a roof and may have one or more sides and is used in whole or in part for the housing or shelter of animals.

**Animal Keeping, Domestic.** The keeping of common household domestic pets readily classifiable as being customarily incidental and accessory to a permitted residential use when no commercial activity is involved, including, but not limited to, cats, dogs, guinea pigs, hamsters, fish, fowl, lizards, rabbits, reptiles, small amphibians, and snakes.

**Animal Keeping, Wild.** The keeping of any wild, exotic, dangerous, or non-domestic animal or reptile. This use, in no event, shall include the following wild animals: bear, civet, coyote, eagle, eland, elephant, elk, giraffe, gnu, gorilla, hyena, hippopotamus, jaguar, leopard, lion, lynx, moose, orangutan, puma, rhinoceros, sea lion, tiger, venomous reptile, vulture, walrus, wart hog, wolf or yak.

**Animal Products Processing.** Any facility engaged in one or more of the following: dressing or dyeing furs; preparing processed meats and meat byproducts; preparing, tanning, and finishing hides and skins; refining or rendering animal fat, bones, and meat scraps; and slaughtering animals.

**Apartment.** Same as dwelling unit.

**Apartment House.** A residential building designed or used for three or more dwelling units or a combination of three or more dwelling units and not more than five guest rooms or suites of rooms.

**Apartment Hotel.** A residential building designed or used for both two or more dwelling units and six or more guest rooms or suites of rooms.

**Apiary.** The place where bees are kept and maintained, usually in a collection of hives or colonies.

**Assisted Living.** Residential housing that is licensed by the California Department of Social Services and provides assistance to people 62 years of age or older who require assistance with two or more non-medical activities of daily living as defined in the Department of Social Services licensing requirements. The residential units may consist either of Dwelling Units or Guest Rooms. Full time medical services shall not be provided on the premises. The housing may be a component of an Eldercare Facility.

**Auditorium.** Any facility for performing arts, motion pictures, other media arts or presentations before an audience, and with a total seating capacity equal to or greater than 1,200 on the site. Examples include multiplex theaters and concert halls. Facilities with a total seating capacity no greater than 1,200 are included in the Theater definition. This definition does not include Adult Entertainment Businesses.

**Auto Dismantling.** Any property or place where the business of an automobile dismantler, as defined by California Vehicle Code Section 220, is conducted.

**Automotive Use.** Any Vehicle Repair use or Vehicle Sales and Rental use as listed in the Use Table in *Part 5B* of this Article.

**Backyard Beekeeping.** The keeping or maintenance of an apiary in a hive as an accessory use.

**Banquet Hall.** Any facility leased or rented for private parties and other various social or business gatherings, typically for large numbers of people. Examples include, but are not limited to, formal dinners, receptions, reunions, business meetings, and club meetings.

**Bed and Breakfast Facility.** A building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which does not contain more than five guest rooms and one kitchen.

**Bee.** Any stage of life of the common domestic honey bee (Apis Mellifera).

**Boarding or Rooming House.** A dwelling containing a single dwelling unit and not more than five guest rooms or suites of rooms, where lodging is provided with or without meals, for compensation.

**Building.** Any structure having a roof supported by columns or walls, for the housing, shelter or enclosure of persons, animals, chattels or property of any kind.

**Car Wash.** Any facility engaged in cleaning, washing, or waxing automotive vehicles, such as passenger cars, trucks, vans, and trailers.

**Caretaker Unit.** A Dwelling Unit designed for and used solely by a watchman or caretaker (including his or her family) on the same lot of an industrial development or use that requires a 24-hour supervision.

**Cargo Container.** Any container (refrigerated or non-refrigerated) that permits the storage and protection of cargo, and which may be transported by ship, rail or truck without intermediate loading and unloading of the contents of the container.

**Cargo Container Storage Yard.** An open-air site or facility, the primary use of which is the keeping of empty cargo containers, and equipment, and may have as accessory uses the storage of container chassis and truck cabs, repair facilities, warehouses, and offices associated with the movement or storage of cargo containers.

**Cemetery.** As defined by the California Health and Safety Code. Examples include burial parks, columbariums, and mausoleums.

**Certified Farmers' Markets.** A location where agricultural products are sold by producers or certified producers directly to consumers or to individuals, organizations, or entities that subsequently sell or distribute the products directly to end users, as defined in Section 1392.2, Title 3, of the California Code of Regulations.

**Chemical Product Manufacturing.** Any facility producing basic chemicals or manufacturing products by predominantly chemical processes. Examples include, but are not limited to, basic chemicals, such as acids, alkalies, organic chemicals, and salts; chemical products to be used in further manufacture, such as dry colors, pigments, and synthetic fibers; and finished chemical products to be used for ultimate consumption or as materials or supplies in other industries, such as fertilizers, explosives, and paints. The production of products such as asphalt coatings and petroleum lubricating oils are included in the Petroleum and Coal Product Manufacturing definition. The production of plastic and natural rubber products are included in the Plastic and Rubber Product Manufacturing definition

**Chipping and Grinding Facility.** Any facility which temporarily stores and/or processes source-separated green waste and/or wood waste by means of chipping, grinding, mixing and/or screening to produce a material of varying particle size. The material produced by the above described processes may be used as ground cover, biofuel, wood chips, animal bedding, worm food or other similar uses. This definition shall not include any chipping and/or grinding of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Civic.** Any facility that provides for display, preserving, or enjoyment of heritage, history, and the arts or any municipal building. Examples include, but are not limited to, city hall, cultural centers, libraries, museums, and observatories.

**Community Apartment Project.** The same as defined by Section 11004 of the California Business and Professions Code.

**Community Care Facility, Licensed, seven or more persons.** Any facility, place or building licensed by the State of California that is maintained and operated as a residential facility or as a social rehabilitation facility to provide non-medical residential care, day treatment, adult day care, or foster family agency services for persons in need of services, supervision or assistance essential for sustaining the activities of daily living, as defined in the Health and Safety Code. This definition applies when there are seven or more persons being served.

**Community Care Facility, Licensed, six or fewer persons.** Any facility, place or building licensed by the State of California that is maintained and operated as a residential facility or as a social rehabilitation facility to provide non-medical residential care, day treatment, adult day care, or foster family services for persons in need of services, supervision or assistance essential for sustaining the activities of daily living, as defined in the Health and Safety Code. This definition applies when there are six or fewer persons being served.

**Community Center.** Any building or group of buildings used to provide cultural, educational, recreational, or social services, which is not operated for profit.

**Compaction.** The densification of a Fill by mechanical means.

**Composting Facility.** Any facility which processes source- separated organic materials to a stabilized state through controlled biological decomposition where the resultant material is beneficial to plant growth or soil structure when used as a soil amendment. Materials may initially be chipped, shredded, and/or screened on site prior to being composted. Composting may be conducted in an in-vessel system or in the open, such as windrow composting or aerated static pile composting. This definition shall not include any composting of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Computer and Electronic Product Assembly.** Any facility involved in the assembly of computer and electronic products, electrical equipment, appliances, and electronic product components; these facilities may also test and repair such products and components. Examples include, but are not limited to, the assembly of appliances, communications equipment, computers, computer peripherals, lighting fixtures, and similar electronic products. Manufacturing of Computer and Electrical Equipment is included in the Machinery and Fabricated Metal Manufacturing definition.

**Convention Center.** Any publicly owned building or group of buildings used for conferences, exhibitions, and trade shows.

**Core Hole, Temporary Geological Exploratory.** A seismic test hole or exploratory core hole used or intended to be used exclusively for geological, geophysical, and other exploratory testing for natural gas, oil, or other hydrocarbon substances.

**Corner Lot.** A Lot adjoining the intersection of two or more streets.

**Correctional or Penal Institution.** Any facility generally designed for the confinement, correction, and rehabilitation of adult and/or juvenile offenders sentenced by a court.

**Cosmetic, Pharmaceutical Drug, and Soap Manufacturing.** Any facility where organic and inorganic raw materials are transformed by a chemical process for the formulation of cosmetics, pharmaceutical drugs, and soaps. Examples include, but are not limited to, eye and facial makeup preparations; fingernail polishes; and manufacturing of deodorants, cleaning shampoos, hair colors, lipsticks, medications, perfumes, and skin moisturizers.

**Counseling and Referral Facility.** A facility which provides counseling services and subsequently refers applicants to appropriate licensed social service agencies offering professional remedial assistance. Counseling and referral services may be offered in one or more of the following areas: welfare, housing, employment, health, education, legal matters, job development, consumer action, recreation, family problems, juvenile problems, probation, and neighborhood improvement. The facility may also administer the implementation of government funded programs established to provide low-income housing, job development classes and recreation.

**Creative Media Office.** Any administrative and technical support facility for motion picture, television, video, sound, computer, and other communications media production. Examples include, but are not limited to, administrative and production offices, post-production facilities, special effects and optical effects units, and film laboratories.

**Curing Facility.** Any composting facility, as defined by this Code, where additional and/or final biological stabilization is attained after most of the readily metabolized material has been decomposed, and where no chipping, grinding, or screening of material takes place. This definition shall not include any curing of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Dance Hall.** Any establishment open to the public which provides space dedicated to dancing.

**Day Care Facility.** Any facility that provides nonresidential care to children when licensed as a Day Care Facility by the State of California, or any facility that provides nonresidential care to adults, in a group setting on less than a 24-hour basis. Preschools are included in this definition.

**Destroyed.** Damaged so as to not be habitable as determined by the Department of Building and Safety.

**Disaster.** Fire, flood, wind, earthquake, or other calamity, act of God or the public enemy.

**Dormitory Room.** A guest room designed, intended or occupied as sleeping quarters by more than two persons. Every 100 square feet of superficial floor area in a dormitory room shall be considered as a separate guest room.

**Drive-Through Eating and Drinking Establishment.** Any establishment which dispenses food for consumption on or off the premises to an individual in a vehicle.

**Drive-Through Service.** Any establishment which provides a service or transaction in a vehicle that does not include food for consumption.

**Dwelling Unit.** A group of two or more rooms, one of which is a kitchen, designed for occupancy by one Household for living and sleeping purposes.

**Eating and Drinking Establishment.** Any establishment primarily engaged in the sale of prepared, ready-to-consume meals or drinks for consumption. Examples include, but are not limited to, bakeries, coffee shops, ice cream shops, fast-food establishments, restaurants, snack bars, and tea rooms.

**Efficiency Dwelling Unit.** A room located within any Residential Use used or intended to be used for residential purposes which has a kitchen and living and sleeping quarters combined therein, and which complies with the Health and Safety Code Section 17958.1.

**Eldercare Facility.** A facility which provides residential housing for persons 62 years of age and older, and which combines two or more of the following housing types: Senior Independent Housing, Assisted Living Care Housing, Skilled Nursing Care Housing, and/or Alzheimer's and Dementia Care Housing. A minimum of 75 percent of the floor area, exclusive of common areas, shall consist of Senior Independent Housing and/or Assisted Living Care Housing.

**Equine.** Any horse, pony, donkey, burro, or mule which is 12 months of age or older and is issued a current Equine License by the City Department of Animal Services. An animal which is under 12 months of age and is the offspring of or is unweaned and being nursed by a female equine lawfully kept on the property where said animal is kept shall not be considered an equine and shall be allowed by right on said property.

**Equine Enclosure.** Any structure or fence which establishes the perimeter of an equine keeping and maintenance area.

**Equinekeeping, Commercial.** Any commercial facility for the keeping, breeding, raising, training, or boarding of horses.

**Equinekeeping, Non-commercial.** A detached accessory building which has a roof and may have one or more sides and is used in whole or in part for the housing or shelter of an equine or equines owned by the occupants of the premises and not kept for renumeration, hire or sale.

**Factory-Built Housing.** As defined in Section 19971 of the State of California Health and Safety Code.

**Family Day Care Home.** A Dwelling Unit that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a Large Family Day Care Home or Small Family Day Care Home.

**Family Day Care Home, Large.** A Family Day Care Home for 9 to 14 children, including children under the age of 10 years who reside at the home, as set forth in Health and Safety Code Section 1597.465.

**Family Day Care Home, Small.** A Family Day Care Home for 8 or fewer children, including children under the age of 10 years who reside at the home, as set forth in Health and Safety Code Section 1597.44.

**Farming (Plant Cultivation).** The cultivation of berries, flowers, fruits, grains, herbs, mushrooms, nuts, ornamental plants, seedlings, or vegetables for use on-site or for sale or distribution off-site or on-site.

**Fast-Food Establishment.** Any establishment which dispenses food for consumption on or off the premises, and which has the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers.

**Fast-Food, Free Standing.** Any building designed for restaurant use by a single tenant or multiple tenants that share the same kitchen, which stands alone on its own lot or is free standing within a shopping center, and which dispenses prepared food over a counter or by way of drive-through service for consumption on or off the premises, and which has the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers.

**Fill.** The depositing of soil, rock, or other earth materials by artificial means.

**Financial Services.** Financial institutions that provide retail banking services. This classification includes only those institutions engaged in the circulation of money, such as credit unions. Check-cashing businesses and payday lenders are included in the Alternative Financial Services definition.

**Food and Beverage Store.** Any establishment primarily involved in the retail sale of food and beverages for off-site consumption. Examples include, but are not limited to, meat markets, produce markets, and other grocery stores.

**Food and Drink Manufacturing.** Any facility in which processed livestock and agricultural products are transformed into food or drink products for eventual consumption. The food and beverage products manufactured in these facilities are typically sold to wholesalers or retailers for distribution to consumers. Tobacco product manufacturing is included in this definition. Examples include, but are not limited to, animal food manufacturing; beverage manufacturing; dairy product manufacturing, ice manufacturing; fruit and vegetable preserving, grain and oilseed milling; specialty food manufacturing, seafood product preparation and packaging, and sugar and confectionery product manufacturing. Animal slaughtering is included in the Animal Products Processing definition. Breweries, distilleries, and wineries are included in the Alcoholic Beverage Manufacturing definition.

**Fraternity/Sorority Housing.** A single structure or set of structures in which members of a fraternity, sorority, or similar social organization affiliated with a college or university take residence.

**Freight Terminal.** Any facility intended for freight pick-up, transfer, or distribution by ground or water, including any related facility used in connection with such activities. Examples include, but are not limited to, freight, railroad, and trucking yards.

**Fueling Stations.** Any facility that retails vehicular fuels, including diesel, gasoline, or alternative fuels.

**Funeral and Related Services.** Any facility engaged in the provision of services involving the care, preparation, or arrangement of human or animal remains, and conducting memorial services. Examples include crematoriums, funeral homes, mortuaries, and pet crematoriums. Cemeteries are not included in this definition.

**Furniture and Related Products Manufacturing.** Any facility that makes furniture and related articles, such as mattresses, window blinds, cabinets, and fixtures. The processes used in the manufacture of furniture include the cutting, bending, molding, laminating, and assembly of such materials as wood, metal, glass, plastics, and rattan. This definition does not include facilities that so lely bend metal, cut, and shape wood, or extrude and mold plastics.

**General Storage.** The use of any facility or an open area of land for the storage of goods, material, machinery or equipment, but not any storage that is ancillary to a principal use of the premises. Examples include, but are not limited to, building materials sales yards, contractor's equipment storage yards, and lumber yards.

**General Light Manufacturing.** Any facility that makes a wide range of products that cannot readily be classified into other specific Light Industrial definitions. Examples include, but are not limited to, billboard manufacturing, medical equipment and supplies manufacturing; and toy manufacturing.

**Golf Course.** An area of land laid out for the game of golf with a series of holes each including tee, fairway, and putting green and often one or more natural or artificial hazards.

**Green Waste and Wood Waste Facility.** Any facility which receives Green Waste and/or Wood Waste for chipping and grinding, composting, curing, or mulching. This definition does not include any chipping and grinding, composting, curing, or mulching conducted for noncommercial, nonprofit purposes.

**Green Waste.** All yard trimmings and/or leaves, grass clippings, agricultural wastes and vegetative landscaping materials generated from the maintenance of yards, parks or other similar facilities.

**Gross Vehicle Weight Rating.** The maximum weight a vehicle can carry, including driver, passengers, and cargo.

**Ground Passenger Terminal.** Any facility such as a bus or train station, where ground transport regularly load and unload passengers.

**Guest Room.** Any habitable room except a kitchen, designed or used for occupancy by one or more persons and not in a dwelling unit.

**Gun Sales.** Any establishment that sells firearms, ammunition, handguns, rifles, and related accessories.

**Gym.** Any commercial facility primarily intended for physical exercise. Amenities may include game courts, lap pools, exercise studios, saunas, steam rooms, and strength-training equipment. Examples include, but are not limited to, health clubs, self-defense gyms, rock climbing centers, and yoga studios.

**Hazardous Waste Facility.** Any facility utilized for the storage, treatment, and disposal of hazardous waste as defined in the California Health and Safety Code Section 25117.1.

**Heavy Industrial Uses.** Any use listed under the Heavy Industrial Use Category on the Use Table in *Part 5B* of this Article.

**Helicopter Landings, Infrequent.** Any single location or premises used for infrequent helicopter landings as regulated by Section 7.9.7.

**Historical Vehicle Collection.** One or more vehicles, as defined by Sections 5004(a)(1), (2) and (3) of the California Vehicle Code, special interest vehicles, as defined by Section 5051(b) of the California Vehicle Code, out-of-production vehicles of historical importance, as determined by the Zoning Administrator or parts cars, as defined in Section 5051(c) of the California Vehicle Code, which are collected, restored, or maintained for non-commercial hobby or historical purposes.

**Hive.** A structure that houses a bee colony.

**Home Occupation.** An occupation carried on by the occupant or occupants of a Dwelling Unit as an Accessory Use. For Dwelling Units where Home Occupation is conducted, the Home Occupation shall be considered a Residential Use for zoning purposes.

**Homeless Shelter.** A facility operated by a "provider," other than a "community care facility" as defined in the California Health and Safety Code Section 1502, which provides temporary accommodations to homeless persons or families and which meets the standards for shelters contained in Title 25, Division 1, Chapter 7 of the California Code of Regulations. The term "temporary accommodations" means that a homeless person or family will be allowed to reside at the shelter for a time period not to exceed six months. For the purpose of this definition, a "provider" shall mean a government agency or private non-profit organization which provides, or contracts with recognized community organizations to provide, emergency or temporary shelter for the homeless, and which has been certified by the Housing and Community Investment Department of the City of Los Angeles to meet all applicable requirements as such which are contained in the California Health and Safety Code and the California Code of Regulations.

**Hospice.** Any facility focused on providing medical care, pain management, and emotional and spiritual support for terminally ill individuals. Additional services provided may include, but are not limited to, short-term inpatient care, short-term respite care, speech-language pathology, and grief and loss counseling for patients, family, and friends.

**Hospital.** A health facility licensed by the State that provides 24-hour inpatient care, including the following basic services: medical, nursing, surgical, anesthesia, laboratory, radiology, pharmacy, dietary services.

**Hotel.** A building designated or used for or containing six or more guest rooms, or suites of rooms, which may also contain not more than one dwelling unit, but not including any institution in which human beings are housed or detained under legal restraint. Hotel uses include, but are not limited to, Short-Term Rentals.

**Hours of Operation.** The hours in which a business is open to the public.

**Household.** One or more persons living together in a Dwelling Unit, with common access to, and common use of all living, kitchen, and eating areas within the Dwelling Unit.

**Household Living.** Residential occupancy of at least one Dwelling Unit by a Household.

**Household Moving Rental Truck.** Any motor vehicle which is displayed, stored or offered for rental without a driver, used and maintained solely for the transportation of property, primarily used for the do-it-yourself movement of personal or household goods by private individuals on a short-term basis, having only two axles, and equipped with a body of no more than 22 feet in length measured at the vehicle chassis nor more than 12 feet in height measured from the surface upon which the involved truck rests. Such vehicle may exceed 5,600 pounds in registered net weight.

**House of Worship.** Any facility which is used primarily for religious activities and religious worship. Examples include, but are not limited to, chapels, meditation centers, mosques, religious meeting rooms, religious retreats, synagogues, or temples.

**Housing Development.** The construction pursuant to a building permit or the proposed conversion to condominium ownership pursuant to a final subdivision tract map submitted for approval of any Apartment House, Apartment Hotel, multiple dwelling or group dwelling, residential condominium development or cooperative apartment home having five or more Dwelling Units.

**Inoperable Vehicle.** Any motor vehicle or trailer which is incapable of immediate and sustained movement for which it was designed.

**Instructional Services.** Any establishment primarily engaged in offering avocational or recreational educational courses for the purposes of play, amusement, or relaxation, including education offered for the purpose of teaching the fundamentals, skills, or techniques of a hobby or activity. Examples include, but are not limited to, establishments offering programs in art, cooking, drama, driving, language training, music, sewing, tutoring, or other similar forms of self-improvement.

**In-Vessel Composting.** A process in which compostable material is enclosed in a drum, silo or similar structure where the environmental conditions are controlled and the compostable material is aerated and mechanically agitated. This process allows for accelerated decomposition.

**Joint Living and Work Quarters.** The conversion of an existing building to a residential occupancy of one or more rooms or floors used as a Dwelling Unit with adequate work space reserved for, and regularly used by, one or more persons residing there, as defined in the Health and Safety Code. For the purposes of this use, an existing building is a building for which a building permit was issued prior to April 1, 1994.

**Joint Public and Private Development.** A project on City-owned land that involves a cooperative arrangement between a private sector entity or a non-governmental organization and the City.

**Junk Yard Facility.** Any property where the business of a junk dealer, as defined by either Section 21601 of the California Business and Professions Code or Section 103.305 of the Los Angeles Municipal Code, is conducted - other than wholly within an enclosed building. In addition, a junk

yard shall include property used for the storage of impounded, abandoned, partially dismantled, obsolete or wrecked automobiles - other than wholly within an enclosed building. This definition does not include Historical Vehicle Collection. This definition does not include the acceptance or sale by bona fide automobile parts retail dealers of used parts (including tires or batteries) tendered in exchange for, or in part payment of new or previously rebuilt, reconstructed or remanufactured automobile parts.

**Kennels.** Any site on which four (4) or more dogs, at least four (4) months of age, are kept. This definition does not include Pet Shops.

**Kitchen.** Any room or any portion of a Dwelling Unit, whether an enclosing subdivision thereof or otherwise, used or intended or designed to be used for cooking and preparing food except a Light Housekeeping Room or that portion of a Recreation Room in a multiple residential use, or in an accessory building appurtenant thereto, containing the facilities for the cooking and preparation of food.

**Leachates.** Any liquid which has come into contact with or percolated through composting or curing materials and contains extracted or dissolved substances therefrom, or any other liquid which has been generated by the decomposition process.

**Light Housekeeping Room.** Any guest room which is designed and used as a bedroom and for the cooking and preparing of food, in a conformance with the provisions of Section 91.8116 of Article 1, Chapter 9 . For the purpose of applying the lot area and automobile parking space requirements of the various zones, each Light Housekeeping Room shall be considered as a separate Guest Room.

**Live Entertainment.** Any activity provided for the enjoyment, recreation, relaxation, diversion or other similar purpose performed by a person or persons who are physically present and where such performances is to patrons who are also physically present. Examples include dance performances, musical acts, sporting events, shows featuring comedians, magicians, or actors, and other similar productions.

**Live/Work.** A residential occupancy of one or more rooms or floors used as a Dwelling Unit with adequate work space reserved for, and regularly used by, one or more persons residing there and non-residential employees. A Live/Work unit combines both residential and non-residential uses within a single unit.

**Livestock Keeping.** The keeping of alpacas, cattle, donkeys, goats, llamas, mules, sheep, swine, or similar livestock

**Loading Space.** An off street space or berth on the same lot with a building, or contiguous to a group of buildings, for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials, and which abuts upon a street, alley or other appropriate means of access.

**Machinery and Fabricated Metal Manufacturing.** Any facility in which fabricated metal is transformed into intermediate or end products. Important fabricated metal processes are forging, stamping,

bending, forming, and machining, used to shape individual pieces of metal; and other processes, such as welding and assembling, used to join separate parts together. Examples include, but are not limited to, machine shops; manufacturing of architectural and structural metals, batteries, electronic products, and vehicles and vehicle parts.

**Maintenance and Repair Services.** Any facility engaged in the maintenance or repair of industrial, business, or consumer machinery, equipment, or products. Examples include, but are not limited to, carpet cleaning and dry-cleaning plants; maintenance and repair of household appliances, furniture, office equipment, and similar items. Vehicle maintenance and repair is included in the Light Vehicle Repair and Heavy Vehicle Repair definition.

**Massage Therapy.** Any facility where massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body is administered by a medical practitioner, chiropractor, physical therapist, or similar professional person licensed by the State of California.

**Medical Facility.** An outpatient health facility that provides direct medical services to patients who remain less than 24 hours. Examples include, but are not limited to, dental, doctor, and optometry offices or clinics.

**Mobile Medical Clinic.** A vehicle, or portable structure transported by a vehicle, easily transportable in one or more sections, which is used to primarily provide diagnostic, preventive medical services, or blood collection services on a temporary basis in any one location.

**Mobile Recycling Center.** A receptacle, usually a trailer, for the collection of recyclable materials that is drawn by motor power and bears a valid state license.

**Mobilehome.** As defined by Section 18008 of the California Health and Safety Code.

**Mobilehome Park.** Any lot or portion of a lot used to provide rental or lease sites for two or more individual manufactured homes, mobilehomes, park trailers, or recreational vehicles.

**Mobilehome Site.** That portion of a Mobilehome Park set aside and designated for the occupancy of manufactured homes, mobilehomes, park trailers, or recreational vehicles and including the area set aside or used for parking and accessory buildings or structures such as awnings, cabanas or ramadas.

**Motel.** An auto-oriented Hotel that provides rooms with limited amenities and direct access to an open parking area. Also called a motor court or motor lodge.

**Mulch.** A woody vegetative material used as a nonnutritive ground cover to control erosion, improve water retention and retard weed growth.

**Mulching Facility.** Any facility which receives, temporarily stores and processes primarily source-separated carbonaceous wood waste and/or yard trimmings into a mulch. Examples of such materials include clean wood waste, tree and shrub trimming, leaves and other high carbon, low nitrogen material which decompose at a slow rate and have little leachate or odor-causing potential. Processing of such materials is achieved by chipping and screening to attain a uniform

particle size and may include limited aging of the material to achieve a desired appearance. This definition shall not include any mulching of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Nature Conservation Area.** An area designed for the conservation, protection, enhancement, and management of public land. Examples include, but are not limited to, ecological preserves, marine preserves, natural resource preserves, and water conservation areas.

**Nonmetallic Mineral Product Manufacturing.** Any facility with the purpose of transforming mined or quarried nonmetallic minerals, such as clay, gravel, sand, stone, and refractory materials using processes that include grinding, mixing, cutting, shaping, and honing. Examples include, but are not limited to, the manufacturing of clay products and refractory, cement and concrete products, glass and glass products, lime and gypsum products, and other nonmetallic mineral products.

**Office.** Any place where office activities such as administrative, professional, or clerical operations are performed. This definition does not include medical offices. Examples include, but are not limited to, dry labs, architectural, legal, accounting, engineering, therapists, and consulting offices.

**Official Police Garage.** City-approved vendors of vehicle towing and storage services that support the public safety mission of the Los Angeles Police Department (LAPD) and Department of Transportation (DOT).

**Oil and Gas Extraction.** Any facility which operates or develops oil and gas fields. Such activities may include exploration for crude petroleum and natural gas; drilling wells; and all other activities in the preparation of crude oil up to the point of shipment from the producing property. Examples include, but are not limited to, the production of crude petroleum and natural gas; sulfur recovery from natural gas; and recovery of hydrocarbon liquids.

**Outdoor Dining.** Any Covered or Uncovered portion of an Eating and Drinking Establishment which is unenclosed and which is used primarily for the consumption of food or drinks by the patrons of the Eating and Drinking Establishment. This definition includes Outdoor Dining areas that are on or above the ground floor, but does not include Rooftop Dining.

**Parking.** Any facility intended for the parking of vehicles as a principal use. Examples include parking structures and surface parking lots. Vehicle storage is not included in this definition.

**Parks & Open Space.** Publicly accessible uses focusing on natural areas, consisting mostly of vegetative landscapes and active or passive outdoor recreation areas. Examples include, but are not limited to, athletic fields, camping facilities, or lands owned and maintained by the Department of Recreation and Parks.

**Personal Services.** Any establishment providing a commercial service, such as hair styling, spa treatments, or cleaning, for the personal needs of customers.

**Petroleum and Coal Product Manufacturing.** Any facility which transforms crude petroleum and coal into usable products. Examples include, but are not limited to, grease and petroleum lubricating oils manufacturing, tar roofing and asphalt manufacturing, and refineries.

**Plastic and Rubber Product Manufacturing.** Any facility that manufactures goods by processing plastic materials and/or raw rubber.

**Primary Metal Manufacturing.** Any facility which smelts or refines ferrous and nonferrous metals. Examples include, but are not limited to, aluminum, iron, and steel foundries and mills.

**Principal Use.** The main permitted use of land or structures as distinguished from an accessory use.

**Private Club.** Any facility organized solely for the promotion of some common interest and which is accessible to club members and their guests only. Examples include, but are not limited to, business, fraternal, political, and social organizations.

**Public Safety Facility.** Any government facility that provides public safety services. Examples include, but are not limited to, fire stations and police stations.

**Railway Facility.** Any facility related to a freight railway; or a railway yard, maintenance, or fueling facility related to a passenger or freight railway.

**Recreation, Indoor.** Any commercial facility engaged in providing indoor sports and recreation services. Examples include, but are not limited to, bowling alleys, indoor skating rink facilities, and indoor skydiving.

**Recreation, Outdoor.** Any commercial facility engaged in providing outdoor sports and recreation services. Examples include, but are not limited to, outdoor batting cages, skateboard parks, and tennis courts.

**Recreation Room, Accessory.** A room contained in either a main building or an accessory building, designed to be utilized primarily for games, the pursuit of hobbies, social gatherings, and such activities. Such a room may contain such plumbing fixtures as are utilized in a bar or for hobby activities. Such a room in a single-family or two-family dwelling or in an accessory building appurtenant to a single-family or two-family dwelling, may not include facilities for the cooking and preparation of food. However, in a multiple residential use or in an accessory building appurtenant thereto, a recreation room which is for the common use of all the dwelling units therein may contain the facilities for the cooking and preparing of food.

**Recreational Vehicle.** As defined by Section 18010 of the California Health and Safety Code.

**Recyclable Materials.** Items or materials to be recycled or reused, including but not limited to yard waste, paper, plastic, glass, metal, newspaper, and cardboard.

**Recycling Area or Room.** An outdoor space or a room within a building which is designated for the collection of Recyclable Materials generated by the use(s) occupying only that site, is approved by the Fire Department and the Department of Building and Safety, and has the space to accommodate Recycling Receptacles.

**Recycling Center Operator or Junk Dealer.** A person having a fixed place of business in the City and engaging in, conducting, managing or carrying on the business of buying, selling or otherwise charging or re-selling for reuse, materials approved for collection at an approved Recycling Center

or Buyback Center, Recycling Materials Processing Facility, Recycling Materials Sorting Facility or Junk Yard as defined by this Code.

**Recycling Chute.** Any vertical smooth shaft used to convey recyclable materials from the upper floors of a building to a recyclable storage bin or room at the bottom end of the chute.

**Recycling Collection or Buyback Center.** Any facility, including Reverse Vending Machines, where Recyclable Materials are deposited or redeemed for monetary value, and which may include baling or crushing operations for the purposes of efficiency of storage and transfer (volume reduction), but shall not include sorting or processing activities for other than temporary storage purposes.

**Recycling Materials Processing Facility.** Any facility which accepts Recyclable Materials for sorting and processing on the site. For the purpose of this definition, processing shall mean the process of changing the physical characteristics of a Recyclable Material, including the shredding, smelting, grinding and crushing of cans, bottles, and other materials, for other than temporary storage purposes.

**Recycling Materials Sorting Facility.** Any facility which accepts commingled or source-separated Recyclable Materials of various types, which are separated on the site using a manual or automated system. For the purpose of this definition, source-separated Recyclable Materials are those which are separated from the waste stream at their point of generation for the purpose of recycling. This may include baling or crushing operations for the purposes of efficiency of storage and transfer (volume reduction), but shall not include processing activities for other than temporary storage purposes.

**Recycling Receptacle.** A container which is suitable for the collection of Recyclable Materials. Containers shall be covered, durable, waterproof, rustproof, and of incombustible construction, and shall provide protection against the environment or be in completely enclosed indoor recycling areas. Containers must be clearly labeled to indicate the type of material to be deposited.

**Research and Development.** Any laboratory where chemicals, drugs, or other material or biological matter are handled in liquid solutions or volatile phases, requiring direct ventilation, and specialized piped utilities.

**Residential Building.** A building or portion thereof designed or used for human habitation.

**Residential Production/Art Gallery Space.** An on-site building workshop or gallery amenity, not to be combined with an individual Live/Work unit, for use by residents and employees of Live/Work units for art production and/or display, materials and good fabrication, and other similar production activities.

**Residential Use.** Any use listed containing a Dwelling Unit or Guest Room.

**Resource Extraction.** Any facility engaged in mining, mine site development, or preparing metallic and nonmetallic minerals. Examples include, but are not limited to, metal ore mining, nonmetallic mineral mining, and quarrying.

**Retail Sales.** Any commercial establishment involved in the retail sale of new or used products, and the retail provision of consumer, repair services, or rental services to individuals and businesses. Retail Sales may be combined with other services such as computer, electronics, and similar small-item repairs. Examples include hardware stores, pharmacies, electronics stores, furniture stores, print shops, and clothing stores.

**Reverse Vending Machine.** An automated mechanical device which accepts one or more types of empty beverage containers including aluminum cans, glass and plastic bottles, and which issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value as determined by the State of California. A Reverse Vending Machine may sort and process containers mechanically, provided that the entire process is enclosed within the machine.

**Reverse Vending Machine Commodity Storage Bin.** A non-automated container which is covered and made of durable, incombustible, rustproof and waterproof construction, which is used to store the processed aluminum cans, glass and plastic bottles that are removed from a Reverse Vending Machine.

**Rooftop Dining.** Any Covered or Uncovered portion of an Eating and Drinking Establishment which is unenclosed, located on a rooftop, and used primarily for the consumption of food or drinks by the patrons of the Eating and Drinking Establishment.

**Room, Habitable.** An enclosed subdivision in a residential building commonly used for living purposes, but not including any lobby, hall, closet, storage space, water closet, bath, toilet, slop sink, general utility room or service porch. A recess from a room or an alcove (other than a dining area) having 50 square feet or more of floor area and so located that it could be partitioned off to form a habitable room, shall be considered a habitable room. For the purpose of applying the automobile parking space requirements of this article, any kitchen as defined herein shall be considered a habitable room and, if it is a part of a room designed for other than food preparation or eating purposes, such remaining portion shall also be considered a habitable room. For the purpose of applying the lot area requirements of this article, a kitchen less than 100 square feet of room area from wall to wall shall not be considered a habitable room. For the purpose of applying the open space requirements of Section 12.21 G., a kitchen as defined herein shall not be considered a habitable room.

**School, K-12.** An institution of learning which offers instruction in grades K through 12.

**School, Postsecondary.** Any institution offering a formal educational program beyond K-12, including programs whose purpose is academic, vocational, or continuing professional education. Examples include, but are not limited to, colleges, technical schools, trade schools, and universities. Postsecondary Schools providing programs involving Heavy Industrial Uses or equipment are allowed only in Use Districts where corresponding industrial uses are also allowed.

**Scrap Metal Processing Yard.** Any facility which is maintained, used or operated solely for the processing and preparing of scrap metal for remelting by steel mills and foundries.

**Seasonal Retail, Outdoor.** Any outdoor holiday retail sales of trees, plants, fruits, or vegetables, or other similar products, not as an extension of a primary retail sales use on the same lot. Examples include seasonal sales of Christmas trees and pumpkins, and other customary holiday items.

**Self-Service Storage.** A building that offers secure self-storage for household goods in individual rooms, compartments, lockers or containers to which clients bring goods for storage and retrieve them any time during normal business hours.

**Senior Independent Living.** Residential housing that consists of Dwelling Units for persons 62 years of age and older and may include common dining areas or other community rooms. Full time medical services shall not be provided on the premises. It may be a component of an Eldercare Facility.

**Shoreline Project.** Any development in streams, wetlands, and other waters of the United States. Examples include, but are not limited to, depositing of fill and dredged material, jetties, marinas, and piers.

**Skilled Nursing Home.** Residential housing that is licensed by the California Department of Health and provides acute, intermediate, or long-term skilled nursing care and consists only of Guest Rooms for its residents. Full time medical services may be provided on the premises. It may be a component of an Eldercare Facility.

**Smoke and Vape Shop.** Any establishment, the main purpose of which is the sale of tobacco products, substances intended for smoking, or smoking accessories including but not limited to pipes, vaporizing devices or other smoking paraphernalia. If the establishment is solely dedicated to the retail or wholesale sales of tobacco products, substances intended for smoking, or smoking accessories, an attached public or private smokers' lounge that is solely dedicated to smoking shall be permitted. Any establishment with either an Alcoholic Beverages Control ("ABC") license or Public Health Permit is not solely dedicated to the retail or wholesale sale of tobacco products, substances intended for smoking, or smoking accessories; and therefore, an attached smokers' lounge is not allowed. Smoke and Vape Shops do not include medicinal or recreational marijuana establishments.

**Solar Panel Energy Generating Facility.** Any facility designed to generate electric power by solar energy primarily for off-site use or for sale.

**Solid Waste Alternative Technology Processing Facility.** Any facility that has one or more technological systems which extracts, recovers or generates usable materials and/or energy from solid waste, as defined in Section 40191 of California Public Resources Code.

**Solid Waste Facility.** Any facility utilized to: receive, temporarily store, separate, convert, combust, or process solid wastes; transfer solid wastes directly from small to larger vehicles for transport; or operate as a landfill. Examples include, but are not limited to, composting facilities, construction and demolition debris and inert material facilities, solid waste disposal sites, transfer and processing facilities, and transformation facilities.

**Soundstages and Backlots.** Any warehouse-type facility providing space for the construction and use of indoor sets, or any outdoor set, backlot, and other outdoor facility, including supporting indoor workshops and craft shops.

**Specific Plan.** A specific plan is a definite statement adopted by ordinance of policies, standards and regulations, together with a map or description defining the locations where such policies, standards and regulations are applicable.

**Sports Arena and Stadium.** A commercial facility used primarily for sports and consists of a field, court, race track, rink, or stage either partly or completely surrounded by tiered seating for spectators.

**Street, Collector.** Any street designated as a Collector Street on the adopted Mobility Plan of the General Plan.

**Structure.** Anything constructed or erected which is supported directly or indirectly on the Earth, but not including any vehicle which conforms to the California State Vehicle Act.

**Suite.** A group of habitable rooms designed as a unit, and occupied by only one family, but not including a kitchen or other facilities for the preparation of food, with entrances and exits which are common to all rooms comprising the suite.

**Supportive Housing.** Housing with no limit on length of stay for persons with low incomes who have one or more disabilities and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people. The housing is linked to onsite or offsite Supportive Services, and any Floor Area used for the delivery of Supportive Services shall be considered accessory to the residential use.

**Transitional Housing.** A building where housing linked to Supportive Services is offered, usually for a period of up to 24 months, to facilitate movement to permanent housing for persons with low incomes who may have one or more disabilities, and may include adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people.

**Truck Gardening.** The cultivation of berries, flowers, fruits, grains, herbs, mushrooms, nuts, ornamental plants, seedlings, or vegetables for use on-site or for sale or distribution off-site.

**Substance Abuse Facility, Licensed, seven or more persons.** Any premises, place, or building licensed by the State of California that provides 24-hour residential nonmedical services to adults who are recovering from problems related to alcohol, drug, or alcohol and drug misuse or abuse, and who need alcohol and drug recovery treatment or detoxification services, as defined in the Health and Safety Code. This definition applies when there are seven or more persons being served.

**Substance Abuse Facility, Licensed, six or fewer persons.** Any premises, place, or building licensed by the State of California that provides 24-hour residential nonmedical services to adults who are recovering from problems related to alcohol, drug, or alcohol and drug misuse or abuse, and who

need alcohol and drug recovery treatment or detoxification services, as defined in the Health and Safety Code. This definition applies when there are six or fewer persons being served.

**Supportive Services.** Services that are provided on a voluntary basis to residents of Supportive Housing and Transitional Housing, including, but not limited to, a combination of subsidized, permanent housing, intensive case management, medical and mental health care, substance abuse treatment, employment services, benefits advocacy, and other services or service referrals necessary to obtain and maintain housing.

**Swap Meet.** Any outdoor event where goods are offered or displayed for sale or exchange by ten or more independent vendors. An independent swap meet vendor is any individual, partnership, corporation, business association or other person or entity who is not an employee of the owner or lessee of the subject building, and 1) a fee is charged by a swapmeet operator for the privilege of offering or displaying new or secondhand goods for sale or exchange; or 2) a fee is charged to prospective buyers for admission to the area where goods are offered or displayed for sale or exchange. Examples include, but are not limited to, flea markets, open-air markets, and other similar events.

**Temporary Entertainment Venue.** A temporary amusement, entertainment, or recreation use accessible to the general public. Examples include traveling circuses or periodic sports events.

**Tennis or Paddle Tennis Court.** A game court designed for the purpose of playing tennis, paddle tennis or similar game, utilizing a concrete slab or other conventionally accepted hard playing surface, an enclosing fence and frequently overhead lighting fixtures.

**Textile and Apparel Manufacturing.** Any facility that transforms fibers into a product, such as yarn or fabric, or manufactures textile and other apparel products. Examples include, but are not limited to, fabric mills, finishing and coating mills, jewelry manufacturing, and leather product manufacturing.

**Theater.** A facility for performing arts, motion pictures, or other media arts before an audience, and with a total seating capacity no greater than 1,200. Examples include comedy theaters, community theaters, and movie theaters. Facilities with a seating capacity equal to or greater than 1,200 are included in the Auditorium definition.

**Trailer or Automobile Trailer.** A vehicle without motive power, designed to be drawn by a motor vehicle and to be used for human habitation or for carrying persons and property, the terms "trailer" and "automobile trailer" shall not include a mobilehome.

**Transient Occupancy Residential.** A residential building designed or used for one or more dwelling units or a combination of three or more dwelling units and any number of guest rooms or suites of rooms wherein occupancy, by any person by reason of concession, permit, right of access, license, or other agreement is for a period of 30 consecutive calendar days or less, counting portions of calendar days as full days.

**Trash Chute.** Any vertical smooth shaft used to convey rubbish, trash, or garbage from the upper floors of a building to a trash storage bin or room at the bottom end of the chute.

**Use.** The purpose for which land or a building is arranged, designed or intended or for which either land or a building is or may be occupied or maintained.

**Used Vehicle Sales.** The sale of used vehicles at dealerships, where the primary function is the sale of used passenger vehicles and pickup trucks with a GVWR no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats, and recreational vehicles. The use may also include related ancillary uses such as a car wash.

**Utilities.** Any public or private infrastructure serving the general public. This infrastructure may facilitate development, generation, diversion, apportionment, measurement, storage, treatment, transfer, delivery, or conservation, for power, water, natural gas, sewage, or telephone, television, internet, and related communication. Wireless Telecommunication Facilities are not included in this definition.

**Utility Rental Trailer.** Any non-passenger carrying, box- type open or van designed to be towed by a passenger vehicle, not exceeding 3,500 pounds gross vehicle weight (GVW), and not exceeding 96 inches in total width, nor 72 inches in box width, nor 14 feet in box length.

**Vehicle Repair, Heavy.** Any facility involving the diagnosing of malfunctions, repairing or maintaining of heavy duty trucks with a Gross Vehicle Weight Rating (GVWR) greater than or equal to 19,500 lbs., and other commercial vehicles.

**Vehicle Repair, Light.** A use involving the diagnosing of malfunctions, repairing or maintaining of passenger vehicles, recreational vehicles, and pickup trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats. Examples include, but are not limited to, smog testing shops,body shops, and other similar automotive related repair or installation businesses.

**Vehicle Sales and Rental, Light.** Any facility that sells, rents or leases passenger vehicles, recreational vehicles, and pickup trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats.

**Vehicle Sales and Rental, Heavy.** Any facility that sells, rents or leases vehicles with a Gross Vehicle Weight Rating (GVWR) equal to or greater than 19,500 lbs., or an unladen weight of equal to or greater than 8,001 lbs.

**Vehicle Storage, Heavy.** Any facility for the storage of vehicles and heavy duty trucks with a Gross Vehicle Weight Rating (GVWR) greater than or equal to 19,500 lbs., and other commercial vehicles. Examples include storage of fleet vehicles, tractor trailers, dump trucks, and specialized trailers for oversized loads.

**Vehicle Storage, Light.** Any facility for the storage of passenger vehicles, light and medium duty trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., and other consumer vehicles such as motorcycles, boats, and recreational vehicles. Examples include, but are not limited to, storage of buses, household moving rental trucks, motorcycles, recreational vehicles, and trailers.

**Vehicle, Commercial.** Any vehicle, excluding Household Moving Rental Trucks, and Utility Rental Trailers, which when operated upon a highway is required to be registered as a commercial vehicle by the Vehicle Code of the State of California or by any other jurisdiction and which is used or maintained for the transportation of persons for hire, compensation, or profit, or designed, used or maintained primarily for the transportation of property.

**Veterinary Hospital.** Any facility in which animals or pets are given medical or surgical treatment and care.

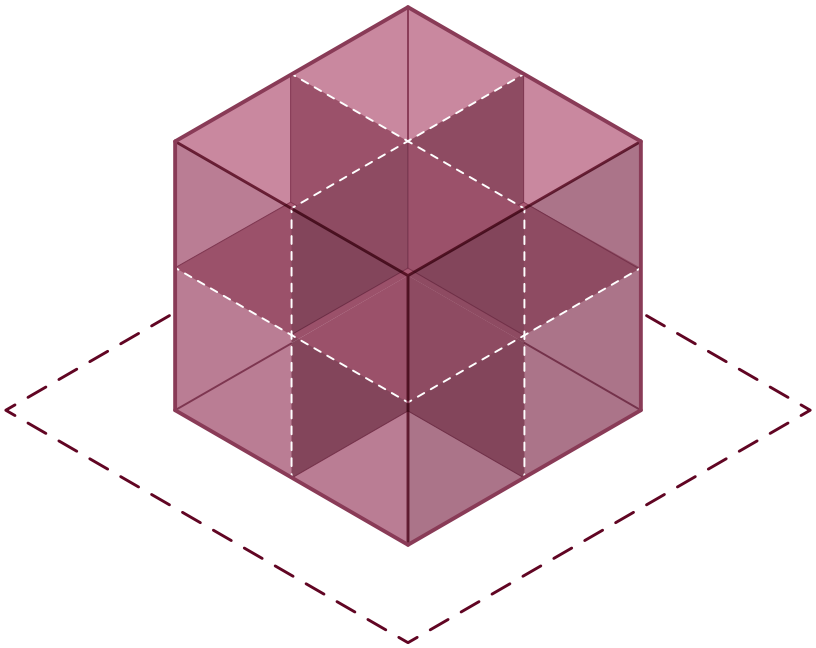
**Wholesale Trade and Warehousing.** Any facility engaged in operating wholesale, warehousing, or storage facilities for general merchandise, refrigerated goods, food and beverage products, and other warehouse products. They may also provide logistics services related to the distribution of goods.

**Windrow Composting.** The process in which compostable material is placed in elongated piles or windrows which are mechanically turned or aerated to encourage decomposition and to reduce odors.

**Wireless Telecommunication Facility.** Any structure built for the sole or primary purpose of supporting FCC-licensed antennas and their associated facilities. These structures may include radio transceivers, antennas, a regular and backup power supply, other associated electronics, and may be in any technological configuration. Wireless telecommunication embedded within or used exclusively for power devices, facilities, and infrastructure are exempt. Satellite dish antennae, radio and television transmitters, and antennae incidental to residential uses are not part of this definition.

**Wood and Paper Manufacturing.** Any facility engaged in processing and manufacturing of wood or paper products. Examples include, but are not limited to, lumber and pulp mills.

**Wood Wastes.** Any untreated and/or unpainted wood material such as pallets, plywood and other construction related scrap lumber, stumps and tree trimming.



# ARTICLE 6. **DENSITY**

[ FORM - FRONTAGE - STANDARDS ] [ USE - **DENSITY** ]


Part 6A. **Introduction**

Part 6B. **Density Districts**

Part 6C. **Density Rules**

# CONTENTS

**Part 6A. Introduction . . . . . 6-3**
Div. 6A.1. Introduction . . . . . 6-4

**Part 6B. Density Districts . . . . . 6-7**
Div. 6B.1. Maximum Density . . . . . 6-8

**Part 6C. Density Standards . . . . . 6-10**
Div. 6C.1. Maximum Density . . . . . 6-11

# PART 6A. INTRODUCTION

**Div. 6A.1. Introduction . . . . . 6-4**
Sec. 6A.1.1. Purpose . . . . . 6-4
Sec. 6A.1.2. Density Applicability . . . . . 6-4
Sec. 6A.1.3. Relationship to Zone . . . . . 6-5
Sec. 6A.1.4. Relationship to Use Districts . . . . . 6-5
Sec. 6A.1.5. Relationship to Public Benefit Systems . . . . . 6-5
Sec. 6A.1.6. Relationship to Form Districts . . . . . 6-5
Sec. 6A.1.7. How to Use This Article . . . . . 6-6

# DIV. 6A.1. INTRODUCTION

## SEC. 6A.1.1. PURPOSE

The purpose of this Article is to establish the Density District, a mechanism that regulates the number of dwelling units and guest rooms permitted on any lot, otherwise known as density. Density Districts allow for a wide variety of zoning approaches to housing.

## SEC. 6A.1.2. DENSITY APPLICABILITY

### A. General Project Applicability

All projects filed after the effective date of this Zoning Code shall comply with the Density Standards in this Article, as further specified below.

#### 1. Project Activities

**a.** Density district standards apply to project activities as shown in the table below. More than one project activity may apply to a project (for example, an addition may also include the expansion of a use).

**b.** Where a rule is listed as generally applicable in the table below, the project activity shall meet the Density District rules within the Division. This general applicability may be further specified for each standard in the applicability provisions in Part 6C (Density Rules). Project applicability may also be modified by Article 12 (Nonconformities). Where a Division of the Density District rules is listed as not applicable in the table below, the standards within the Division do not apply to the project activity.

| | | PROJECT ACTIVITIES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | DENSITY DISTRICT RULES | Subdivision | New Construction | Addition | Facade Alteration | Site Alteration | Relocation | Major Renovation | Minor Renovation | Change/Expansion of Use | Ordinary Maintenance and Repair |
| Div. 6C.1 | **Maximum Density** | ● | ● | ● | ○ | ○ | ● | ● | ● | ● | ○ |

● = Rule generally applies to this project activity
○ = Rule is not applicable

#### 2. General Nonconformity

No project activity may decrease the conformance with any Density standards in Article 6 for a nonconforming use unless otherwise specified by *Div. 12.7.* (Nonconforming Density). For example, a major renovation shall meet the Density District maximum density, even where nonconforming density exists in the current building.

## SEC. 6A.1.3. RELATIONSHIP TO ZONE

A zone is comprised of the following districts, as established in *Sec. 1.4.2.* (Zoning Map):

The Density District is a separate and independent component of each zone.

## SEC. 6A.1.4. RELATIONSHIP TO USE DISTRICTS

**A.** When dwelling units and guest rooms are permitted by a zone's Use District in *Part 5B.* (Use Districts), the Density Districts in this Article establish limits on the number of dwelling units and guest rooms. While maximum density is set by the Density Districts, minimum density may be set by Use District.

**B.** Some use districts in *Part 5B.* (Use Districts) may establish additional requirements on dwelling units or guest rooms in addition to those in this Article.

## SEC. 6A.1.5. RELATIONSHIP TO PUBLIC BENEFIT SYSTEMS

Affordable housing incentive programs, outlined in *Article 9* (Public Benefit Systems), offer a variety of methods to obtain additional density (in excess of those limits established in this Article) in exchange for different affordability levels and types of affordable housing.

## SEC. 6A.1.6. RELATIONSHIP TO FORM DISTRICTS

Form Districts do not directly limit density, but do establish provision which may result in physical constraints that could potentially impact the number of dwelling units or guest rooms that can be accommodated on a lot.

## SEC. 6A.1.7. HOW TO USE THIS ARTICLE

### A. Identify the Density District

The fifth component in a zone string identifies the Density District for a property.

### B. Density District Standards

Density Districts standards are located in *Part 6B* (Density Districts). Each Density District identifies the standards specific to that Density District.

### C. Interpreting Density District Standards

Each standard in a Density District in *Part 6B* (Density Districts) provides a reference to *Part 6C* (Density Rules) where the standard is explained in detail.

# PART 6B. DENSITY DISTRICTS

**Div. 6B.1. Maximum Density . . . . . 6-8**
Sec. 6B.1.1. Lot-Based Districts . . . . . 6-8
Sec. 6B.1.2. Lot Area-Based Districts . . . . . 6-9

# DIV. 6B.1. MAXIMUM DENSITY

Every Density District has a corresponding maximum density. The maximum density either limits the number of dwelling units and guest rooms allowed based on lot area or indicates a flat limit on the number of dwelling units allowed per lot.

## SEC. 6B.1.1. LOT-BASED DISTRICTS

In 1L, 2L, 3L and 4L Density Districts, the maximum number of dwelling units permitted on a lot is limited to the ratios established in the table below.

| LOT-BASED DISTRICTS | |
|---|---|
| Density District | Dwelling Units Per Lot (max) *Sec. 6C.1.1.* |
| **1L** | 1 |
| **2L** | 2 |
| **3L** | 3 |
| **4L** | 4 |

## SEC. 6B.1.2. LOT AREA-BASED DISTRICTS

In FA, 2, 3, 4, 6, 8, 10, 12, 15, 20, 30, 40, 50, 60, and N Density Districts, the maximum density of dwelling units and guest rooms permitted on a lot is determined using the table below. A lot may contain any combination of dwelling units and guest rooms.

| LOT AREA-BASED DISTRICTS | | |
|---|---|---|
| Density District | Lot Area per Dwelling Unit (min sq-ft) *Sec. 6C.1.2.* | Lot Area per Guest Room (min sq-ft) *Sec. 6C.1.3.* |
| **FA** | Limited by Floor Area | Limited by Floor Area |
| **2** | 200 | Limited by Floor Area |
| **3** | 300 | 150 |
| **4** | 400 | 200 |
| **6** | 600 | 300 |
| **8** | 800 | 400 |
| **10** | 1000 | 500 |
| **12** | 1200 | 600 |
| **15** | 1500 | 750 |
| **20** | 2000 | 1000 |
| **30** | 3000 | 1500 |
| **40** | 4000 | 2000 |
| **50** | 5000 | 2500 |
| **60** | 6000 | 3000 |
| **N** | Not Permitted | Not Permitted |

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# PART 6C. DENSITY STANDARDS

**Div. 6C.1. Maximum Density . . . . . 6-11**
Sec. 6C.1.1. Dwelling Units Per Lot . . . . . 6-11
Sec. 6C.1.2. Lot Area Per Dwelling Unit . . . . . 6-12
Sec. 6C.1.3. Lot Area Per Guest Room . . . . . 6-13

# DIV. 6C.1. MAXIMUM DENSITY

## SEC. 6C.1.1. DWELLING UNITS PER LOT

The maximum number of dwelling units allowed on a lot.

### A. Intent

The intent of regulating the number of dwelling units based on a fixed number per lot is to provide a method to establish a specific maximum number of dwelling units regardless of lot area.

### B. Applicability

Dwelling Units per Lot applies to any project that includes dwelling units and is constructed in a Lot-Based District.

### C. Standards

**1.** Regardless of lot area, the number of dwelling units in the 1L, 2L, 3L and 4L Density Districts is limited to the maximums outlined in *Sec. 6B.1.1.* (Lot-Based Districts).

**2.** Where a lot is large enough to be subdivided following the applicable Form District lot area standards and the subdivision requirements in *Article 11* (Division of Land), each new lot is entitled to the maximum dwelling units per lot.

**3.** Guest rooms are not permitted on properties zoned with Lot-Based Districts.

### D. Measurement

**1.** Dwelling Units per Lot is measured as the cumulative number of dwelling units on a lot as defined in *Sec. 14.1.11.* (Lot).

### E. Exceptions

Accessory dwelling units, compliant with *Sec. 5C.9.1.* (Accessory Dwelling Units) and *Sec. 9.4.7.* (Accessory Dwelling Units), are exempt from the density limit for lots having one or more dwelling units.

### F. Relief

**1.** An increase in the maximum dwelling units per lot may be requested as a variance pursuant to *Sec. 13B.5.3.* (Variance).

## SEC. 6C.1.2. LOT AREA PER DWELLING UNIT

The maximum number of dwelling units allowed on a lot based on lot area.

### A. Intent

The intent of regulating the number of dwelling units based on a lot area is to provide a method that ensures there is a specified ratio of dwelling units in relation to the size of a lot.

### B. Applicability

Lot Area per Dwelling Units applies to any project that includes dwelling units in a Lot Area-Based Density District.

### C. Standards

The number of dwelling units on a lot shall not exceed the maximum established by the applicable Density District in *Sec. 6B.1.2.* (Lot Area-Based Districts).

### D. Measurement

1. The maximum number of dwelling units is calculated by dividing the lot area by the Dwelling Units per Lot Area (min sq-ft) value as outlined in *Sec. 6B.1.2.* (Lot Area-Based Districts), and can be provided in conjunction with any guest rooms if permitted on a lot as calculated in *Sec. 6C.1.3.* (Lot Area per Guest Room).
2. Lot area is counted only once - for either dwelling units or guest rooms.
3. Fractions of units do not count toward an additional dwelling unit or guest room, except as permitted in *Article 9* (Public Benefit Programs).
4. When density is designated as "Limited by Floor Area", there is no maximum density. Dwelling units are limited only by the physical constraints of the applicable Form District and are subject to the dimensional requirements in Chapter 9 (Building Regulations) of this Code.
5. When density is designated as "Not Permitted", dwelling units or guest rooms are not permitted.

### E. Exceptions

Accessory dwelling units, compliant with *Sec. 5C.9.1.* (Accessory Dwelling Units) and *Sec. 9.4.7.* (Accessory Dwelling Units), are exempt from the density limit for lots having one or more dwelling units.

### F. Relief

An decrease in the minimum lot area per dwelling unit may be requested as a variance pursuant to *Sec. 13B.5.3.* (Variance).

## SEC. 6C.1.3. LOT AREA PER GUEST ROOM

The maximum number of guest rooms allowed on a lot based on lot area.

### A. Intent

The intent of regulating the number of dwelling units based on lot area is to provide a method that ensures there is a specified ratio of guest rooms in relation to the size of a lot.

### B. Applicability

Lot Area per Guest Room applies to any project that includes guest rooms in a Lot Area-Based Density District.

### C. Standards

The number of guest rooms on a lot shall not exceed the maximum established by the applicable Density District in *Sec. 6B.1.2.* (Lot Area-Based Districts).

### D. Measurement

1. The maximum number of guest rooms is calculated by dividing the lot area by the Guest Rooms per Lot Area (min sq-ft) value as outlined in *Sec. 6B.1.2.* (Lot Area-Based Districts), and can be provided in conjunction with any dwelling units if permitted on a lot as calculated in *Sec. 6C.1.2.* (Lot Area per Dwelling Unit).
2. Lot area is counted only once - for either dwelling units or guest rooms.
3. Fractions of units do not count toward an additional dwelling unit or guest room, except as permitted in *Article 9* (Public Benefit Programs).
4. When density is designated as "Limited by Floor Area", there is no maximum density. Guest rooms are limited only by the physical constraints of the applicable Form District and are subject to the dimensional requirements in Chapter 9 (Building Regulations) of this Code.
5. When density is designated as "Not Permitted", dwelling units or guest rooms are not permitted.

### E. Exceptions

Accessory dwelling units, compliant with *Sec. 5C.9.1.* (Accessory Dwelling Units) and *Sec. 9.4.7.* (Accessory Dwelling Units), are exempt from the density limit for lots having one or more dwelling units.

### F. Relief

An decrease in the minimum lot area per guest room may be requested as a variance pursuant to *Sec. 13B.5.3.* (Variance).

ARTICLE 7.

# ALTERNATE TYPOLOGIES

# CONTENTS

**Div. 7.1. Introduction . . . . . 7-4**
Sec. 7.1.1. Purpose . . . . . 7-4
Sec. 7.1.2. Alternate Typologies Applicability . . . . . 7-4
Sec. 7.1.3. Relationship to Zone String . . . . . 7-4

**Div. 7.2. Alternate Typologies . . . . . 7-5**
Sec. 7.2.1. Civic Institution 1 . . . . . 7-5

**Div. 7.3. Alternate Typology Rules . . . . . 7-9**
Sec. 7.3.1. Form Standards . . . . . 7-9
Sec. 7.3.2. Frontage Standards . . . . . 7-9
Sec. 7.3.3. Development Standards . . . . . 7-9
Sec. 7.3.4. Use Standards . . . . . 7-9
Sec. 7.3.5. Density Standards . . . . . 7-9

# DIV. 7.1. INTRODUCTION

## SEC. 7.1.1. PURPOSE

There are certain cases where the desired physical form for a specific type of development is prohibited by the zoning applied to a lot. In those cases, Alternate Typologies provide a regulatory remedy by overriding specific standards included in underlying zoning districts that may otherwise prohibit the desired form. In exchange for providing greater flexibility for particular standards, Alternate Typologies require higher standards for other regulations to promote the desired form and ensure projects are contextually appropriate.

## SEC. 7.1.2. ALTERNATE TYPOLOGIES APPLICABILITY

Alternate Typologies are allowed only in eligible districts. Each Alternate Typology provides an eligibility table listing all zoning districts where the Alternate Typology is allowed. Zone strings composed of any combination of the districts listed under the eligible districts may use the Alternate Typology. When an eligible district is listed with "_", all variations of the district are eligible (for example, RN_ includes RN1, RN2 and any other RN variation).

## SEC. 7.1.3. RELATIONSHIP TO ZONE STRING

### A. Zoning Districts

1. Where a standard is listed in an Alternate Typology, the metric listed for the Alternate Typology supersedes the metric listed in the underlying zoning districts for the same standard.

2. Where an Alternate Typology references the underlying districts (for example, "Set by Form District"), provides no metric for a standard or does not list a standard in the underlying district, the underlying district standard applies.

### B. Specific Plans & Supplemental Districts

Alternate Typologies do not supersede the requirements of Specific Plans or Supplemental Districts.

### C. Special Districts

Special Districts are not eligible to use Alternate Typologies.

# DIV. 7.2. ALTERNATE TYPOLOGIES

## SEC. 7.2.1. CIVIC INSTITUTION 1

### A. Eligible Districts

| FORM | FRONTAGE | STANDARD | USE | DENSITY |
|---|---|---|---|---|
| All | All | 5 | All | All |

### B. Intent

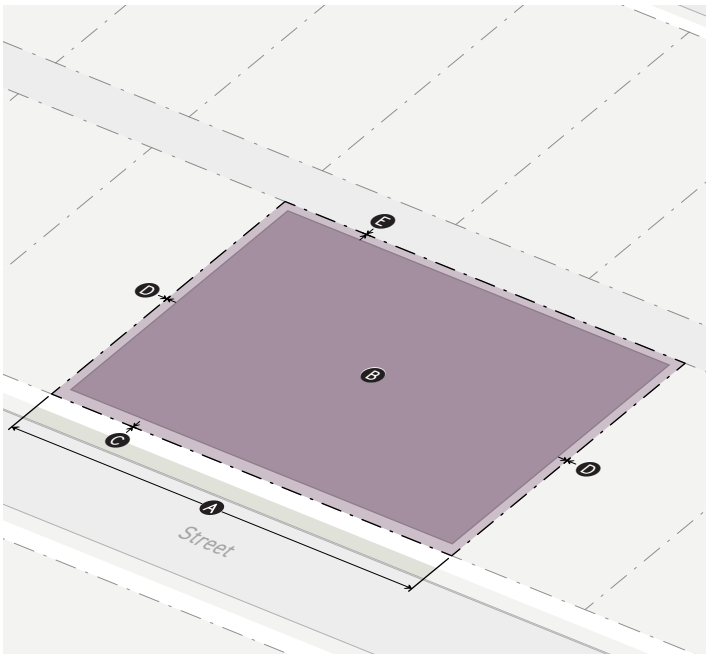
The Civic Institution 1 Alternate Typology is intended to promote placemaking through architectural monuments and publicly accessible spaces. This Alternate Typology allows greater design flexibility for civic institutions to differentiate civic assets from the surrounding urban fabric, while maintaining standards essential for ensuring all projects actively contribute to a highly walkable urban environment.

### C. Review

Administrative review is required. See *Sec. 14.5.1. (Administrative Review)*.

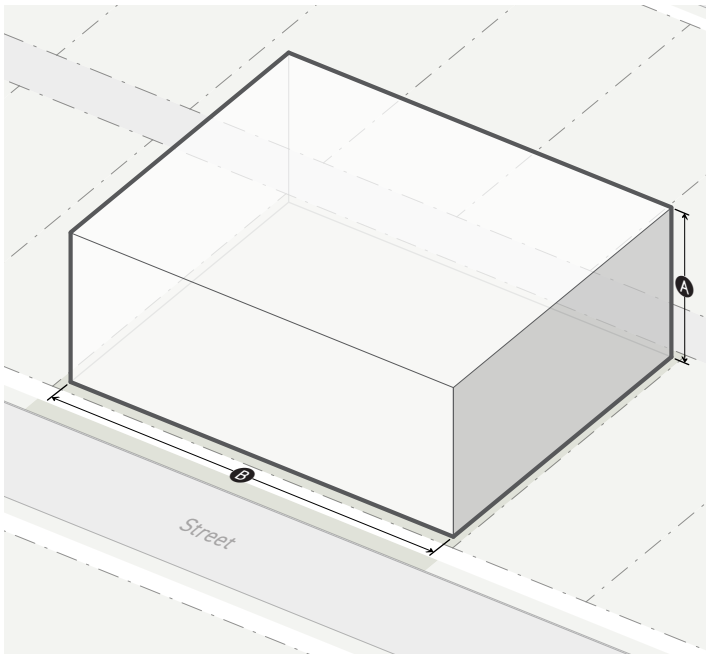
## D. Form Standards

### 1. Lot Parameters




| 1. LOT SIZE | Sec. 7.3.1 |
|---|---|
| Lot area (min) | n/a |
| Ⓐ Lot width (min) | 25' |
| **2. COVERAGE** | *Sec. 7.3.1* |
| Ⓑ Building coverage (max) | 95% |
| Building setbacks | |
| Ⓒ Primary street (min) | 0' |
| Side street (min) | 0' |
| Ⓓ Side (min) | 0' |
| Rear (min) | 0' |
| Ⓔ Alley (min) | 0' |
| Special lot line (min) | 0' |
| **3. AMENITY** | *Sec. 7.3.1* |
| Amenity space (min) | n/a |
| Residential amenity space (min) | n/a |

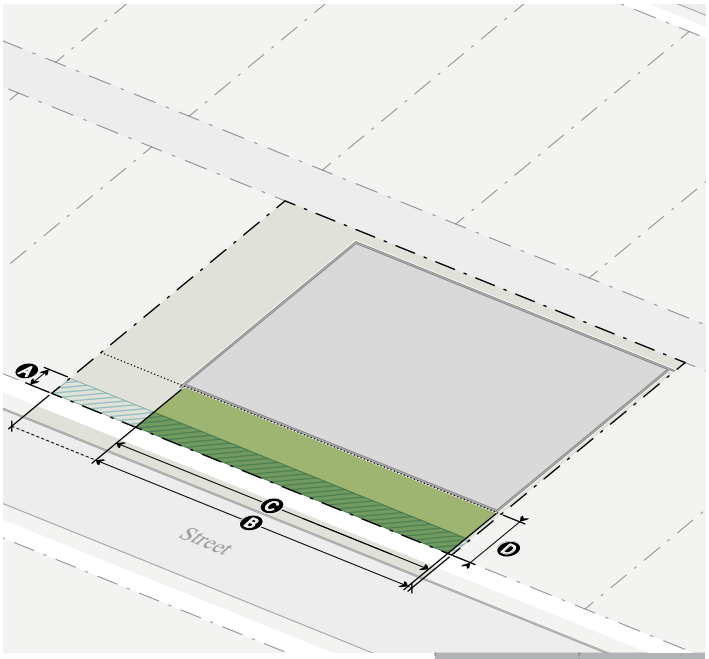
### 2. Bulk and Mass




| 1. HEIGHT & FAR | Sec. 7.3.1 |
|---|---|
| FAR (max) | Set by Form District |
| Ⓐ Height (max) | n/a |
| **2. UPPER STORY BULK** | *Sec. 7.3.1* |
| Set by Form District | |
| **3. BUILDING MASS** | *Sec. 7.3.1* |
| Set by Form District | |

## E. Frontage Standards

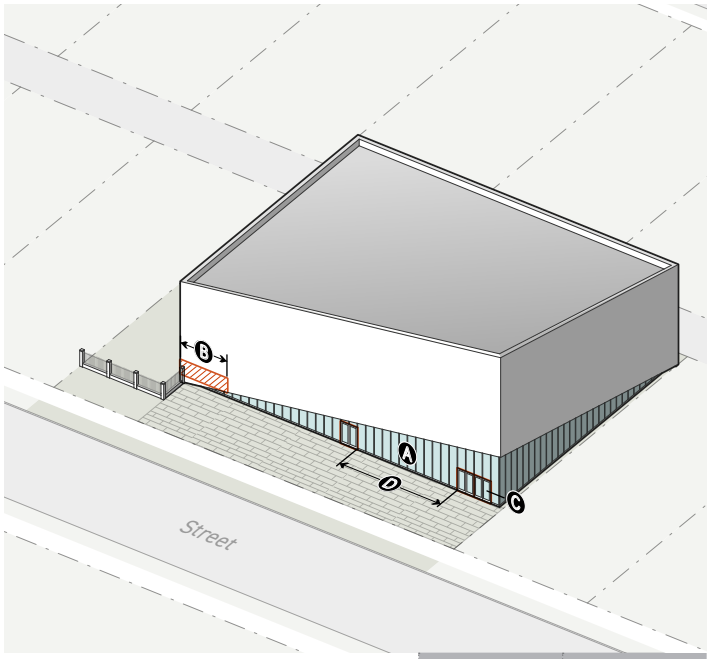
### 1. Site




| | Primary St. | Side St. |
|---|---|---|
| **BUILD-TO** | *Sec. 7.3.2* | |
| A **Build-to range** (min/max) | 0'/10' | 0'/10' |
| B **Build-to width** (min) | 80% | 60% |
| C **Pedestrian amenity modification** (max) | 100% | 100% |
| **PARKING** | *Sec. 7.3.2* | |
| D **Street lot line setback** (min) | 25' | 0' |
| **Parking between building & street** (allowed) | No | No |
| **LANDSCAPE** | *Sec. 7.3.2* | |
| **Impervious area** (max) | n/a | n/a |
| **Vegetation** (min) | n/a | n/a |
| **Privacy screen allowed** (max)* | A3 | A3 |

*Privacy screen may not be located between the building face meeting the required build-to width and the street.

### 2. Facade




| | Primary St. | Side St. |
|---|---|---|
| **TRANSPARENCY** | *Sec. 7.3.2* | |
| A **Ground story** (min)* | 10% | 10% |
| B Blank wall width (max) | 70' | 90' |
| **Upper stories** (min) | n/a | n/a |
| **ENTRANCES** | *Sec. 7.3.2* | |
| C **Street-facing entrance** | Required | n/a |
| D Entrance spacing (max) | 100' | 150' |
| **Entry feature** | No | No |
| **GROUND STORY** | *Sec. 7.3.2* | |
| **Ground story height** (min) | | |
| Residential (min) | n/a | n/a |
| Nonresidential (min) | 16' | 16' |
| **Ground floor elevation** (min/max) | n/a | n/a |

*Ground story window and door glazing may be screened for up to 50% of the glazed area.

## F. Development Standards

Set by *Development Standard District (Part 4B.)*.

## G. Use Standards

1. For a minimum of 20 years after the issuance of a certificate of occupancy applying Civic Institution 1 Alternate Typology, only public and institutional uses are permitted. The certificate of occupancy shall indicate a public or institutional use as the use of the property for that time period.
2. Once 20 years have elapsed, any use allowed in the applicable Use District is permitted.
3. For additional Use District Standards See *Part 5B. (Use District Standards)*.
4. For additional Use Specific Standards See *Part 5C. (Use Specific Standards)*.

## H. Density Standards

Set by *Density District (Part 6B.)*.

# DIV. 7.3. ALTERNATE TYPOLOGY RULES

## SEC. 7.3.1. FORM STANDARDS

**A.** For Form Standards set by Form District See *Part 2B. (Form Districts)*.

**B.** For Form Standards Rules See *Part 2C. (Form Rules)*.

## SEC. 7.3.2. FRONTAGE STANDARDS

**A.** For Frontage Standards set by Frontage District See *Part 3B. (Frontage Districts)*

**B.** For General Frontage Rules See *Part 3C. (General Frontage Rules)*

**C.** For Character Frontage Rules See *Part 3D. (Character Frontage Rules)*

## SEC. 7.3.3. DEVELOPMENT STANDARDS

**A.** For Development Standards set by Development Standards District See *Part 4B. (Development Standards Districts)*

**B.** For Development Standards Rules See *Part 4C. (Development Standards Rules)*

## SEC. 7.3.4. USE STANDARDS

**A.** For Use District Standards See *Part 5B. (Use District Standards).*

**B.** For Use Specific Standards See *Part 5C. (Use Standards).*

**C.** For Use Rules See *Part 5D. (Use Rules).*

## SEC. 7.3.5. DENSITY STANDARDS

**A.** For Density District Standards See *Part 6B. (Density District Standards).*

**B.** For Density Rules See *Part 6C. (Density Rules).*

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ARTICLE 8.

# SPECIFIC PLANS & SUPPLEMENTAL DISTRICTS

# CONTENTS

**Div. 8.1. Specific Plans (SP) . . . . . 8-4**
Sec. 8.1.1. General . . . . . 8-4
Sec. 8.1.2. Specific Plan Standards . . . . . 8-5
Sec. 8.1.3. Procedures . . . . . 8-5

**Div. 8.2. Supplemental Districts . . . . . 8-6**
Sec. 8.2.1. General . . . . . 8-6
Sec. 8.2.2. Community Plan Implementation Overlay (CPIO) . . . . . 8-7
Sec. 8.2.3. Sign Districts (SN) . . . . . 8-10
Sec. 8.2.4. Oil Drilling Districts (O) . . . . . 8-12
Sec. 8.2.5. Community Design Overlay (CDO). . . . . 8-36
Sec. 8.2.6. Historic Preservation Districts (HPOZ) . . . . . 8-40
Sec. 8.2.7. Conservation Districts (CD) . . . . . 8-43

# DIV. 8.1. SPECIFIC PLANS (SP)

## SEC. 8.1.1. GENERAL

### A. Purpose

The purpose of a specific plan is to provide additional regulatory controls or incentives beyond, or in-lieu of, those provided in this Chapter for the systematic execution of the General Plan.

### B. Applicability

#### 1. Definition of Project

The definition of a project and the applicability of specific plan regulations are established in each specific plan.

#### 2. Specific Plan Guidelines

A specific plan may establish guidelines in order to provide guidance for the implementation of a specific plan, or for the review of projects seeking relief from the standards outlined in each specific plan.

#### 3. Reconciling Provisions

In the event that the regulations of this Division or a specific plan conflict with any provisions of the zoning districts, supplemental districts, or any other regulation, the specific plan shall prevail. In the event that a specific plan is silent regarding any provisions of the zoning districts, supplemental districts, or any other regulations, those provisions shall apply. Except that:

**a.** If any process or procedure established in a specific plan conflicts with those set forth in *Article 13* (Administration), the provisions of the specific plan shall prevail.

**b.** In the event that any provision of a sign district conflicts with the provisions of a specific plan, the provisions of the sign district shall prevail.

#### 4. Issuance of Building Permits

For any project within a specific plan, the Department of Building and Safety may not issue a building permit(s) for a project unless approved by the Department of City Planning pursuant to the applicable procedures identified in *Sec. 8.1.3.* (Review Procedures).

#### 5. Violations

The violation of any provision of an adopted specific plan or condition imposed by a decision-making body in approving the site requirements, methods of operation, development plans or other actions taken pursuant to the authority contained in each specific plan and this Division shall constitute a violation of this Chapter.

## SEC. 8.1.2. SPECIFIC PLAN STANDARDS

### A. Specific Plan Regulations

Regulations are established in each specific plan as a regulatory document outside of this Chapter.

## SEC. 8.1.3. PROCEDURES

### A. Establishing & Amending Specific Plans

Specific plans are established and amended by the City Council pursuant to *Sec. 13B.1.2.* (Specific Plan Adoption/Amendment), and are represented as part of the zone of a lot as outlined in *Sec. 1.4.2.*A.3. (Zoning Map; Applicability; Specific Plans & Supplemental Districts).

### B. Administrative Review

As permitted by the applicable specific plan, a project that complies with the applicable regulations in a specific plan may be approved pursuant to *Sec. 13B.3.1.* (Administrative Review).

### C. Project Compliance

A project that is subject to review and consideration by the Director of Planning for compliance with the applicable regulations and guidelines in a specific plan may be approved pursuant to *Sec. 13B.4.2.* (Project Compliance).

### D. Project Compliance (Design Review Board)

A project that is subject to review and consideration by the Director of Planning, with recommendation from a Design Review Board, for compliance with the applicable regulations and guidelines in a specific plan may be approved pursuant to *Sec. 13B.4.3.* (Project Compliance - Design Review Board).

### E. Project Adjustment

An applicant of a project that cannot comply with the requirements of a specific plan may request relief, as applicable, pursuant to *Sec. 13B.4.4.* (Project Adjustment).

### F. Project Exception

An applicant of a project that cannot comply with the requirements of a specific plan may request relief, as applicable, pursuant to *Sec. 13B.4.5.* (Project Exception).

### G. Specific Plan Interpretation

The Director of Planning may interpret specific plans pursuant to *Sec. 13B.4.6.* (Specific Plan Interpretation).

# DIV. 8.2. SUPPLEMENTAL DISTRICTS

## SEC. 8.2.1. GENERAL

### A. Purpose

The zoning system established in this Chapter provides responsive zoning solutions to a wide variety of policy objectives. However, some policies are difficult to express through the underlying zoning districts alone and are better addressed through topic- or geographic-specific regulations. The supplemental districts established in this Division are intended to provide additional regulations that build upon and enhance the regulations applied through the base zoning.

### B. Applicability

#### 1. Establishing Supplemental Districts

New supplemental districts are established, and the enabling provisions are amended by the City Council pursuant to *Sec. 13B.1.3.* (Zoning Code Amendment). Supplemental districts are applied to lots as outlined in each district, and are represented as part of the third bracket set of the zone of a lot, as outlined in *Sec. 1B.2.3.*A.2. (Zoning Map; Applicability; Specific Plans & Supplemental Districts), with the acronym established for each district.

#### 2. Limitations on Supplemental Districts

The supplemental districts established in this Division shall not supercede any zoning district, as established in *Sec. 1.4.2.*A.1. (Zoning Districts). Except that sign districts may supercede the sign regulations established by Development Standards Districts, and oil drilling districts may supersede the use regulations regarding oil and gas extraction in Use Districts.

#### 3. Definition of Project

The definition of a project and the applicability of supplemental district regulations are established in each supplemental district.

#### 4. Supplemental District Guidelines

A supplemental district may establish guidelines in order to provide guidance for the implementation of a supplemental district, or for the review of projects seeking relief from the standards outlined in each supplemental district.

#### 5. Reconciling Provisions

The enabling language of each supplemental district established in this Article shall establish direction regarding potential conflicts with any provisions of the zoning districts of a lot, specific plan, or any other regulation.

#### 6. Issuance of Building Permits

Unless otherwise stated in this Division, for any project within a supplemental district, the Department of Building and Safety may not issue a building permit(s) for a Project unless approved by the Department of City Planning pursuant to the applicable procedures identified in each supplemental district.

#### 7. Violations

The violation of any provision of a supplemental district or condition imposed by a decision-making body in approving the site requirements, methods of operation, development plans or other actions taken pursuant to the authority contained in this Division shall constitute a violation of this Chapter.

## SEC. 8.2.2. COMMUNITY PLAN IMPLEMENTATION OVERLAY (CPIO)

### A. Purpose

The purpose of Community Plan Implementation Overlay (CPIO) Districts is to provide supplemental regulations tailored to each community plan area. A CPIO is intended to:

**1.** Ensure that development enhances the unique architectural, environmental, and cultural qualities of each community plan area.

**2.** Integrate improvements and enhancements to the public right-of-way.

**3.** Maintain compatible land uses, scale, intensity, and density.

### B. Applicability

#### 1. Definition of Project

A definition of the term project, which shall set forth the type of developments or uses subject to the overly regulations and/or processes. The CPIO district may define the term "project" differently for each subarea.

#### 2. CPIO Guidelines

CPIO guidelines may be established in order to provide guidance for the implementation of, or review of projects seeking relief from the regulations outlined in each CPIO district.

#### 3. Reconciling Provisions

##### a. Zoning Districts

In the event that the provisions of a CPIO district conflict with the any other provision of a zoning district, the other provisions of the zoning district will prevail.

#### b. Other Supplemental Districts

In the event that the provisions of a CPIO district conflict with the any provisions of another supplemental district(s) or any other regulation, the more restrictive provision shall prevail.

#### c. Specific Plans and Historic Preservation Districts

Regardless of Paragraph b. above, where the provisions of a CPIO district conflict with those of a specific plan or historic preservation district, then the provisions of the specific plan or historic preservation district shall prevail.

### 4. Issuance of Permits

For all projects within a CPIO district, the Department of Building and Safety shall not issue a grading, building or change of use permit unless approved by the Department of City Planning pursuant to the applicable procedures identified in Subsection D. (Review Procedures) below.

## C. District Standards

Each CPIO district shall contain the following:

### 1. Subarea Boundaries

A map showing all sites within the district's subarea(s).

### 2. District Regulations

District regulations and definitions that may apply to any lot and/or public right-of-way within a CPIO district's subarea(s).

## D. Procedures

### 1. Establishing a CPIO

CPIO district regulations and boundaries are established and amended pursuant to *Section 14.3.2.* (Specific Plan Adoption/Amendment), and are represented as part of the third bracket set of the zone of a lot with the acronym "CPIO".

#### a. Boundaries

CPIO districts shall remain within the boundaries of a single community plan. Subarea boundaries shall be defined at the time the CPIO district is established.

#### b. Community Plan Implementation Overlay (CPIO) District Subareas

A CPIO district includes one or more defined subareas within which community plan programs and/or policies are implemented through additional regulations. Subareas may be contiguous or non-contiguous parcels characterized by common community plan goals, themes, and policies and grouped by a common boundary.

#### c. Minimum Area

Each CPIO District shall have a minimum of one mapped subarea, as defined in Paragraph b. above, to enable the initiation and activation of a CPIO district for a community plan.

### 2. Administrative Review

A project that complies with the applicable provisions of an adopted CPIO district may be approved pursuant to *Sec. 13B.3.1.* (Administrative Review). Project applicants which do not comply with the applicable CPIO district regulations may request relief through the procedures set forth in Subdivision 2. (Project Adjustment) and 3. (Project Exception) below.

### 3. Project Adjustment

Project applicants may request relief of up to 20 percent from the quantitative district regulations or minor adjustments from the qualitative district regulations in an adopted CPIO district subarea, unless otherwise limited by a CPIO district or CPIO district subarea, pursuant to *Sec. 13B.4.4.* (Project Adjustment).

#### a. Limitations

**i.** Each adopted CPIO district shall indicate those district regulations which are not eligible for a project adjustment. If an application request includes more than one project adjustment, the Director may require that the applicant, prior to the application being deemed complete, file the requests as a project exception, pursuant to *Sec. 13B.4.5.* (Project Exception).

**ii.** To the extent that a CPIO district contains sign regulations, signs shall not qualify for relief through a project adjustment.

**iii.** All other projects seeking relief from any district regulation that contains prohibition language, or district regulations otherwise designated in the CPIO district as not eligible for a project adjustment, shall be processed through the project exception procedures identified in Subdivision 3. below.

#### b. Supplemental Finding

In addition to the findings set forth in *Sec. 13B.4.4.* (Project Adjustment), the Director must also find that the project is compatible with the neighborhood character of the CPIO district or CPIO district subarea.

### 4. Project Exception

If a project cannot comply with the requirements of a CPIO, the applicant may request relief, as applicable, pursuant to *Sec. 13B.4.5.* (Project Exception).

#### a. Limitations.

An exception from a district regulation shall not be used to grant a special privilege, nor to grant relief from self-imposed hardships.

#### b. Supplemental Findings

In addition to the findings set forth in *Sec. 13B.4.5.* (Project Exception), the Area Planning Commission may grant a project exception from a district regulation concerning signs if it also makes all the following findings:

**i.** Strict compliance would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning restrictions due to unique existing physical circumstances on the subject property;

**ii.** An exception from the district regulation is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property within the same CPIO district and/or Subarea, the same zone, and vicinity but which, because of special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question;

**iii.** The exception would not constitute a special grant of privilege.

## SEC. 8.2.3. SIGN DISTRICTS (SN)

### A. Purpose

The purpose of a sign district is to identify areas of the City with unique characteristics that can be enhanced by the imposition of special sign regulations designed to reinforce the theme or unique qualities of that district, or which eliminate blight through a sign reduction program.

### B. Applicability

#### 1. Definition of Project

A project involves the erection, construction, addition to, or exterior structural alteration of any sign located within a sign district, and is subject to the regulations outlined in the sign district in which it is located, pursuant to Subsection C. (District Standards) below.

#### 2. Reconciling Provisions

In the event that the provisions of a sign district conflict with the any provisions of the zoning districts of a lot, specific plan, other supplemental district, or any other regulation, the sign district shall prevail.

#### 3. Issuance of Building Permits

For any project within a sign district, the Department of Building and Safety may issue a permit(s) for a project pursuant to Subsection D. (Review Procedures) below.

## C. District Standards

The district standards for each sign district shall be determined at the time the district is established. The sign regulations shall enhance the character of the district by addressing the location, number, square footage, height, light illumination, hours of illumination, sign reduction program, duration of signs, design and types of signs permitted, as well as other characteristics, and can include murals, supergraphics, and other on-site and off-site signs.

### 1. Definitions

Definitions shall conform with those found in Section 91.6203 (Signs; Location) of Chapter 9 (Building Regulations) of this Code, if defined in that Section.

### 2. Limitations on Standards

However, the standards for a sign district cannot supersede the regulations of a specific plan or supplemental district, as established in this Article, or zoning regulation needed to implement the provisions of an approved Development Agreement.

## D. Procedures

### 1. Establishing a Sign District

Sign district regulations and boundaries are established and amended pursuant to *Sec.13B.1.2.* (Specific Plan Adoption/Amendment), and are represented as part of the third bracket set of the zone of a lot with the acronym "SN".

#### a. Applicable Zones

Each sign district shall include only properties in the Commercial-Mixed, Commercial, Industrial-Mixed, or Industrial Use Districts, except that properties in Residential Use Districts with a Density District of "2" or higher may be included in a sign district provided that lots are within a General Plan Land Use Designation of "Regional Center".

#### b. Minimum Area

No sign district shall contain less than one block or three acres in area, whichever is the smaller. The total acreage in the district shall include contiguous parcels of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in the rules approved by the Director of Planning. Precise boundaries are required at the time of application for or initiation of an individual district.

### 2. Review of Projects

A project that conforms to the district standards in a sign district may be approved by the Department of Building and Safety.

# SEC. 8.2.4. OIL DRILLING DISTRICTS (O)

## A. Purpose

The purpose of this Section is to provide for a process to create supplemental districts for oil drilling activities.

## B. Applicability

### 1. General Applicability

The provisions of this Section shall apply to the Use Districts where the drilling of oil wells or the production from the wells of oil, gases or other hydrocarbon substances is permitted. The provisions of this Section shall not apply to:

**a.** Lots in the Heavy Industrial 1 (MH1) Use District, except as specifically provided in this Section to the contrary.

**b.** The location of subterranean gas holding areas which are operated as a public utility and which are regulated by the provisions of *Article 5* (Use).

### 2. Definition of Project

No person shall drill, deepen, or maintain an oil well or convert an oil well from one class to the other, and no permits shall be issued for that use, until a determination has been made by the Zoning Administrator or Area Planning Commission pursuant to the procedure prescribed in Subdivision C.3. (District Standards; Drilling Site Requirements) below.

### 3. Oil Drilling Area Types

Each district shall be determined to be in one of the following oil drilling area types using the corresponding criteria: The standards and requirements of each oil drilling district depend on the oil drilling area type in which the district is located.

#### a. Non-Urbanized Area

All those portions of the City which the City Planning Commission or Council has determined will not be detrimentally affected by the drilling, maintenance, or operation of oil wells. In making its determination, the City Planning Commission, or the Council on appeal, shall give due consideration to the amount of land subdivided, the physical improvements, the density of population and the zoning of the district.

#### b. Urbanized Area

All land in the City, except land in the Heavy Industrial (MH1) Use District, and land which has been determined to be "Non-Urbanized Area" by the City Planning Commission or Council or land located in the "Los Angeles City Oil Field Area" (as identified below).

#### c. Offshore Area

All property in the City which is between the mean high tide line and the outermost seaward City boundary.

#### d. Los Angeles City Oil Field Area

All land in the City within the areas identified on the maps in Ordinance No. 156,166 located in Council File No. 80-3951 and shall include all oil producing zones beneath those areas but no deeper than the third zone beneath the surface of the earth.

### 4. Status of Areas

Where uncertainty exists as to whether or not a particular area shall be continued as an urbanized area, any person contemplating filing a petition for the establishment of an oil drilling district, may prior to its filing, request the City Planning Commission to determine the status of the area in which the proposed district is to be located. The Commission shall refer the request to the Director of Planning for investigation and upon receipt of his or her report shall determine whether the area is "Urbanized" or "Non-Urbanized". The determination of the City Planning Commission may be appealed to the Council, which may, by resolution, approve or disapprove the determination.

### 5. Description of Districts

The districts within which the drilling for and production of oil, gas or other hydrocarbon substances is permitted, and the conditions applying thereto (subject to further conditions imposed by the Zoning Administrator in the drilling site requirements), are described as follows:

**a.** Districts in Non-Urbanized Areas. (For boundaries of districts and special conditions applicable thereto, refer to maps and records maintained by the Department of City Planning.)

**b.** Districts in Urbanized Areas. (For boundaries of districts and special conditions applicable thereto, refer to maps and records maintained by the Department of City Planning.)

**c.** Districts in Offshore Areas. (For boundaries of districts and special conditions applicable thereto, refer to maps and records maintained by the Department of City Planning.)

**d.** Districts in the Los Angeles City Oil Field Area. (For boundaries of such districts and any conditions applicable thereto, refer to maps and records maintained by the Department of City Planning.)

### 6. Requirements for Filing

#### a. Non–Urbanized Areas

Each application for the establishment of an Oil Drilling District in an Non–Urbanized Area shall include property having a net area or not less than one acre (excluding public streets,

alleys walks or ways, except that an application may be filed on property containing less than one acre which is surrounded on all sides by streets. Such property may consist of one or more parcels of land which shall be contiguous, except that said parcels may be separated by a public alley or walk.

### b. Urbanized Areas

**i.** Each application for the establishment of an Oil Drilling District in an Urbanized Area shall contain a statement that the applicant has the proprietary or contractual authority to drill for and produce oil, gas, or other hydrocarbon substances under the surface of at least 75 percent of the property to be included in said district.

Any municipal body or official required by law to consider and make a report or recommendation relative to or to approve or disapprove such application may request the applicant in writing to submit for inspection copies of leases and contracts held by the applicant in support of such asserted proprietary or contractual authority. The limitations of time for acting upon such application shall be suspended from the time of mailing such request until the documents requested have been submitted.

**ii.** Where said authority to drill for and produce oil, gas and other hydrocarbons is pursuant to contract, said application shall be accompanied by a copy thereof, and said contract shall have attached thereto and referred to therein by reference the following information for the contracting parties:

**a)** A summary of the provisions of this Code, as amended, which are applicable to the district, prepared or approved by the Board of Public Works or its designee;

**b)** Any additional information which the person in charge of Petroleum Administration finds from time to time is required to give all contracting parties a reasonably complete knowledge of oil and gas leasing requirements and procedures in urbanized areas within the City.

**iii.** The district described in said application shall be not less than 40 acres in area, including all streets, ways and alleys within the boundary thereof; shall be substantially compact in area; and the boundaries thereof shall follow public streets, ways or alleys as far as practicable.

**iv.** Each applicant for the establishment of an oil drilling district in an Urbanized Area shall be accompanied by a report from a petroleum geologist who:

**a)** Is an active member of the American Association of Petroleum Geologists or the American Institute of Professional Geologists; or

**b)** Meets the educational and experience requirements to become an active member of the American Association of Petroleum Geologists or the American Institute of Professional Geologists, that the production of oil from under the proposed district would not, in his or her opinion, result in any noticeable subsidence. If the City's

authorized person in charge of Petroleum Administration disagrees in any way with the report, he or she shall submit in writing his or her own views on the report as part of the report to the City Planning Commission.

### c. Offshore Areas

Each application for the establishment of an oil drilling district in an Offshore Area shall include property having a net area of not less than 1,000 acres.

### d. Los Angeles City Oil Field Area

Each application for the establishment of an oil drilling district in the Los Angeles City Oil Field Area shall:

**i.** Include property not less than one acre in size, bounded on each side by a public street, alley, walk or way and such district shall be wholly contained within the Los Angeles City Oil Field Area.

**ii.** Contain a statement that the applicant has the proprietary or contractual authority to drill for and produce oil, gas or other hydrocarbon substances under the surface of at least 75% of the total land area of the property to be included in said district. Any municipal body or official required by law to consider and make a report or recommendation relative to or to approve or disapprove such application may request the applicant in writing to submit for inspection copies of leases and contracts held by applicant in support of such asserted proprietary or contractual authority. The limitations of time for acting upon such application shall be suspended from the time of mailing such request until the documents requested have been submitted.

[**Editor's note:** Maps formerly referred to in this Paragraph were deleted by Ord. No. 177,103, Eff. 12/18/05.]

### e. General - All Areas

No application for the establishment of an Oil Drilling District shall be accepted for filing in the City Planning Department unless it has first been submitted to and reported on by the authorized person in charge of Petroleum Administration. The report shall consider the propriety of the proposed boundaries of the district, the desirability of the drill site location and whether or not the exploration for oil is geologically justified in the district. The report shall be made within 30 days of the receipt of the application. A copy of the report shall accompany the application when it is filed with the Department of City Planning.

## C. District Standards

### 1. Standard Conditions

#### a. Non-Urbanized Areas

Each oil drilling district established in a Non-Urbanized Area shall be subject to the following conditions:

**i.** Each district shall contain a net area of one acre or more which shall be composed of contiguous parcels of land that may be separated by an alley or walk, except that a district may contain an area of less than one acre where it is surrounded on all sides by streets.

**ii.** Each drilling site in any district shall contain a net area of one acre or more and shall be composed of contiguous parcels of land which may be separated only by an alley or walk. A drilling site may contain less than one acre of area where it is surrounded on all sides by public or approved private streets.

**iii.** Only one oil well Class A may be established or maintained on each acre of land, except that there may be one oil well Class A on any land surrounded on all sides by public or approved private streets. Provided, however, in determining conditions for drilling pursuant to Subdivision 3. (Drilling Site Requirements) below, the Zoning Administrator may permit surface operations for more than one oil well Class A in a semi-controlled drilling site where the additional wells are to be bottomed under adjacent land in a drilling district in lieu of surface operations. There shall be no less than one net acre of land in the combined drill site and production site for each well in a semi-controlled drilling site. The Zoning Administrator shall require a site of more than one acre for each oil well where a larger area is required in the particular oil drilling district. The Zoning Administrator may require larger minimum drilling sites or production areas when reasonably necessary in the public interest for a particular oil producing section.

**iv.** Where drilling sites greater than one acre are required and two or more lessees or oil drilling developers in a block or area have at least one net acre each, but all lessees or developers do not have the greater area required for drilling under these regulations, the Zoning Administrator shall equitably allocate permitted wells among the competing lessees or developers. Where necessary, the lessee or developer having control of the larger portion of the property shall be given preference. In those situations outlined above, in addition to the proration required by Subparagraph iv. below, the Zoning Administrator shall require that the lessee or developer who is authorized to drill the well shall offer an equitable consolidation agreement to the lessee or developer who has not been permitted to drill. This consolidation agreement shall contain an offer in writing, open for acceptance for 30 days, giving the other lessees or developers a choice of either:

**a)** A lease on terms and conditions agreed upon, or on substantially the same terms and conditions contained in leases owned by the applicant; or,

**b)** A consolidation agreement agreed upon providing that each lessee or developer shall contribute to the cost of drilling and operation of the well and share in the production from the well in the proportion that the area of his property bears to the total area in the drilling unit.

**v.** No public street, alley, walk or way shall be included in determining the net area within any district or drilling site.

**vi.** Where the drilling site is so located as to isolate any parcel of land in the oil drilling district in such a manner that it could not be joined with any other land so as to create another drilling site of the area required in the particular district in which it is located, the Zoning Administrator shall require, as a condition to the drilling and production on the drilling site that the owner, lessee or permittee or his or her successor shall pay to the owners of the oil and gas mineral rights in each isolated parcel, a pro-rata share of the landowners' royalty in all of the oil and gas produced from the drilling site, the share to be in that proportion as the net area of the isolated parcel is to the total net area of the drilling site plus the area of all the isolated parcels; provided that the landowners' royalty shall be determined in accordance with any existing contracts for payments to the landowners of the drilling site, but, in no event, as to the owner of the isolated parcel or parcels, shall it be less than a 1/6th part of the oil and gas produced and saved from the drilling site.

### b. Urbanized Areas

Each oil drilling district established in an Urbanized Area shall he subject to the following conditions:

**i.** Each district shall be not less than 40 acres in area, including all streets, ways, and alleys within the boundaries thereof.

**ii.** No more than one controlled drill site shall be permitted for each 40 acres in any district and that site shall not be larger than two acres when used to develop a district approximating the minimum size; provided, however, that where the site is to be used for the development of larger oil drilling districts or where the Zoning Administrator requires that more than one oil drilling district be developed from one controlled drilling site, the site may be increased, at the discretion of the Zoning Administrator when concurred in by the Board of Fire Commissioners, by no more than two acres for each 40 acres included in the district or districts.

**iii.** The number of oil wells Class A which may be drilled and operated from any controlled drilling site may not exceed one well to each five acres in the district or districts to be explored from said site.

Notwithstanding the above, should the City Council determine that an Urbanized Oil Drilling District contains more than one producing zone, the City Council may then authorize, by ordinance, the drilling of additional oil wells Class A, not to exceed one well per five acres for each identified producing zone, and specify the maximum number of wells to be drilled as the result of such authorization.

**iv.** Each applicant, requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Subdivision 3. (Drilling Site Requirements) below, must have proprietary or contractual authority to drill for oil under the surface of at least 75 percent of the property in the district to be explored.

**v.** Each applicant or his or her successor in interest shall, within one year from the date the written determination is made by the Zoning Administrator prescribing the conditions controlling drilling and production operations as provided in Subdivision 3. (Drilling Site Requirements) below, execute an offer in writing giving to each record owner of property located in the oil drilling district who has not joined in the lease or other authorization to drill the right to share in the proceeds of production from wells bottomed in the district, upon the same basis as those property owners who have, by lease or other legal consent, agreed to the drilling for and production of oil, gas or other hydrocarbon substances from the subsurface of the district. The offer hereby required shall remain open for acceptance for a period of five years after the date the written determination is made by the Zoning Administrator. During the period the offer is in effect, the applicant, or his or her successor in interest, shall impound all royalties to which the owners or any of them may become entitled in a bank or trust company in the State of California, with proper provisions for payment to the record owners of property in the district who had not signed the lease at the time the written provisions were made by the Zoning Administrator, but who accepts the offer in writing within the five-year period. Any such royalties remaining in any bank or trust company at the time the offer expires which are not due or payable as provided above shall be paid pro-rata to those owners who, at the time of the expiration, are otherwise entitled to share in the proceeds of the production.

**vi.** The entire controlled drilling site shall be adequately landscaped, except for those portions occupied by any required structure, appurtenance or driveway, and all landscaping shall be maintained in good condition at all times. Plans showing the type and extent of the landscaping shall be first submitted to and approved by the Zoning Administrator.

**vii.** Each applicant, requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Subdivision 3. (Drilling Site Requirements) below, shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney and duplicates to be furnished to him or her) in the sum of $5,000 in favor of the City of Los Angeles, conditioned upon the performance by the applicant of all of the conditions,

provisions, restrictions and requirements of this Section, and all additional conditions, restrictions or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator or any change or specifications or requirements that may be approved or required by him or her or by any other officer or department of the City or any other alteration, modification of waiver affecting any of the obligations of the grantee made by any City authority or by any other power or authority whatsoever shall be deemed to exonerate either the grantee or the surety on any bond posted pursuant to this Section.

**viii.** If the Zoning Administrator determines, after first receiving a report and recommendation from the Board of Public Works or its designee, that oil drilling and production activities within the district have caused or may cause subsidence in the elevation of the ground within the district or in the immediate vicinity, then after consulting with recognized experts in connection with that problem and with those producing hydrocarbons from the affected area, he or she shall have the authority to require the involved oil producer or producers to take corrective action, including re-pressurizing the oil producing structure or cessation of oil drilling and production.

**ix.** The Zoning Administrator may impose additional conditions or require corrective measures to be taken if he or she finds, after actual observation or experience with drilling one or more of the wells in the district, that additional conditions are necessary to afford greater protection to surrounding property.

### C. Offshore Areas

Each oil drilling district established in an Offshore Area shall be subject to the following conditions:

**i.** All activities conducted within each such district shall conform to the spirit and intent of the provisions of the Submerged Land Special District as established in *Sec. 1.4.2.* (Zoning Map).

**ii.** No surface or submarine drilling or producing operations shall be permitted between the mean high tide line and the outermost seaward City boundary. Surface drilling or producing operations may be conducted only from permitted or approved onshore drillsites. Oil and gas accumulations may be developed by directional or slant drilling beneath any portion of the submerged land within the district.

**iii.** Onshore drilling and producing operations utilizing directional or slant drilling may be approved by the Zoning Administrator only when a showing is made that production of oil and gas cannot be accomplished from already approved or permissible sites.

**iv.** The number of oil wells Class A which may be drilled into any offshore drilling district from a single installation or facility onshore shall not exceed one well to each five acres of district and the installation and operation of all wells shall meet the requirements of the Submerged Land Special District as established in *Sec. 1.4.2.* (Zoning Map).

**v.** Each applicant requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Subdivision 3. (Drilling Site Requirements) below, shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney and duplicates to be furnished to him or her) in the sum of $50,000 in favor of the City, conditioned upon the performance by the applicant of all of the conditions, provisions, restrictions and requirements of this section, and all additional conditions, restrictions, or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator on any change of specifications on requirements that may be approved or required by him or her or by any other officer or department of the City or any other alteration, modification or waiver affecting any of the obligations of the applicant made by any City authority or by any other power or authority whatsoever shall be deemed to exonerate either the applicant or the surety on any bond posted pursuant to this section.

**vi.** All derricks and other drilling facilities shall be removed within 30 days after completion or abandonment of the well; and thereafter any work done on any existing well which requires redrilling or reconditioning shall be done by temporary or portable equipment which shall be removed within 30 days after completion of such work.

**vii.** Pollution of water and contamination or soiling of the urban coastline or beaches are prohibited.

### d. Los Angeles City Oil Field Area

Each oil drilling district established in the Los Angeles City Oil Field Area shall be subject to the following conditions:

**i.** The boundary of each district shall follow the center line of city streets as far as practicable;

**ii.** Each district shall include the streets, ways, and alleys within the boundaries thereof and shall be substantially compact in area;

**iii.** The drilling, pumping, redrilling, repairing, maintenance or other servicing of any new oil well Class A in said district shall be conducted only on a Drilling and Production Site in the Los Angeles City Oil Field Area upon which site at least one oil well Class A:

**a)** Was in existence on January 24, 1982; and

**b)** Had not been abandoned in accordance with State Division of Oil and Gas regulations prior to January 24, 1982; and

**c)** Has a Los Angeles Fire Department Serial Number, which number was in existence on January 24, 1982.

**iv.** The number of new oil wells Class A permitted on such a Drilling and Production Site in the Los Angeles City Oil Field Area shall not exceed one well to each acre in the District;

**v.** Each applicant, requesting a determination by the Zoning Administrator prescribing the conditions controlling new drilling and production operations as provided in Subdivision 3. (Drilling Site Requirements) below, must have proprietary or contractual authority to drill for oil under the surface of at least 75% of the total land area of the property in the district to be explored.

**vi.** Within one year from the date the written determination is made by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Subdivision 3. (Drilling Site Requirements) below, each applicant or his or her successor in interest shall offer in writing to each record owner of property located in the oil drilling district who has not joined in the lease or other authorization to drill, the right to share in proceeds of production from new wells bottomed in the district upon the same basis as those property owners who have, by lease or other legal consent, agreed to the drilling for and production of oil, gas or other hydrocarbon substances from the sub-surface of the district. The offer hereby required shall remain open for acceptance for a period of five years after the date the written determination is made by the Zoning Administrator. During the period the offer is in effect, the applicant, or his or her successor in interest, shall impound all royalties to which the owners or any of them may become entitled in a bank or trust company in the State of California, with proper provisions for payment to the record owners of property in the district who had not signed the lease at the time the written determination was made by the Zoning Administrator, but who accepts the offer in writing within the five-year period. Any royalties remaining in any bank or trust company at the time the offer expires which are not due or payable as provided above shall be paid pro-rata to those owners who, at the time of the expiration, are otherwise entitled to share in the proceeds of the production.

**vii.** The entire site upon which new oil wells are to be drilled shall be adequately fenced and landscaped; plans showing the type and extent of the landscaping shall be first submitted to and approved by the Zoning Administrator.

**viii.** Each applicant requesting a determination by the Zoning Administrator prescribing the conditions controlling drilling and production operations, as provided in Subdivision 3. (Drilling Site Requirements) below, shall post in the Office of Zoning Administration a satisfactory corporate surety bond (to be approved by the City Attorney and duplicates to be furnished by him or her) in the sum of $5,000 in favor of the City of Los

Angeles, conditioned upon the performance by the applicant of all of the conditions, provisions, restrictions, and requirements of this section, and all additional conditions, restrictions, or requirements determined and prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator or any change of specifications or requirements that may be approved or required by him or her or by any other officer or department of the City or any other alteration, modification or waiver affecting any of the obligations of the grantee made by any city authority or by any other power or authority whatsoever shall be deemed to exonerate either the grantee or the surety of any bond posted pursuant to this section.

**ix.** If the Zoning Administrator determined after first receiving a report and recommendation from the Board of Public Works or its designee that oil drilling and production activities within the district have caused or may cause subsidence in the elevation of the ground within the district or in the immediate vicinity, he or she shall have the authority, after consulting with recognized experts in connection with the problem and with those persons producing hydrocarbons from the affected area, to require the involved oil producer or producers to take corrective action, including re-pressurizing the oil producing structure or cessation of oil drilling and production.

**x.** The Zoning Administrator may impose additional conditions or require corrective measures to be taken if the Zoning Administrator finds, after actual observation or experience with drilling one or more of the wells in the district, that additional conditions are necessary to afford greater protection to surrounding property.

**xi.** Any operator of any site within an oil drilling district, approved by the Zoning Administrator pursuant to *Sec. 12A.3.9.*C. (Nonconforming Oil Wells), may apply to the Department of City Planning for the establishment of fencing and landscaping requirements. Once the requirements have been satisfied, the operator shall be relieved of the restrictions specified in *Sec. 12A.3.9.*B. and C. (Nonconforming Oil Wells). Should an operator of such a site in a district desire to redrill or deepen a oil well Class A, if the oil well:

**a)** Was in existence on January 24, 1982; and

**b)** Had not been officially abandoned in accordance with State Division of Oil and Gas Regulations prior to January 24, 1982; and

**c)** Has a Los Angeles Fire Department serial number and the number was in existence on January 24, 1982, that operator shall comply with the provisions of Subdivision 3. (Drilling Site Requirements) below. Compliance with the Determination of Conditions issued shall relieve the operator of the restrictions specified in *Sec. 12A.3.9.*B. and C. (Nonconforming Oil Wells).

## 2. Additional Conditions

**a.** In addition to the standard conditions applying to oil drilling districts, the Council, by ordinance, or the Zoning Administrator may impose other conditions in each district as deemed necessary and proper. Where these conditions are imposed by ordinance, they may be subsequently modified or deleted in the following manner:

**i.** Where the condition relates to the location of a drill site within a district, by amending the ordinance, only after the submission of an application, the payment of fees, notice, hearing and procedure identical to that required by this article for the establishment of an oil drilling district; and

**ii.** Where the condition does not relate to the location of a drill site, by amending the ordinance, without the necessity of fees, notice or hearing.

**b.** In its report to the Council relative to the establishment of a district, the City Planning Commission may recommend conditions for consideration. Some of these additional conditions, which may be imposed in the ordinance establishing the districts or by the Zoning Administrator in determining the drilling site requirements, and which may be applied by reference, are as follows:

**i.** That all pumping units established in the subject district(s) shall be installed in pits so that no parts thereof will be above the surface of the ground.

[**Editor's note:** Formally 13.01.F.1. of Chapter 1 of this Code]

**ii.** That all oil produced in the subject district(s) shall be carried away by pipe lines or, if stored in said district, shall be stored in underground tanks so constructed that no portion thereof will be above the surface of the ground.

[**Editor's note:** Formally 13.01.F.2. of Chapter 1 of this Code]

**iii.** That the operator of any well or wells in the subject district(s) shall post in the Office of Zoning Administration a $5,000 corporate surety bond conditioned upon the faithful performance of all provisions of this article and any conditions prescribed by the Zoning Administrator. No extension of time that may be granted by the Zoning Administrator, or change of specifications or requirements that may be approved or required by the Zoning Administrator or by any other officer or department of the City, or other alteration, modification or waiver affecting any of the obligations of the grantee made by any City authority shall be deemed to exonerate either the grantee or the surety on any bond posted as required in this Code.

[**Editor's note:** Formally 13.01.F.3. of Chapter 1 of this Code]

**iv.** That the operators shall remove the derrick from each well within 30 days after the drilling of said well has been completed, and thereafter, when necessary, such completed wells shall be serviced by portable derricks.

[**Editor's note:** Formally 13.01.F.4. of Chapter 1 of this Code]

**v.** That the drilling site shall be fenced or landscaped as prescribed by the Zoning Administrator.

[**Editor's note:** Formally 13.01.F.5. of Chapter 1 of this Code]

**vi.** That, except in case of emergency, no materials, equipment, tools or pipe used for either drilling or production operations shall be delivered to or removed from the drilling site, except between the hours of 8:00 A.M. and 8:00 P.M. of any day.

[**Editor's note:** Formally 13.01.F.7. of Chapter 1 of this Code]

**vii.** That adequate fire fighting apparatus and supplies, approved by the Fire Department, shall be maintained on the drilling site at all times during drilling and production

[**Editor's note:** Formally 13.01.F.8. of Chapter 1 of this Code] operations.

**viii.** That no refining process or any process for the extraction of products from natural gas shall be carried on at a drilling site.

[**Editor's note:** Formally 13.01.F.9. of Chapter 1 of this Code]

**ix.** That no more than one well shall be bottomed in each five acres of the oil drilling district.

[**Editor's note:** Formally 13.01.F.13. of Chapter 1 of this Code]

**x.** That no new oil wells shall be spudded in after the President of the United States, or other proper authority, has declared that a state of war no longer exists.

[**Editor's note:** Formally 13.01.F.14. of Chapter 1 of this Code]

**xi.** That any person requesting a determination by the Zoning Administrator prescribing the conditions under which oil drilling and production operations shall be conducted as provided in Subdivision 3. (Drilling Site Requirements) below, shall agree in writing on their own behalf and their successors or assigns, to be bound by all of the terms and conditions of this article and any conditions prescribed by written determination by the Zoning Administrator; provided, however, that the agreement in writing shall not be construed to prevent the applicant or their successors or assigns from applying at any time for amendments pursuant to this Code or to the conditions prescribed by the Zoning Administrator, or from applying for the creation of a new district or an extension of time for drilling or production operations.

[**Editor's note:** Formally 13.01.F.17. of Chapter 1 of this Code]

**xii.** That all production equipment used shall be so constructed and operated that no noise, vibration, dust, odor, or other harmful or annoying substances or effect which can be eliminated or diminished by the use of greater care shall ever be permitted to result from production operations carried on at any drilling site or from anything incident thereto to the injury or annoyance of persons living in the vicinity; nor shall the site or structures thereon be permitted to become dilapidated, unsightly, or unsafe. Proven technological improvements in methods of production shall he adopted as they, from time to time, become available if capable of reducing factors of nuisance or annoyance.

[**Editor's note:** Formally 13.01.F.18. of Chapter 1 of this Code]

**xiii.** Wells which are placed upon the pump shall be pumped by electricity with the most modern and latest type of pumping units of a height of no more than 16 feet. All permanent equipment shall be painted and kept in neat condition. All production operations shall be as free from noise as possible with modern oil operations.

[**Editor's note:** Formally 13.01.F.19. of Chapter 1 of this Code]

**xiv.** All drilling equipment shall be removed from the premises immediately after drilling is completed, sump holes filled, and derricks removed within 60 days after the completion of the well.

[**Editor's note:** Formally 13.01.F.20. of Chapter 1 of this Code]

**xv.** That, subject to the approval of the Board of Fire Commissioners, the operators shall properly screen from view all equipment used in connection with the flowing or pumping of wells.

[**Editor's note:** Formally 13.01.F.21. of Chapter 1 of this Code]

**xvi.** Upon the completion of the drilling of a well the premises shall be placed in a clean condition and shall be landscaped with planting of shrubbery so as to screen from public view as far as possible, the tanks and other permanent equipment, such landscaping and shrubbery to be kept in good condition.

[**Editor's note:** Formally 13.01.F.22. of Chapter 1 of this Code

**xvii.** That no more than two wells may be drilled in each city block of the oil drilling district and bottomed under that block. However, at the discretion of the Zoning Administrator, surface operations for additional wells may be permitted in each of the blocks where each additional well is to be directionally drilled and bottomed under an adjacent block now or hereafter established in an oil drilling district in lieu of a well drilled on the adjacent block and under a spacing program which will result in not exceeding two wells bottomed under each block.

[**Editor's note:** Formally 13.01.F.23. of Chapter 1 of this Code]

**xviii.** That no more than one well shall be drilled in each city block of the oil drilling district; provided, however, that a second well may be drilled in that block bounded by "L", Gulf Avenue, Denni Street and Wilmington Boulevard, only in the event said second well be directionally drilled or whipstocked so that the bottom of the hole will be bottomed under the (Gulf Avenue School property located in the block bounded by "L" Street, Roman Avenue, Denni Street and Gulf Avenue, and in lieu of a well which might otherwise be permitted to be drilled in said last mentioned block.

[**Editor's note:** Formally 13.01.F.24. of Chapter 1 of this Code]

**xix.** That no more than one well may be drilled in each city block of the oil drilling district.

[**Editor's note:** Formally 13.01.F.25. of Chapter 1 of this Code]

**xx.** That all power operations other than drilling in said district shall at all times he carried on only by means of electrical power, which power shall not be generated on the drilling site.

[**Editor's note:** Formally 13.01.F.26. of Chapter 1 of this Code]

**xxi.** That no more than two wells may be drilled in each city block of the oil drilling district; provided, however, that two additional wells may be drilled in each of the following described blocks, (a) the block bounded by Q Street, Lakme Avenue, Sandison Street and Broad Avenue and (b) the block bounded by Sandison Street, Lakme Avenue, Broad Avenue and the southerly boundary of Tract No. 1934, but only if such additional wells are directionally drilled or whipstocked so that they will be bottomed under the Hancock–Banning High school property, located in the block bounded by Delores Street, Broad Avenue, Pacific Coast Highway and Avalon Boulevard, in lieu of the four wells which might otherwise be permitted to be drilled in the last mentioned block.

[**Editor's note:** Formally 13.01.F.29. of Chapter 1 of this Code]

**xxii.** No more than four controlled drilling sites shall be permitted in this subject district(s), and such sites shall not be larger than two acres.

[**Editor's note:** Formally 13.01.F.31. of Chapter 1 of this Code]

**xxiii.** The number of wells which may be drilled to any oil sand from the controlled drilling site shall not exceed one well to each five acres in the district, but in no event shall there be more than one well to each two and one-half acres.

[**Editor's note:** Formally 13.01.F.32 of Chapter 1 of this Code]

**xxiv.** That drilling operations shall be commenced within 90 days from the effective date the written determination is made by the Zoning Administrator or Area Planning Commission, or within any additional period as the Zoning Administrator may, for good cause, allow and thereafter shall be prosecuted diligently to completion or

else abandoned strictly as required by law and the premises restored to their original condition as nearly as practicable as can be done. If a producing well is not secured within eight months, the well shall be abandoned and the premises restored to its original condition, as nearly as practicable as can be done. The Zoning Administrator, for good cause, shall allow additional time for the completion of the well.

[**Editor's note:** Formally 13.01.F.33. of Chapter 1 of this Code]

**xxv.** That an internal combustion engine or electrical equipment may be used in the drilling or pumping operations of the well, and if an internal combustion engine is used, that mufflers be installed on the mud pumps and engine so as to reduce noise to a minimum, all of said installations to be done in a manner satisfactory to the Fire Department.

[**Editor's note:** Formally 13.01.F.34. of Chapter 1 of this Code]

**xxvi.** That no more than two production tanks shall be installed for each producing well, neither one of which shall have a rated capacity in excess of 1,000 barrels; provided, however, that if in the opinion of the Administrator it is necessary in order to provide for the maximum safety of operations or to decrease the number of individual production tank settings on any property, the Administrator may increase the number of such production tanks to no more than three, having a greater capacity not to exceed 2,000 barrels each. The Administrator shall permit such wash tanks or heating facilities as may appear necessary to ship or remove production from the premises. The plans for said tank or tanks, including the plot plan showing the location thereof on the property, shall be submitted to and approved in writing by the Administrator before said tank or tanks and appurtenances are located on the premises; and that said tank or tanks and appurtenances shall be kept painted and maintained in good condition.

[**Editor's note:** Formally 13.01.F.36. of Chapter 1 of this Code]

**xxvii.** All waste substances such as drilling muds, oil, brine or acids produced or used in connection with oil drilling operations or oil production shall be retained in water–tight receptors from which they may he piped or hauled for terminal disposal in a dumping area specifically approved for such disposal by the Los Angeles Regional Water Pollution Control Board No. 4.

[**Editor's note:** Formally 13.01.F.37. of Chapter 1 of this Code]

**xxviii.** Any wells drilled shall be cased tight to bedrock or effective means satisfactory to the Department of Water and Power used to prevent vertical movement of ground water.

[**Editor's note:** Formally 13.01.F.38. of Chapter 1 of this Code]

**xxix.** The applicant shall provide the Department of Water and Power with a precise plot plan of the drilling plant and roads leading thereto, and to make such safeguards as the Department deems necessary to assure the safety of the existing 50" water main which crosses the district involved.

[**Editor's note:** Formally 13.01.F.39. of Chapter 1 of this Code]

**xxx.** The Department of Water and Power of the City of Los Angeles shall be permitted to review and inspect methods used in the drilling and producing operations and in the disposal of waste, and shall have the right to require changes necessary for the full protection of the public water supply.

[**Editor's note:** Formally 13.01.F.40. of Chapter 1 of this Code]

**xxxi.** That the number of wells which may be drilled to any oil sand shall not exceed one well to each five acres in the district, but in no event shall there be more than one well to each two and one–half acres.

[**Editor's note:** Formally 13.01.F.42. of Chapter 1 of this Code]

**xxxii.** That drilling, pumping and other power operations shall at all times be carried on only by electrical power and that such power shall not be generated on the controlled drilling site or in the district.

[**Editor's note:** Formally 13.01.F.43. of Chapter 1 of this Code]

**xxxiii.** That an internal combustion engine or steam-driven equipment may be used in the drilling or pumping operations of the well , and, if an internal combustion engine or steam-driven equipment is used, that mufflers be installed on the mudpumps and engine; and that the exhaust from the steam-driven machinery be expelled into one of the production tanks, if such tanks are permitted, so as to reduce noise to a minimum, all of said installations to be found in a manner satisfactory to the Fire Department.

[**Editor's note:** Formally 13.01.F.44. of Chapter 1 of this Code]

**xxxiv.** That drilling operations shall be carried on or conducted in connection with only one well at a time in any one such district, and such well shall be brought in or abandoned before operations for the drilling of another well are commenced; provided, however, that the Administrator may permit the drilling of more than one well at a time after the discovery well has been brought in.

[**Editor's note:** Formally 13.01.F.45. of Chapter 1 of this Code]

**xxxv.** That all oil drilling and production operations shall be conducted in such a manner as to eliminate, as far as practicable, dust, noise, vibration or noxious odors, and shall be in accordance with the best accepted practices incident to drilling for and production of oil, gas and other hydrocarbon substances. Proven technological

improvements in drilling and production methods shall be adopted as they may become, from time to time, available, if capable of reducing factors of nuisance and annoyance.

[**Editor's note:** Formally 13.01.F.46. of Chapter 1 of this Code]

**xxxvi.** That all parts of the derrick above the derrick floor not reasonably necessary for ingress and egress including the elevated portion thereof used as a hoist, shall be enclosed with fire–resistive soundproofing material approved by the Fire Department, and the same shall be painted or stained so as to render the appearance of said derrick as unobtrusive as practicable.

[**Editor's note:** Formally 13.01.F.47. of Chapter 1 of this Code]

**xxxvii.** That all tools, pipe and other equipment used in connection with any drilling or production operations shall be screened from view, and all drilling operations shall be conducted or carried on behind a solid fence, which shall be maintained in good condition at all times and be painted or stained so as to render such fence as unobtrusive as practicable.

[**Editor's note:** Formally 13.01.F.48. of Chapter 1 of this Code]

**xxxviii.** That no materials, equipment, tools or pipe used for either drilling or production operations shall be delivered to or removed from the controlled drilling site except between the hours of 8:00 am and 6:00 pm, on any day, except in case of emergency incident to unforeseen drilling or production operations, and then only when permission in writing has been previously obtained from the Zoning Administrator.

[**Editor's note:** Formally 13.01.F.49. of Chapter 1 of this Code]

**xxxix.** That no earthen sumps shall be used.

[**Editor's note:** Formally 13.01.F.50. of Chapter 1 of this Code]

**xl.** That within 60 days after the drilling of each well has been completed, and said well placed on production, or abandoned, the derrick, all boilers and all other drilling equipment shall be entirely removed from the premises unless such derrick and appurtenant equipment is to be used within a reasonable time limit determined by the Administrator for the drilling of another well on the same controlled drilling site.

[**Editor's note:** Formally 13.01.F.51. of Chapter 1 of this Code]

**xli.** That no oil, gas or other hydrocarbon substances may be produced from any well hereby permitted unless all equipment necessarily incident to such production is completely enclosed within a building, the plans for said building to be approved by the Department of Building and Safety and the Fire Department. This building shall be of a permanent type, of attractive design and constructed in a manner that will

eliminate as far as practicable, dust, noise, noxious odors and vibrations or other conditions which are offensive to the senses, and shall be equipped with such devices as are necessary to eliminate the objectionable features mentioned above. The architectural treatment of the exterior of such building shall also be subject to the approval of the Zoning Administrator.

[**Editor's note:** Formally 13.01.F.52. of Chapter 1 of this Code]

**xlii.** That no oil, gas or other hydrocarbon substances may be produced from any well hereby permitted where same is located within or immediately adjoining subdivided areas where 10 percent of the lots or subdivided parcels of ground, within one-half mile radius thereof, are improved with residential structures, unless all equipment necessarily incidental to such production is countersunk below the natural surface of the ground and such installation and equipment shall be made in accordance with Fire Department requirements.

[**Editor's note:** Formally 13.01.F.53. of Chapter 1 of this Code]

**xliii.** That there shall be no tanks or other facilities for the storage of oil erected or maintained on the premises and that all oil products shall be transported from the drilling site by means of an underground pipe line connected directly with the production pump without venting products to the atmospheric pressure at the production site.

[**Editor's note:** Formally 13.01.F.54. of Chapter 1 of this Code]

**xliv.** That no more than two production tanks shall be installed on said drilling site, neither one of which shall have a rated capacity in excess of 1,000 barrels; that the plans for said tank or tanks, including the plot plans showing the location thereof on the property, shall be submitted to and approved in writing by the Administrator before said tank or tanks and appurtenances are located on the premises, and that said tank or tanks and appurtenances shall be kept painted and maintained in good condition at all times.

[**Editor's note:** Formally 13.01.F.55 of Chapter 1 of this Code.]

**xlv.** That any production tanks shall be countersunk below the natural surface of the ground and the installation thereof shall be made in accordance with safety requirements of the Fire Department.

[**Editor's note:** Formally 13.01.F.56. of Chapter 1 of this Code]

**xlvi.** That no refinery, dehydrating or absorption plant of any kind shall be constructed, established or maintained on the premises at any time.

[**Editor's note:** Formally 13.01.F.57. of Chapter 1 of this Code]

**xlvii.** That no sign shall be constructed, erected, maintained or placed on the premises or any part thereof, except those required by law or ordinance to be displayed in connection with the drilling or maintenance of the well.

[**Editor's note:** Formally 13.01.F.58. of Chapter 1 of this Code]

**a)** That suitable and adequate sanitary toilet and washing facilities shall be installed and maintained in a clean and sanitary condition at all times.

[**Editor's note:** Formally 13.01.F.59. of Chapter 1 of this Code]

**b)** That any owner, lessee or permittee and their successors and assigns, shall at all times be insured to the extent of $100,000 against liability in tort arising from drilling or production, or activities or operations incident thereto, conducted or carried on under or by virtue of the conditions prescribed by written determination by the Administrator as provided in Subdivision 3. (Drilling Site Requirements) below. The policy of insurance issued pursuant hereto shall be subject to the approval of the City Attorney, and duplicates shall be furnished to the Zoning Administrator. Each such policy shall be conditioned or endorsed to cover such agents, lessees or representatives of the owner, lessee or permittee as may actually conduct drilling, production or incidental operations permitted by such written determination by the Zoning Administrator.

[**Editor's note:** Formally 13.01.F.60. of Chapter 1 of this Code]

**c)** All onshore drilling and production installations or facilities shall be removed and the premises restored to their original conditions after all oil and gas wells have been abandoned, unless the City Planning Commission determines otherwise.

[**Editor's note:** Formally 13.01.F.62. of Chapter 1 of this Code]

### 3. Drilling Site Requirements

Any person desiring to drill, deepen or maintain an oil well in an oil drilling district that has been established by ordinance, or to drill or deepen and subsequently maintain an oil well in the Heavy Industrial 1 (MH1) Use District within 500 feet of a more restrictive zone shall file an application in the Department of City Planning on a form provided by the Department, requesting a determination of the conditions under which the operations may be conducted.

Where the district is in an Urbanized or Off-Shore Area, the Zoning Administrator, after investigation, may deny the application if he finds that there is available and reasonably obtainable in the same district or in an adjacent or nearby district within a reasonable distance one or more locations where drilling could be done with greater safety and security with appreciably less harm to other property, or with greater conformity to the Zoning Map, as established in *Sec. 1.4.2.* (Zoning Map). The Zoning Administrator shall deny an application for a drill site in an Urbanized or Off-Shore Area unless the applicant first files with the Zoning Administrator in a form and executed in a manner approved by the Zoning Administrator

**a.** either of the following continuing written offers

**i.** to make the drill site available to competing operators upon reasonable terms, or

**ii.** to enter into or conduct joint operations for a unit or cooperative plan of development of hydrocarbon reserves upon reasonable terms, if whichever course offered is determined to be feasible by the Zoning Administrator, and is subsequently required by him or her in order to effectuate the above set forth purposes, and

**b.** an agreement to abide by the determination of the Board of Public Works or its designee if any dispute arises as to the reasonableness of those terms after first having an opportunity to be heard. Where the district is in a Non-Urbanized Area, in the Los Angeles City Oil Field Area, or in those cases where the Zoning Administrator approves an application in an Urbanized or Off-Shore Area, the Zoning Administrator shall determine and prescribe additional conditions or limitations, not in conflict with those specified in the ordinance establishing the district, which he or she deems appropriate in order to give effect to the provisions of this Section and to other provisions of this Chapter relating to zoning. Where the proposed operation is in the Heavy Industrial (MH1) Use District and is within 500 feet of a more restrictive zone, the Zoning Administrator shall prescribe conditions and limitations, if any, as he or she deems appropriate to regulate activity which may be materially detrimental to property in the more restrictive zone. All conditions previously imposed by the Zoning Administrator in accordance with the provisions of this Chapter are continued in full force and effect.

The Zoning Administrator shall make a written determination within 60 days from the date of the filing of an application and shall forthwith transmit a copy to the applicant.

The determination shall become final after an elapsed period of 15 days from the mailing of the notification to the applicant, unless an appeal is filed within that period, in which case the provisions of *Sec. 13B.2.3.* (Class 2 Conditional Use Permit) concerning the filing and consideration of appeals shall apply.

### 4. Maintenance of Drilling and Production Sites

Effective August 1, 1962, the following regulations shall apply to existing and future oil wells within the City of Los Angeles, including oil wells operating pursuant to any zone variance, whether by ordinance or approval of the Zoning Administrator, and all oil wells in a Heavy Industrial (MH1) Use District which are within 500 feet of a more restrictive zone:

**a.** All stationary derricks, including their floors and foundations, shall be removed within 30 days after completion or abandonment of the well (notwithstanding any other provisions of this Code to the contrary) or by September 1, 1962, whichever occurs later; and thereafter any work done on any existing well which requires the use of a derrick shall be done by a temporary or portable derrick. Such temporary or portable derricks shall be removed within 30 days after the completion of such work.

**b.** The motors, engines, pumps and tanks of all such oil wells shall be sealed so that no offensive or obnoxious odor or fumes can be readily detected from any point on adjacent property.

**c.** The well pumping equipment for such wells shall be muffled or soundproofed so that the noise emanating therefrom, measured from any point on adjacent property, is no more audible than surrounding street traffic, commercial or industrial noises measured at the same point.

**d.** The maximum height of the pumping units for such wells shall not exceed 15 feet above existing grade level.

**e.** The site of such wells shall be so landscaped, fenced or concealed that the well and all of its appurtenant apparatus is reasonably protected against public entry, observation or attraction.

In addition to any other authority vested in the Zoning Administrator by Charter and this Code, the Zoning Administrator may waive or modify these regulations if the drilling site is physically inaccessible to a portable derrick, or is located in a mountainous and substantially uninhabited place, or is located in an Industrial Use District and is surrounded by vacant land or is adjacent to land used as permitted in the Industrial Use District and if the enforcement of such regulations would be discriminatory, unreasonable or would impose a undue hardship upon oil drilling in such locations. The Zoning Administrator may also waive or modify the 16–foot height limitation where, because of the amount of liquid to be raised or the depths at which such fluids are encountered, pumping unit in excess of 16 feet in height is shown by conclusive engineering evidence to be required.

All ordinances and parts of ordinances of the City in conflict herewith are hereby repealed to the extent of such conflict.

## D. Procedures

### 1. Establishing an Oil Drilling District

Oil drilling districts boundaries are established and amended pursuant to *Sec.13B.1.4.* (Zone Change), and are represented as part of the third bracket set of the zone of a lot with the acronym "O".

### 2. Review of Projects

Projects shall be reviewed in accorandance with any applicable procedural elements outlined in Subsection C. (District Standards) above.

### 3. Termination of District

**a.** Any ordinance establishing the districts described in this Section shall become null and void one year after the effective date thereof unless oil drilling operations are commenced and diligently prosecuted within such one-year period; provided, however, the Zoning

Administrator, upon recommendation of the Board of Public Works or its designee, may extend the termination date for four consecutive additional periods not to exceed one year each, prior to the termination date of each period, if written request is filed therefor with the office of the Zoning Administration setting forth the reasons for said request and the Zoning Administrator determines that good and reasonable cause exists therefor.

**b.** Similarly, the Zoning Administrator, upon recommendation of the Board of Public Works or its designee, may extend the termination date for three consecutive additional periods not to exceed one year each, prior to the termination date of each period, for those districts which are part of a group undergoing development from one or more common controlled drilling sites, provided that written request is filed, which sets forth the reasons for the request therefor and the Zoning Administrator determines that good and reasonable cause exists therefor, and providing further that drilling operations have been diligently prosecuted from the common controlled drilling site during the previous extension period. Additional one-year extensions may be made by the Zoning Administrator subject to the approval of the City Planning Commission.

**c.** Any ordinance establishing an Urbanized oil district shall become null and void one year after all wells drilled in the district after the effective date of said ordinance have been abandoned in accordance with legal requirements, unless the Zoning Administrator determines that the district is part of a group undergoing development from one or more common, controlled drilling sites, or on the basis of sufficient proof determines that production is allocated thereto from an adjacent, adjoining or nearby oil drilling district or districts under a unit or pooling agreement. In such cases the Zoning Administrator may if he finds that good and reasonable cause exists therefor, extend the termination date of the expiring district to coincide with the termination date of the other district or districts in which the one or more common controlled drilling sites are located or from which production is allocated under a unit or pooling agreement. The Zoning Administrator may terminate any such district when the reasons for such extension no longer apply.

**d.** Any ordinance establishing a Non-Urbanized district or district in the Los Angeles City Oil Field Area shall become null and void one year after all wells in the district have been abandoned in accordance with legal requirements, unless the Zoning Administrator, on the basis of sufficient proof, determines that the district is part of a group in which secondary hydrocarbon recovery operations are taking place, and that production from an adjoining or adjacent district is allocated thereto under a unit or pooling agreement. In such cases, the Zoning Administrator may, if he finds that good and reasonable cause exists therefor, extend the termination date to coincide with the termination date of the adjoining or adjacent district in which secondary recovery operations are being conducted. The Zoning Administrator may terminate any such district when the reasons for said extension no longer apply.

**e.** Zoning ordinance, prohibiting drilling of wells on tracts recently included in Residential Use Districts not an unreasonable exercise of police power and does not deprive lessee which acquired lease prior to zoning of property without due process.

# SEC. 8.2.5. COMMUNITY DESIGN OVERLAY (CDO)

## A. Purpose

This Section provides, as needed, a method of maintaining guidelines and standards in existing community design overlays (CDOs) that were established prior to January 1, 2020. The purpose of the CDO is to:

**1.** Ensure that development within communities is in accordance with community design policies adopted in the community plans, and with the community design guidelines and standards;

**2.** Promote the distinctive character, stability and visual quality of existing neighborhoods and communities by considering the unique architectural character and environmental setting of the district to ensure development visually provides a sense of place;

**3.** Assist in improving the visual attractiveness of multi-family housing available to meet the needs of all social and economic groups within the community;

**4.** Protect areas of natural scenic beauty, cultural or environmental interest;

**5.** Prevent the development of structures or uses which are not of acceptable exterior design or appearance; and

**6.** Protect the integrity of previously attained entitlements.

**7.** Provide for on-going community involvement in project design and evolution of guidelines.

## B. Applicability

### 1. Definition of Project

The erection, construction, addition to, or exterior structural alteration of any building or structure, including, but not limited to, pole signs and/or monument signs located in a community design overlay. A project does not include construction that consists solely of:

**a.** Interior remodeling, interior rehabilitation or repair work;

**b.** Alterations of, including structural repairs, or additions to any existing building or structure in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and Safety, unless the alterations or additions are to any building facade facing a public street; or

**c.** A residential building on a parcel or lot which is developed entirely as a residential use and consists of four or fewer dwelling units, unless expressly provided for in a community design overlay established pursuant to this Section.

### 2. Reconciling Provisions

#### a. Zoning Districts

In the event that the provisions of a CDO conflict with any other provisions of the zoning districts of a lot, the provisions of the zoning districts shall prevail.

#### b. Supplemental Districts

In the event that the provisions of a CDO district conflict with the any provisions of another supplemental district, the more restrictive provision shall prevail.

#### c. Previously Granted Entitlements

Nothing in the guidelines and standards established in a CDO shall interfere with any previously granted entitlements, nor shall they restrict any right authorized in the zoning districts of a lot.

### 3. Issuance of Permits

Within a CDO, no building permit shall be issued for any project, and no person shall perform any construction work on a project, until the project has been submitted and approved pursuant to *Sec. 13B.2.5.* (Director Determination). No building permit shall be issued for any project, and no person shall do any construction work on a project except in conformance with the approved Director Determination.

## C. District Standards

Each CDO shall establish a design overlay plan which pictorially describes, by professionally accepted architectural graphic techniques, guidelines and standards regarding the location, appearance, configuration, and dimensions of any proposed buildings, structures and site improvements including but not limited to landscaping, walls and fences, roof equipment, pole signs, monument signs, and parking areas.

### 1. Preparation and Content

**a.** Upon initiation, the Director shall prepare, or cause to be prepared, proposed guidelines and standards based on the design policies contained in the applicable community plan. At the option of the Council District, the Director shall utilize a Citizen Advisory Committee, pursuant to Subdivision 2. below, in the development of design standards for individual communities and neighborhoods. The guidelines and standards shall be organized into those which are anticipated to be superseded by future citywide guidelines and standards, and those that are necessary to protect the unique architectural and environmental features of the CDO district.

**b.** The standards are in addition to, and do not replace, those set forth in zoning districts established in this Chapter, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in this Chapter and other relevant ordinances, except as specifically provided herein.

### 2. Citizen Advisory Committee

At the option of the Councilmember(s) in whose district the CDO is established, a Citizen Advisory Committee shall be appointed to assist in development of guidelines and standards. The Citizen Advisory Committee shall be appointed by the Councilmember, and the committee shall consist of a minimum of five and a maximum of seven voting members, each serving a term of office of four years, the terms being staggered so that at least one term becomes vacated on each successive year. The chairperson and vice chairperson shall be elected annually by a majority of the committee. The suggested composition of membership is as follows: two architects and two professionals from the following or related fields: planning, urban design and landscape architecture, or construction. The remaining member or members need not be design professionals. All members shall reside, operate a business, or be employed within the community plan area(s) in which the CDO is located.

## D. Procedures

### 1. Maintaining an Existing CDO

The City Council may maintain an existing CDO pursuant to *Sec. 13B.1.2.* (Specific Plan Adoption/Amendment), and are represented as part of the third bracket set of the zone of a lot with the acronym "CDO". However, the CDO shall not change the existing boundaries or establish new guidelines and standards.

#### a. Boundaries

Precise boundaries are required at the time of application or initiation of an individual CDO. A CDO shall not encompass an area designated as an historic preservation district pursuant to *Sec. 8.2.5.* (Historic Preservation Districts).

### 2. Director Determination

The Director of Planning shall approve, with conditions if necessary, a project if the plans comply with the provisions of approved CDO guidelines and standards pursuant to *Sec. 13B.4.2.* (Project Compliance).

#### a. Supplemental Findings

In addition to the findings established in *Sec. 13B.4.2.* (Project Compliance), the Director of Planning, or the Area Planning Commission on appeal, shall approve a project as requested or in modified form if, based on the application and the evidence submitted, if the Director or Area Commission finds the following:

**i.** That the project substantially complies with the adopted CDO guidelines and standards.

**ii.** The structures, site plan and landscaping are harmonious in scale and design with existing development and any cultural, scenic or environmental resources adjacent to the site and in the vicinity.

### b. Notice of Director's Determination

Instead of the transmittal requirements in *Sec. 13B.4.2.* (Project Compliance), within five working days following the decision, a Notice of the Director's Determination, and copies of the approved plans, shall be mailed to the applicant, the Department of Building and Safety, the Councilmember in whose district the project is located, the Citizen Advisory Committee, and any persons or organizations commenting on the application or requesting a Notice.

# SEC. 8.2.6. HISTORIC PRESERVATION DISTRICTS (HPOZ)

## A. Purpose

**1.** As a matter of public policy, the recognition, preservation, enhancement, and use of buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural or aesthetic significance are required in the interest of the health, economic prosperity, cultural enrichment and general welfare of the people. This Division:

**a.** Protects and enhances the use of buildings, structures, natural features, and areas, which are reminders of the City's history, or which are unique and irreplaceable assets to the City and its neighborhoods, or which are worthy examples of past architectural styles;

**b.** Develops and maintains the appropriate settings and environment to preserve these buildings, structures, landscaping, natural features, and areas;

**c.** Enhances property values, stabilize neighborhoods and/or communities, render property eligible for financial benefits, and promote tourist trade and interest;

**d.** Fosters public appreciation of the beauty of the City, of the accomplishments of its past as reflected through its buildings, structures, landscaping, natural features, and areas;

**e.** Promotes education by preserving and encouraging interest in cultural, social, economic, political and architectural phases of its history;

**f.** Promotes the involvement of all aspects of the City's diverse neighborhoods in the historic preservation process; and

**g.** Ensures that all procedures comply with the California Environmental Quality Act (CEQA).

## B. Applicability

### 1. Definition of Project

A project is the addition, alteration, construction, demolition, reconstruction, rehabilitation, relocation, removal or restoration of the exterior of any building, structure, landscaping, natural feature, or lot, within a Historic Preservation District, except as provided under Subdivsion 3. (Exemptions) below. A Project may or may not require a building permit, and may include but not be limited to changing exterior paint color, removal of significant trees or landscaping, installation or removal of fencing, replacement of windows and/or doors which are character-defining features of architectural styles, removal of features that may or may not have a building permit, or changes to public spaces and similar activities.

### 2. Exemptions

This Section does not apply to the following:

### a. Emergency or Hazardous Conditions

The correction of emergency or hazardous conditions where the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency has determined that emergency or hazardous conditions currently exist and the emergency or hazardous conditions shall be corrected in the interest of the public health, safety, and welfare. When feasible, the Department of Building and Safety, Housing and Community Investment Department, or other enforcement agency should consult with the Director of Planning on how to correct the hazardous condition, consistent with the goals of the Historic Preservation District. However, any other work shall comply with the provisions of this Section.

### b. Department of Public Works Improvements

Department of Public Works improvements located, in whole or in part, within a Historic Preservation District:

**i.** Where the Director of Planning finds:

**a)** That the certified Historic Resources Survey for the Historic Preservation District does not identify any Contributing Elements located within the right-of-way and/or where the right-of-way is not specifically addressed in the approved Preservation Plan for the Historic Preservation District; and

**b)** Where the Department of Public Works has completed the CEQA review of the proposed improvement, and the review has determined that the improvement is exempt from CEQA, or will have no potentially significant environmental impacts.

**ii.** The relevant Board shall be notified of the Project, given a description of the Project, and an opportunity to comment.

### c. Historical Property Contracts

Work authorized by an approved Historical Property Contract by the City Council, or where a building, structure, landscaping, natural features, or lot has been designated as a City Historic-Cultural Monument by the City Council, unless proposed for demolition. However, those properties with Federal or State historic designation which are not designated as City Historic-Cultural Monuments or do not have a City Historical Property Contract are not exempt from review under this Section.

### d. Structural Repairs

Where work consists of repair to existing structural elements and foundations with no physical change to the exterior of a building.

#### e. Interior Alterations

Where work consists of interior alterations that do not result in a change to an exterior feature.

#### f. Preservation Plan Exemptions

Where the type of work has been specifically deemed exempt from review as set forth in the approved Preservation Plan for a specific Historic Preservation District.

### 3. Authority of Cultural Heritage Commission not Affected

Nothing in this Section supersedes or overrides the Cultural Heritage Commission's authority as provided in Sections 22.132. (Permits Required) and 22.133. (Time for Objection by the Commission) or Article 4 (Cultural Heritage Commission) of Chapter 7 ( Cultural Affairs Department) of Division 22 (Departments, Bureaus and Agencies Under the Control of the Mayor and Council) of the Los Angeles Administrative Code.

### 4. Publicly Owned Property

The provisions of this Section shall apply to any building, structure, landscaping, natural features, or lot within a Historic Preservation District which is owned or leased by a public entity to the extent permitted by law.

## C. District Standards

### 1. Preservation Plans

District Standards are established in each specific Historic Preservation Districts as a Preservation Plan adopted pursuant to *Sec. 13B.8.3.* (Preservation Plan Adoption / Amendment).

## D. Procedures

### 1. Establishing an HPOZ

Historic Preservation District regulations, or Preservation Plan, and boundaries are established and amended pursuant to *Div. 13B.8.* (Historic Preservation), and are represented as part of the third bracket set of the zoning districts of a lot with the acronym "HPOZ".

### 2. Review of Projects

Projects in Historic Preservation Districts shall be reviewed pursuant to *Div. 13B.8.* (Historic Preservation).

# SEC. 8.2.7. CONSERVATION DISTRICTS (CD)

[RESERVED]

ARTICLE 9.

# PUBLIC BENEFIT SYSTEMS

# CONTENTS

**Div. 9.1. Introductory Provisions . . . . . 9-4**
Sec. 9.1.1. Purpose . . . . . 9-4
Sec. 9.1.2. General Provisions . . . . . 9-4

**Div. 9.2. Affordable Housing Incentive Programs . . . . . 9-6**
Sec. 9.2.1. Density Bonus . . . . . 9-6
Sec. 9.2.2. Transit Oriented Communities Affordable Housing Incentive Program . . 9-19

**Div. 9.3. Community Benefits Program . . . . . 9-22**
Sec. 9.3.1. Community Benefits Program Structure . . . . . 9-22
Sec. 9.3.2. Local Affordable Housing Incentive Program . . . . . 9-23
Sec. 9.3.3. Publicly Accessible Outdoor Amenity Space . . . . . 9-27
Sec. 9.3.4. Community Facilities . . . . . 9-29

**Div. 9.4. General Incentive Programs . . . . . 9-33**
Sec. 9.4.1. Permanent Supportive Housing Incentive Program . . . . . 9-33
Sec. 9.4.2. Interim Use of Motels for Supportive Housing or Transitional Housing . . 9-40
Sec. 9.4.3. Eldercare Facilities Incentive Program . . . . . 9-44
Sec. 9.4.4. Non-Permitted Dwelling Units Where Affordable Housing is Provided . . 9-45
Sec. 9.4.5. Downtown Adaptive Reuse Projects.. . . . . 9-49
Sec. 9.4.6. Citywide Adaptive Reuse Projects . . . . . 9-53

# DIV. 9.1. INTRODUCTORY PROVISIONS

## SEC. 9.1.1. PURPOSE

The purpose of this Article is to establish procedures for implementing State Density Bonus provisions, as set forth in California Government Code Sections 65915-65918, local incentives to increase the production of affordable housing, as well as other programs to facilitate the provision of public benefits to communities in the vicinity of new development in the City consistent with the General Plan and other housing-related City policies. Incentives include, but are not limited to, relief from a variety of regulations and/or requirements or the granting of additional allowances beyond what would normally be allowed. In addition, it is also the purpose of this Article to provide mechanisms to utilize the Maximum Bonus FAR, Bonus Height, and Bonus Stories as provided by a site's Form District.

## SEC. 9.1.2. GENERAL PROVISIONS

### A. Summary

This Article consists of Affordable Housing Incentive Programs of *Div. 9.2.* (Affordable Housing Programs), the Community Benefits Program contained in *Div. 9.3.* (Community Benefits Program), and a variety of other incentive programs contained in *Div. 9.4.* (General Incentive Programs). The Community Benefits Program, which enables projects to utilize one or more incentive programs; if a project involves residential uses it must first utilize the affordable housing incentive program outlined in *Sec. 9.3.2.* (Local Affordable Housing Incentive Program). *Div. 9.4.* (General Incentive Programs) contains programs designed to incentivize the production of dwelling units that are of benefit to the public, including eldercare facilities, permanent supportive housing, and other types of household living.

### B. Applicability

Any project containing 5 or more dwelling units, including projects with subdivisions of land, may utilize an affordable housing incentive program as outlined in *Div. 9.2.* (Affordable Housing Incentive Programs) or *Div. 9.3.* (Community Benefits Program), pursuant to the eligibility requirements for the specific program being utilized. The programs outlined in *Div. 9.4.* (General Incentive Programs) can be utilized as applicable and in conjunction with any other incentive program established in this Article.

### C. Maximum Bonus Floor Area

Projects using the Affordable Housing Incentive programs or Public Benefits programs may not exceed the FAR set by the Maximum Bonus FAR of the project site's Form District. However, residential projects utilizing the State Density Bonus program may exceed the Max Bonus FAR pursuant to *Sec. 9.2.1.* (Density Bonus).

### D. Project Sites with No Density Limit

If the project site's zoning has an "FA" Density District, no maximum density, then the maximum allowable units shall be determined by dividing the amount of Floor Area (in square feet) allowed

by the Base FAR by a "standardized unit size" of 950 square feet. The resulting number shall be considered the base amount of units allowed. However, a Community Plan Implementation Overlay (CPIO) can establish a different "standardized unit size", in which case the amount of Floor Area (in square feet) allowed by the Base FAR is dived by the CPIO's "standardized unit size".

# DIV. 9.2. AFFORDABLE HOUSING INCENTIVE PROGRAMS

## SEC. 9.2.1. DENSITY BONUS

### A. Purpose

The purpose of this Section is to establish procedures for implementing the State Density Bonus provisions in California Government Code Sections 65915-65918, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

### B. Applicability

A housing development project will be granted a density bonus, including incentives, concessions, and waivers of development standards, in exchange for the required percentage of restricted affordable units, as established in Subsection D. (Base Incentives – Density and Parking), and if it has not utilized any other Affordable Housing Incentive Program.

### C. General Standards

#### 1. Fractional Units

For the purposes of this Section, regardless of *Sec. 6C.1.2.*D.3. (Calculating Maximum Density Base on Lot Area), in calculating base density and restricted affordable units, any number resulting in a fraction is rounded up to the next whole number.

#### 2. Other Discretionary Approvals

Approval of density bonus units does not, in and of itself, trigger other discretionary review actions required by this Chapter.

#### 3. Affordable Housing Subsidies

Approval of density bonus units does not, in and of itself, preclude a housing development project or residents of a housing development project from receipt of government subsidies for affordable housing.

### D. Base Incentives – Density and Parking

Any housing development project that meets the criteria established in Subsection B. (Applicability) above will receive the base incentives outlined below.

#### 1. Density

##### a. Very Low Income Restricted Affordable Units - For-Sale or Rental

A housing development project that includes 5% of the total units for Very Low Income households, either in rental units or for-sale units, will be granted a minimum density

bonus of 20% that may be applied to any part of the housing development project. The density bonus may be increased according to table below, up to a maximum of 35%. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Subsection F. (Housing Development Project Exceeding 35% Density Bonus) or Subsection H. (Projects Exceeding 35% Density Bonus That Do Not Meet Subsection F.) below.

| VERY LOW INCOME UNITS | |
|---|---|
| % of Total Units | % Density Bonus |
| 5% | 20.0% |
| 6% | 22.5% |
| 7% | 25.0% |
| 8% | 27.5% |
| 9% | 30.0% |
| 10% | 32.5% |
| 11% | 35.0% |

### b. Low Income Restricted Affordable Units - For-Sale or Rental

A housing development project that includes 10% of the total units for Low Income households, either in rental units or for-sale units, will be granted a minimum density bonus of 20% that may be applied to any part of the housing development project. The density bonus may be increased according to table below, up to a maximum of 35%. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Subsection F. (Housing Development Project Exceeding 35% Density Bonus) or Subsection H. (Projects Exceeding 35% Density Bonus That Do Not Meet Subsection F.) below.

| LOW INCOME UNITS | |
|---|---|
| % of Total Units | % Density Bonus |
| 10% | 20.0% |
| 11% | 21.5% |
| 12% | 23.0% |
| 13% | 24.5% |
| 14% | 26.0% |
| 15% | 27.5% |
| 16% | 29.0% |
| 17% | 30.5% |
| 18% | 32.0% |
| 19% | 33.5% |
| 20% | 35.0% |

### c. Common Interest Development with Low Income or Very Low Income Restricted Affordable Units

In a common interest development (such as a condominium), as defined in California Civil Code Section 4100, with Low Income or Very Low Income restricted affordable units, restricted affordable units may be for sale or for rent.

### d. Common Interest Development with Moderate Income Restricted Affordable Units

A common interest development (such as a condominium), as defined in California Civil Code Section 4100, that includes at least 10% of its units for Moderate Income households will be granted a minimum density bonus of 5%. The density bonus may be increased according to the table below, up to a maximum of 35%. Projects seeking a Density Bonus of greater than 35% may do so pursuant to Subsection F. (Housing Development Project Exceeding 35% Density Bonus) or Subsection H. (Projects Exceeding 35% Density Bonus That Do Not Meet Subsection F.) below.

| MODERATE INCOME UNITS | |
|---|---|
| % of Total Units | % Density Bonus |
| 10% | 5% |
| 11% | 6% |
| 12% | 7% |
| 13% | 8% |
| 14% | 9% |
| 15% | 10% |
| 16% | 11% |
| 17% | 12% |
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| 32% | 27% |
| 33% | 28% |
| 34% | 29% |
| 35% | 30% |
| 36% | 31% |
| 37% | 32% |
| 38% | 33% |
| 39% | 34% |
| 40% | 35% |

### e. Senior Citizen Housing - For-Sale or Rental at Market-Rate

A senior citizen housing development or a mobilehome park that limits residency based on age requirements for housing for older persons pursuant to California Civil Code Sections 798.76 or 799.5 shall be granted a density bonus of 20%.

### f. Child Care

A housing development project that conforms to the requirements of any of Paragraphs (a) through (d) above, and includes a child care facility located on the premises of, as part of, or adjacent to the project, will be granted either of the following:

**i.** An additional density bonus that is, for purposes of calculating residential density, an increase in the Floor Area of the project equal to the Floor Area of the child care facility included in the project.

**ii.** One additional incentive, as provided in Subsection E. (Additional Incentives) below.

### g. Land Donation

An applicant for a subdivision, or other residential development approval that donates land for housing to the City of Los Angeles satisfying the criteria of California Government Code Section 65915(h)(2), as verified by the Department of City Planning, will be granted a density bonus of 15%.

### h. Restricted Affordable Units Located Near Transit Stop/Major Employment Center

In a housing development project located in or within 1,500 feet of a transit stop/major employment center, in lieu of providing the requisite number of restricted affordable units that would otherwise be required under this Section, an applicant may opt to provide a greater number of smaller restricted affordable units, provided that:

**i.** The smaller restricted affordable units meet the minimum unit size requirements established by the Low Income Housing Tax Credit Program as administered by the California Tax Credit Allocation Committee (TCAC);

**ii.** The total number of units in the housing development project, including density bonus units, does not exceed the maximum permitted by this Section;

**iii.** The area of the aggregate smaller restricted affordable units is equal to or greater than the square footage of the aggregate restricted affordable units that would otherwise be required under this Section; and

**iv.** The area of the aggregate smaller restricted affordable units is equal to or greater than the square footage of the aggregate restricted affordable units that would otherwise be required under this Section.

#### i. Condominium Conversion

A housing development project that involves the conversion of apartments into condominiums and that includes 33% of its units restricted to households of Low Income or Moderate Income or 15% of its units restricted to households of Very Low Income will be granted a density bonus of 25% or up to three additional incentives as provided in Subsection E. (Additional Incentives) below.

### 2. Automobile Parking

A housing development project that qualifies for a density bonus and complies with this Section may provide parking in compliance with the applicable parking provisions of *Article 4* (Development Standards), or with one of the applicable Parking Options below.

#### a. Parking Option 1

Required parking for all dwelling units in the housing development project (not just the restricted affordable units), inclusive of handicapped and guest parking, may be reduced by 33%.

#### b. Parking Option 2

Required parking for any restricted affordable units may be reduced as set forth below. Required parking for all other non-restricted units must comply with the applicable provisions of Article 4 (Development Standards).

**i.** One parking space per restricted affordable unit or guest room, except as follows:

**a)** Restricted affordable units or guest rooms for Low Income or Very Low Income senior citizens or disabled persons require 0.5 parking spaces for each unit; and

**b)** Restricted affordable units or guest rooms in a residential hotel require 0.25 parking spaces for each unit.

**ii.** Up to 40% of the required parking for restricted affordable units or guest rooms may be provided in compact parking stalls.

#### c. Parking Option 3

**i.** 100% affordable rental projects (exclusive of a manager's unit or units) located within ½ mile of a Major Transit Stop require 0.5 spaces per unit.

**ii.** 100% affordable rental senior projects (exclusive of a manager's unit or units) having either paratransit service or unobstructed access, within ½ mile, to fixed bus route service that operates at least eight times per day, require 0.5 spaces per unit.

**iii.** 100% affordable rental special needs projects (as defined in Section 51312 of the Health and Safety Code) and supportive housing projects (as defined in Section 50675.14 of the Health and Safety Code) having either paratransit service or unobstructed access, within ½ mile, to fixed bus route service that operates at least eight times per day, shall not require any parking spaces.

**iv.** Mixed-income projects consisting of the maximum number of Very Low Income or Low Income units provided for in density bonus law (which is 11 % and 20% respectively) within ½ mile of a major transit stop to which the project has unobstructed access require 0.5 parking spaces per bedroom.

**d.** If the parking requirements applicable to the project site pursuant to Article 4 (Development Standards) are less than the parking required by one of the applicable parking options in this Subdivision, an applicant may utilize the parking requirements of Article 4 (Development Standards).

## E. Additional Incentives

### 1. Eligibility for Additional Incentives

To be eligible for any Incentives in this Subsection, a housing development project (other than an Adaptive Reuse project) shall comply with the following:

**a.** The facade of any portion of a building that abuts a street shall be articulated with a change of material or with a break in plane, so that the facade is not a flat surface.

**b.** All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street-facing elevations.

**c.** The housing development project shall not be a contributing structure in a designated Historic Preservation Overlay Zone and shall not be on the City of Los Angeles list of Historical-Cultural Monuments.

**d.** The housing development project shall not be located on a Substandard Hillside Limited Street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection) of this Code.

### 2. Number of Additional Incentives Allowed

In addition to the Density Bonus and parking options identified in Subsection D. (Base Incentives – Density and Parking), a housing development project that qualifies for a Density Bonus, meets the criteria of Subsection B. (Applicability), and is in compliance with the eligibility criteria of this Subsection, shall be granted the number of Incentives set forth in the table below.

| NUMBER OF ADDITIONAL INCENTIVES | | | |
|---|---|---|---|
| Level of Affordability | Required Percentage of Restricted Units (excluding Density Bonus units) | | |
| | 1 Incentive | 2 Incentives | 3 Incentives |
| Very Low Income; or | 5% | 10% | 15% |
| Low Income; or | 10% | 20% | 30% |
| Moderate Income | 10% | 20% | 30% |

### 3. Yard Incentive

Up to 20% decrease in the required width or depth of any individual Yard, except along any property line that abuts a property zoned with a Residential Limited, Agriculture, or Open Space Use District. The landscaping for the housing development project must be in compliance with the landscape requirements in *Article 4* (Development Standards).

### 4. Building Coverage Incentive

Up to 20% increase in Building Coverage limits, provided that the landscaping for the housing development project is in compliance with the landscape requirements in *Article 4* (Development Standards).

### 5. Lot Width Incentive

Up to 20% decrease in the required Lot Width, provided that the landscaping for the housing development project is in compliance with the landscape requirements in *Article 4* (Development Standards).

### 6. Floor Area Ratio Incentive

**a.** An increase in the percentage of Base FAR equal to the percentage of density bonus for which the housing development project is eligible, not to exceed 35%; or

**b.** In lieu of the otherwise Base FAR, a floor area ratio not to exceed 3:1, provided:

**i.** The project site is zoned with a Commercial-Mixed or Commercial Use District; and,

**ii.** The project site fronts on a street designated as a Boulevard or Avenue in the General Plan Mobility Element; except that a housing development project in which at least 80% of the units in a rental project are restricted affordable units or in which 45% of units in a for-sale project are restricted affordable units shall be exempt from this requirement.

**c.** The housing development project contains the requisite number of restricted affordable units to qualify for a 35% Density Bonus; and,

**d.** 50% or more of the project site is located within 1,500 feet of a Transit Stop/Major Employment Center.

### 7. Height Incentive

A percentage increase in the height limit in feet equal to the percentage of density bonus for which the housing development project is eligible, except:

**a.** In any zone in which the height of buildings is limited in feet, this height increase only permits a maximum of 11 additional feet. In any zone in which the height of buildings is limited in stories but not feet, this incentive permits a maximum of one additional story. In any zone in which height is limited in both height and stories, this incentive permits a maximum of 11 additional feet and/or one additional story.

**b.** No additional height is permitted for that portion of a building in a housing development project that is located within 15 feet of a property with a 2L Density District. When a lot on which a housing development project is located is adjacent to a lot with a 2L Density District, but the building is beyond 15 feet from the property line, for each foot of additional height, the building must be set back one foot horizontally.

**c.** No additional height is permitted for any portion of a building in a housing development project located on a lot sharing a common lot line with or across an alley from a lot with a 1L Density District. This prohibition does not apply if the lot on which the housing development project is located is within 1,500 feet of a Transit Stop; however, no additional height is permitted for that portion of a building in the housing development project that is located within 50 feet of a property with a 1L Density District.

### 8. Lot Amenity Space Incentive

Up to 20% decrease from the lot amenity space requirement, provided that the landscaping for the housing development project is sufficient to comply with the landscape requirements in *Article 4* (Development Standards).

### 9. Density Calculation Incentive

The area of any land required to be dedicated for street or alley purposes may be included as lot area for purposes of calculating the maximum density permitted by the zone in which the housing development project is located.

### 10. Averaging of Floor Area Ratio, Density, Parking or Lot Amenity Space

A housing development project that is located on two or more contiguous parcels may average the Floor Area, density, lot amenity space, and parking over the project site, provided that:

**a.** The housing development project includes 11% or more of the units as restricted affordable units for Very Low Income households, or 20% or more of the units for Low Income households, or 30% or more of the units for Moderate Income households; and

**b.** The proposed use is permitted by the Use District of each parcel; and

**c.** No further lot line adjustment or any other action that may cause the housing development project site to be subdivided subsequent to this grant is permitted.

## F. Housing Development Project Exceeding 35% Density Bonus

A housing development project may be granted additional density increases beyond 35% by providing additional restricted affordable units in the following manner:

**1.** For every additional 1% of the total units set aside for Very Low Income units for sale or rental, the project is granted an additional 2.5% density increase;

**2.** For every additional 1% of the total units set aside for Low Income units for sale or rental, the project is granted an additional 1.5% density increase; and

**3.** For every additional 1% set aside of the total units for Moderate Income units in for-sale projects, the project is granted an additional 1% density increase.

**4.** A housing development project receiving additional density increases beyond 35% is eligible to request the density, parking, and additional Incentives in this Section.

## G. Procedures

### 1. Projects with No Additional Incentives

Housing development projects requesting only the incentives outlined in Subsection D. (Base Incentives – Density and Parking) above, without any incentives outlined in Subsection E. (Additional Incentives) above, are ministerial.

### 2. Projects Requesting Additional Incentives

**a.** Housing development projects that qualify for base incentives, request up to three additional incentives, and require no other discretionary actions, must file an application pursuant to Section 13.4.5. (Director Determination). Regardless of any other findings established in Section 13.4.5 (Director Determination), the Director of Planning must approve a density bonus and requested additional incentives unless the Director finds that:

**i.** The incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or affordable housing rents as defined in California Health and Safety Code Section 50053; or

**ii.** The incentive will have a specific adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low Income, Low Income, and Moderate Income households. Inconsistency with the zoning or General Plan designation of a lot does not constitute a specific adverse impact upon the public health or safety.

**b.** Housing development projects that request up to three additional incentives and that require other discretionary actions, the applicable procedures set forth in *Sec. 13A.2.10.* (Multiple Approvals) apply.

**i.** The decision must include a separate section clearly labeled "Density Bonus/Affordable Housing Incentives Determination."

**ii.** Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested additional incentives unless the decision-maker, based upon substantial evidence, makes either of the findings in Paragraph (a) above.

### 3. Projects with Requests for Waiver or Modification

#### a. Application

Housing development projects that qualify for incentives, as outlined in Subsection D. (Base Incentives – Density and Parking) above, and for which the applicant requests a waiver or modification of any Form District standard or development standard that is not included in the incentives outlined in Subsection E. (Additional Incentives) above must file an application pursuant to *Sec. 13B.2.3.* (Class 3 Conditional Use Permit).

#### b. Decision

**i.** The decision of the City Planning Commission on a Conditional Use Permit under this Section is final.

**ii.** Regardless of any other findings that may be applicable, the decision-maker must approve base incentives and requested waiver or modification of any Form District standard or development standard unless the decision-maker, based upon substantial evidence, makes either of the findings in Paragraph 2(a) above.

**iii.** For housing development projects requesting waiver or modification of any Form District standard or development standard not included in the incentives outlined in Subsection E. (Additional Incentives) above that include other discretionary applications, the procedures of *Sec. 13A.2.10.* (Multiple Approvals) apply. The decision must include a separate section clearly labeled "Density Bonus/ Affordable Housing Incentives Determination."

### 4. Projects Exceeding a 35% Density Bonus

#### a. Application

The City Planning Commission may grant additional density increases beyond 35%, pursuant to Subsection F. (Housing Development Project Exceeding 35% Density Bonus) above. Applicants must file an application pursuant to *Sec. 13B.2.3.* (Class 3 Conditional Use Permit).

#### b. Supplemental Findings

In addition to the findings of *Sec. 13B.2.3.* (Class 3 Conditional Use Permit), the Commission must also find that:

**i.** The project is consistent with and implements the affordable housing provisions of the General Plan;

**ii.** The project contains the requisite number of restricted affordable units to qualify for a full 35% density incentive based on the maximum allowable density of the project site.

**iii.** The housing development project meets any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3);

**iv.** The project's restricted affordable units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Sec. 19.14. (Fees for Enforcement of Housing Covenants) of Chapter 1 of this Code; and

**v.** The project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

## H. Projects Exceeding 35% Density Bonus That Do Not Meet Subsection F

An Applicant may request additional density increases beyond 35% when the project does not meet the requirements of Subsection F. (Housing Development Project Exceeding 35% Density Bonus) pursuant to *Sec. 13B.3.1.* (Administrative Review).

### 1. Performance Standards

#### a. Purpose

The purpose of these performance standards is to provide for landscaping, lot amenity space, scale, bulk, height, and yards, particularly with regard to the main buildings, which are similar to those in the adjacent properties in the neighborhood, and to reduce the impacts to neighboring properties of projects utilizing this Section. In addition, it is the purpose of these performance standards to encourage the availability of affordable housing.

#### b. Standards

**i.** The project contains the requisite number of restricted affordable units to qualify for a full 35% density bonus based on the maximum allowable density of the project site;

**ii.** The housing development project complies with the standards contained in the Affordable Housing Incentives Guidelines approved by the City Planning Commission;

**iii.** No buildings are higher than any main building on adjoining property;

**iv.** The development meets the lot amenity space requirements of the zone;

**v.** Yards, at a minimum, shall meet the requirements for the zone or those which apply on adjoining or abutting properties, whichever is the most restrictive;

### 2. Housing Development Projects Not Meeting Performance Standards

#### a. Application

If a proposed housing development project does not comply with the performance standards delineated in Subsection A, the applicant may apply for approval pursuant to *Sec. 13B.2.3.* (Class 3 Conditional Use Permit).

#### b. Supplemental Finding

The proposed project substantially meets the purpose of the performance standards.

## I. Records and Agreements

Prior to the issuance of a building permit, the following requirements shall be met:

### 1. Housing Development Projects with Senior Citizen Households

For any housing development project qualifying for a density bonus and that contains housing for senior citizens, a covenant acceptable to the Housing and Community Investment Department, or its successor agency, shall be recorded with the Los Angeles County Recorder, guaranteeing that the occupancy restriction to senior citizens will be observed for at least 55 years from the issuance of the certificate of occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program or rental subsidy program.

### 2. Housing Development Projects with Low or Very Low, or Extremely Low Income Households

For any housing development project qualifying for a density bonus and that contains housing for Low Income, Very Low Income, or Extremely Low households, a covenant acceptable to the Housing and Community Investment Department must be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program or rental subsidy program.

### 3. Housing Development Projects with Moderate Income Households - For Sale

For any housing development project qualifying for a density bonus and that contains housing for Moderate Income households for sale, a covenant acceptable to the Housing and Community Investment Department and consistent with the for sale requirements of California Government Code Section 65915(c)(2) must be recorded with the Los Angeles County Recorder guaranteeing that the affordability criteria will be observed for at least 10 years from the issuance of the Certificate of Occupancy.

### 4. Conflicts of Duration of Affordability Covenants

If the duration of affordability covenants provided in this Section conflicts with the duration for any other government requirement, the longest duration controls.

### 5. Private Right of Enforcement

Any covenant described in this Section must provide for a private right of enforcement by the City, any tenant, or owner of any building to which a covenant and agreement applies.

# SEC. 9.2.2. TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

## A. Purpose

The purpose of this Section is to establish procedures for implementing the provisions established by Measure JJJ, as well as to increase the production of affordable housing in the City of Los Angeles, consistent with the General Plan and other City policies related to housing.

## B. Applicability

This Transit Oriented Communities Affordable Housing Incentive Program ("TOC Incentive Program"), and the provisions contained in the TOC Affordable Housing Incentive Program Guidelines, shall apply to all Eligible Housing Developments that are located within a one-half mile radius of a Major Transit Stop, as defined in Subdivision (b) of Section 21155 of the California Public Resources Code. Each one-half mile radius around a Major Transit Stop shall constitute a unique Transit Oriented Communities Affordable Housing Incentive Area ("TOC Area").

## C. Preparation and Content of TOC Incentive Guidelines

The Director of Planning shall establish and maintain TOC Affordable Housing Incentive Program Guidelines ("TOC Guidelines") that provide the eligibility standards, TOC Incentives, and other necessary components of this TOC Incentive Program outlined in this Section. Nothing in the TOC Guidelines shall restrict any right authorized by the zone of a property. The TOC Guidelines shall be consistent with the purposes of this Section and shall include the following:

### 1. Eligibility for TOC Incentives

An Eligible Housing Development located within a TOC Area shall be eligible for TOC Incentives if it:

**a.** Provides minimum required percentages of on-site restricted affordable units;

**b.** Meets any applicable replacement requirements of California Government Code Section 65915(c)(3); and

**c.** Is not utilizing a Density Bonus or Incentives pursuant to *Sec. 9.2.1.* (Density Bonus) or *Sec. 9.3.2.* (Local Affordable Housing Incentive Program), or other development bonuses pursuant to California Government Code Section 65915 or any other State or local program.

### 2. Minimum Required Percentages of On-Site Restricted Affordable Units.

Minimum required percentages of on-site restricted affordable units shall be determined by the Department of City Planning and set forth in the TOC Guidelines at rates that meet or exceed 11% of the total number of dwelling units affordable to Very Low Income Households; or 20% of the total number of dwelling units affordable to Lower Income Households. The Department of City Planning shall also establish an option for an Eligible Housing

Development to qualify for the TOC Incentives by providing a minimum percentage of units for Extremely Low Income households, which shall be set at no less than 7%. In calculating the required on-site restricted affordable units, the percentage shall be based on the total final project unit count, and any number resulting in a fraction shall be rounded up to the next whole number.

#### 3. Labor Standards

In creating the TOC Guidelines, the Department of City Planning shall identify incentives for projects that adhere to the labor standards required in Section 5 of Ordinance No. 184745, provided that no such incentives will be created that have the effect of undermining the affordable housing incentives contained this Section or in Government Code Section 65915.

#### 4. TOC Incentives

An Eligible Housing Development shall be granted TOC Incentives, as determined by the Department of City Planning consistent with the following:

##### a. Residential Density Increase

An Eligible Housing Development shall be granted increased residential density at rates that shall meet or exceed a 35% increase. In establishing the density allowances, the Department of City Planning may allow adjustments to minimum square feet per dwelling unit, floor area ratio, or both, and may allow different levels of density increase depending on the Project's Density District.

##### b. Parking

An Eligible Housing Development shall be granted parking reductions consistent with California Government Code Section 65915(p).

##### c. Incentives and Concessions

An Eligible Housing Development may be granted up to two or three incentives or concessions based upon the requirements set forth in California Government Code Section 65915(d)(2).

## D. Approval of TOC Guidelines and Incentives

The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to the Director of Planning to adopt or reject the TOC Guidelines.

## E. Process for Changing TOC Incentives and Eligibility

The TOC Incentives and the required percentages for on-site restricted affordable units may be adjusted for an individual TOC Area through a Community Plan update, Transit Neighborhood Plan, or Specific Plan, provided that the required percentages for on-site restricted affordable units may not be reduced below the percentages set forth in Subdivision B.2. above.

## F. Procedures

Application for the TOC Incentives shall be made on a form provided by the Department of City Planning, and shall follow the procedures outlined in *Sec. 9.2.1.*G. (Density Bonus; Procedures).

## G. Records and Agreements

Prior to issuance of a building permit for an Eligible Housing Development, the following shall apply:

### 1. Housing Development Containing Rental Housing

For any Eligible Housing Development qualifying for a TOC Incentive that contains rental housing for Extremely Low, Very Low, or Lower Income Households, a covenant acceptable to the Los Angeles Housing and Community Investment Department, or its successor agency, shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for 55 years or longer.

### 2. Housing Development Containing For-Sale Housing

For any Eligible Housing Development qualifying for a TOC Incentive that contains for-sale housing, a covenant acceptable to the Los Angeles Housing and Community Investment Department, or its successor agency, and consistent with the for-sale requirements of California Government Code Section 65915(c)(2) shall be recorded with the Los Angeles County Recorder.

### 3. Duration of Covenants

If the duration of affordability covenants provided for in this Subsection conflicts with the duration for any other government requirement, the longest duration shall control.

# DIV. 9.3. COMMUNITY BENEFITS PROGRAM

## SEC. 9.3.1. COMMUNITY BENEFITS PROGRAM STRUCTURE

### A. Purpose

The purpose of this Division is to promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.

### B. Applicability

This Section shall apply to any project utilizing an incentive programs included as an available incentive program in a lot's applicable CPIO or specific plan, providing the required percentage of restricted affordable units as established in *Sec. 9.3.2.* (Local Affordable Housing Incentive Program) or public benefits as established in *Div. 9.2.* (Public Benefit Incentive Programs), and is on a lot which provides Bonus FAR, Bonus Height, or Bonus Stories.

### C. Eligibility

A project must meet the following criteria in order to obtain additional development incentives through the programs contained in this Division:

#### 1. Residential Projects

Residential projects must first utilize the Local Affordable Housing Incentive Program, established in *Sec. 9.3.2.*, to its fullest extent. If there is any unused floor area, height or stories based on the Bonus FAR, Bonus Height, or Bonus Stories available for the project site according to the site's applicable Form District, then a project may utilize the remaining development potential using one of the methods described in Subsection D. (Bonus Floor Area) below up to the maximum allowed by a lot's Form District. Utilizing the Local Affordable Housing Incentive Program to its fullest extent means to provide the adequate number of restricted affordable units to qualify for the maximum density increase allowed by the Local Affordable Housing Program Set applicable to the lot. Calculation of the maximum density increase allowed and number of restricted affordable units required shall be based on the maximum density allowed by the project site's Density District.

#### 2. Non-Residential Projects

Non-residential projects, including city-approved Hotels, Motels, and Transient Occupancy Residential Structures, may utilize the any of the programs established in *Div. 9.3.* (Community Benefits Program) without first utilizing the Local Affordable Housing Incentive Program. Bonus FAR, Bonus Height, or Bonus Stories may be awarded up to the maximum allowed by each sites Form District. In order to utilize any of the Public Benefits Incentive programs in *Division 9.3.* (Community Benefits Program), the incentive programs must be included as an available incentive program in a lot's applicable CPIO or specific plan.

### D. Bonus Floor Area, Height or Stories

A Residential Project that does not use all of the FAR, height, or stories granted by the Bonus FAR, Bonus Height, or Bonus Stories of the applicable Form District, after fully using the Local Affordable Housing Incentive Program, may access the remaining FAR, height, or stories using one or more of the following methods:

#### 1. Additional Restricted Affordable Units

Providing additional percentages of restricted affordable units above the minimum percentage required to qualify for the maximum density increase of the Local Affordable Housing Incentive Program. The amount of additional bonus density, FAR, height, or stories provided for additional percentages of restricted affordable units shall be contained in the lot's applicable CPIO or specific plan.

#### 2. Public Benefits Incentive Programs

Utilizing the one or more of the programs established in *Div. 9.3.* (Community Benefits Program) below, provided that the programs are included as available incentive programs in the lot's applicable CPIO or specific plan.

## SEC. 9.3.2. LOCAL AFFORDABLE HOUSING INCENTIVE PROGRAM

### A. Purpose

The purpose of the Local Affordable Housing Incentive Program is to incentivize the creation and development of restricted affordable units Citywide beyond the levels incentivized by the State Density Bonus program, and to increase the production of affordable housing units in specific areas identified in the applicable Community Plan.

### B. Eligibility

A housing development project that includes the minimum percentage of on-site restricted affordable units required by the Local Incentive Program Set in which it is located, is entitled to receive the Incentives in Subsection C. (Base Incentives) below. The Local Incentive Program Set applicable to a lot shall be identified in the lot's applicable CPIO or specific plan.

| LOCAL INCENTIVE PROGRAM SETS | | | | | |
|---|---|---|---|---|---|
| Set | Affordability Requirements | | | | |
| | Deeply Low Income | Extremely Low Income | Very Low Income | Lower Income | Moderate |
| A | n/a | 11% | 15% | 25% | n/a |
| B | n/a | 10% | 14% | 23% | n/a |
| C | n/a | 9% | 12% | 21% | n/a |
| D | n/a | 7% | 11% | 20% | n/a |
| E | 5% | 8% | 11% | 20% | 40% |

### 1. Housing Replacement

A housing development project must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment prior to the issuance of any building permit. Replacement housing units required per this Section may count towards on-site restricted affordable units requirements of Subdivision 1. above.

## C. Base Incentives

### 1. Residential Density

**a.** In Local Incentive Program Sets A-D, a housing development project that includes the minimum percentage of on-site restricted affordable units outlined in Subdivision B.1. above shall be granted an increase in the allowable residential density as follows:

| RESIDENTIAL DENSITY INCENTIVE | | | | | |
|---|---|---|---|---|---|
| Density District | Allowable Density Increase | | | | |
| | Set A | Set B | Set C | Set D | Set E |
| 2, 4 | 70% | 60% | 50% | 40% | 40% |
| 6 | 60% | 50% | 50% | 40% | 40% |
| 8, 12 | 50% | 40% | 40% | 35% | 35% |
| 15, 20 | 40% | 35% | 35% | n/a | n/a |
| 1L, 2L, 3L, 4L, FA | n/a | n/a | n/a | n/a | n/a |

**b.** 100% affordable housing development projects. housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager's unit or units, shall be permitted an additional increase in density of 10 percentage points more than listed in Paragraph (a) above. For example, a 50% density increase will become a 60% density increase.

### 2. Floor Area Ratio

**a.** In Sets A-D, a housing development project that includes the minimum amount of on-site restricted affordable units as outlined in Subdivision B.1. shall be entitled to utilize the entire Bonus FAR as outlined in the lot's Form District.

**b.** In Set E, a housing development project that includes the minimum amount of on-site restricted affordable units shall be entitled to a 35% FAR increase.

**c.** 100% affordable housing development projects. housing development projects that consist of 100% on-site restricted affordable units, exclusive of a building manager's unit or units, shall be permitted an additional increase of 10% of floor area more than listed above or in the applicable Form District. However, in no instance shall the floor area ratio exceed 13:1.

### 3. Height

A housing development project that includes the minimum amount of on-site restricted affordable units shall be entitled to utilize the entire Bonus Height or Bonus Stories as outlined in the lot's Form District, when the Form District includes a Bonus Height or Bonus Stories metric.

### 4. Automobile Parking

**a.** Residential Parking. Eligible housing development projects shall qualify for a reduced residential parking requirement according to the Local Incentive Program Set in which the lot is located, based on the table below:

| AUTOMOBILE PARKING INCENTIVE | |
|---|---|
| Incentive Program Set | Parking Reduction |
| Set A, Set B | 75% Decrease in required minimum |
| Set C, Set D, Set E | 50% Decrease in required minimum |

**b.** For a housing development project that consists of 100% on-site restricted affordable units, exclusive of a manager's unit or units, there shall be no required parking for all residential units in the project.

**c.** For a housing development project located 750 feet or less from a Transit Stop, as measured from the closest point on any lot to the entrance(s) of the station or stop, there shall be no required parking for all residential units in the project.

**d.** Nonresidential Parking. A housing development project with nonresidential uses located in any Local Incentive Program Set may reduce the nonresidential automobile parking requirement for any ground-floor nonresidential use by 20% of the required minimum.

**e.** Consistency with State Code. Parking reductions offered for housing development projects shall always be consistent with or greater than those in California Government Code Section 65915(p).

## D. Additional Incentives

Additional incentives, and eligibility requirements for additional incentives, shall be outlined in the applicable CPIO or specific plan.

## E. Process

1. Housing development projects requesting only the Incentives outlined in Subsection C. (Base Incentives), without any additional Incentives, as outlined in applicable CPIO or specific plan, shall be considered ministerial. No application for these projects need to be filed with the Department of City Planning.

2. Housing development projects requesting additional Incentives, as outlined in applicable CPIO or specific plan, shall follow the procedures in *Sec. 9.2.1.*G.2. (Density Bonus; Procedures; Projects Requesting Additional Incentives).

3. Records and Agreements. housing development projects shall comply with the Records and Agreements requirements of *Sec. 9.2.1.*I. (Density Bonus; Procedures; Records and Agreements).

# SEC. 9.3.3. PUBLICLY ACCESSIBLE OUTDOOR AMENITY SPACE

## A. Purpose

The purpose of this Section is to incentivize the development of public outdoor plazas, parks, seating areas, and other amenity spaces, on private land.

## B. Applicability

If the Publicly Accessible Outdoor Amenity Space incentive program is listed as an available Incentive program in the applicable CPIO or specific plan, the project can obtain additional floor area as permitted by the Bonus FAR by providing Outdoor Amenity Space subject to the standards below.

## C. Standards

A project is considered to be providing Publicly Accessible Outdoor Amenity Space if:

1. The Publicly Accessible Outdoor Amenity Space is provided on the ground level of the project site;
2. The Publicly Accessible Outdoor Amenity Space shall be, at minimum, 100% of the size of the lot's minimum required lot amenity space area pursuant to the lot's Form District, including any Pedestrian Amenity exemption the project may qualify for. This provision may not be used in conjunction with the 25% reduction for making it publicly accessible pursuant to *Sec. 2C.3.1.*D. (Lot Amenity Space; Measurement);
3. All portions of the Publicly Accessible Outdoor Amenity Space shall be contiguous; and
4. The Outdoor Amenity Space complies with all minimum requirements contained in *Sec. 2C.3.3.*C. (Pedestrian Amenity Space) and D. (Privately-Owned Public Space).
5. The Outdoor Amenity Space complies with any additional requirements set forth in the applicable CPIO.

## D. Incentives

A project may obtain additional floor area, up to the project lot's Bonus FAR. The amount of floor area awarded shall be in accordance to the lot's applicable CPIO or specific plan.

## E. Process

To obtain additional floor area as outlines in the applicable CPIO or specific plan for providing Publicly Accessible Outdoor Amenity Space, an applicant must file an application pursuant to *Sec. 13B.2.5.* (Director Determination).

## F. Records and Agreements

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the Publicly Accessible Outdoor Amenity Space will be maintained and remain open to the public during all required hours.

# SEC. 9.3.4. COMMUNITY FACILITIES

## A. Purpose

The purpose of this Section is to incentivize the development of facilities and services that are necessary to the community or are of benefit to the public and the community in which the facility is located.

## B. Applicability

If the Community Facilities incentive program is listed as an available incentive program in the applicable CPIO or specific plan, the project can obtain additional floor area by providing one or more of the Community Facilities below. Each Community Facility must be listed as an allowable incentive option in the CPIO or specific plan applicable to the project site.

### 1. On-Site Provision of Child Care Services

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the provision of on-site child care, subject to the following standards:

**a.** The child-care facility shall be in compliance with all requirements of Title 22, Division 12, Chapter 1 of the California Code of Regulations.

**b.** The child care facility shall be appropriately licensed by the California Department of Social Services.

**c.** Floor area utilized as a child care facility or facilities shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued.

**d.** The floor area devoted to a child care facility shall be located on site.

**e.** No Certificate of Occupancy for a project which is obtaining additional floor area for the provision of a child care facility shall be issued prior to the issuance of the Certificate(s) of Occupancy for the child care facility required pursuant to this Subdivision.

### 2. Full-Service Grocery Store

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the on-site provision of a Full-Service Grocery Store (Food and Beverage Store) subject to the following standards:

**a.** The grocery store shall have at least 10,000 square feet of floor area.

**b.** The grocery store shall dedicate at least 25% of its floor area to perishable food items.

**c.** Floor area utilized as a Full-Service Grocery Store shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued.

**d.** The floor area devoted to a Full-Service Grocery Store shall be located on site.

**e.** No Certificate of Occupancy for a project which is obtaining additional floor area for the provision of a Full-Service Grocery Store shall be issued prior to the issuance of the Certificate(s) of Occupancy for the Full-Service Grocery Store required pursuant to this Subdivision.

**f.** The project site must be within a Grocery Store Incentive Area pursuant to the applicable CPIO or specific plan.

### 3. Health Centers

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the on-site provision of a Health Center, which is a facility that provides health and medical care, subject to the following standards:

**a.** The Health Center shall be certified by the United States Department of Health and Human Services, Health resources and Services Administration (HRSA) as a Federally Qualified Health Center (FQHC), or FQHC Look-Alike as defined by the HRSA.

**b.** Floor area provided for a Health Center shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued.

**c.** The floor area utilized as a Health Center shall be located on site.

**d.** No Certificate of Occupancy for a project which is obtaining additional floor area for the provision of a Health Center shall be issued prior to the issuance of the Certificate(s) of Occupancy for the Health Center required pursuant to this Subdivision.

**e.** The project site must be within a Health Center Incentive Area pursuant to the applicable CPIO or specific plan.

### 4. Employment Centers

A project in which a minimum of 50% of the floor area permitted by the Base FAR contains non-residential uses may obtain additional floor area as permitted by the Bonus FAR, subject to the following standards:

**a.** A minimum of 50% of the floor area permitted by the Base FAR must be utilized for non-residential uses for a minimum of 10 years after the issuance of the Certificate of Occupancy.

**b.** The project site must be within an Employment Centers Incentive Area pursuant to the applicable CPIO or specific plan.

### 5. Schools and Libraries

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the on-site provision of a public school or public library, subject to the following standards:

**a.** Floor area utilized for a school shall be occupied by a Los Angeles Unified School District school (LAUSD), or a school approved for operation by LAUSD, and shall be properly accredited. Floor area utilized for a library shall be occupied by a library operated by the City of Los Angeles Library Department. The applicant must obtain a written agreement from either LAUSD or the City of Los Angeles Library Department confirming the space shall be utilized for a school or library

**b.** Floor area utilized as a school or library shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued.

**c.** The floor area devoted to a school or library shall be located on site.

**d.** No Certificate of Occupancy for a project which is obtaining additional floor area as permitted by the Bonus FAR for the provision of a school or library shall be issued prior to the issuance of the Certificate(s) of Occupancy for the school or library required pursuant to this Subdivision.

**e.** The project site must be within a School and Libraries Incentive Area pursuant to the applicable CPIO or specific plan.

### 6. Social Services

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the on-site provision of a Social Service Center, which is a facility that provides services for the benefit of the community, subject to the following standards:

**a.** The Social Services Center must be operated by a government agency or a 501(c)(3) non-profit organization;

**b.** Services are provided on a voluntary basis with an emphasis on employment services, job training, business incubation, youth development, educational services, medical and mental health care, substance abuse treatment, food aid, or other services deemed appropriate by the Director of Planning;

**c.** Floor area utilized as for a Social Service Center shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued;

**d.** The floor area devoted to a Social Service Center shall be located on-site;

**e.** No Certificate of Occupancy for a Project which is obtaining additional floor area as permitted by the Bonus FAR for the provision of a Social Service Center shall be issued prior to the issuance of the Certificate(s) of Occupancy for the Social Service Center required pursuant to this Subdivision;

**f.** The project site must be within a Social Service Center Incentive Area pursuant to the applicable CPIO or specific plan.

### 7. Public Facilities

A residential, commercial, industrial, or mixed-use project may obtain additional floor area as permitted by the Bonus FAR for the on-site provision of a Government Facility, which is a facility operated by a government agency for public purposes, subject to the following standards:

**a.** Eligible facilities include: cultural centers, museums, police stations, fire stations, or other emergency response facilities deemed appropriate by the Director of Planning.

**b.** Floor area utilized for a Public Facility shall be used for such purpose for a minimum of 10 years after the Certificate of Occupancy is issued.

**c.** The floor area devoted to a Public Facility shall be located on-site.

**d.** No Certificate of Occupancy for a project which is obtaining additional floor area as permitted by the Bonus FAR for the provision of a Public Facility shall be issued prior to the issuance of the Certificate(s) of Occupancy for the Public Facility required pursuant to this Subdivision.

**e.** The project site must be within a Public Facility Incentive Area pursuant to the applicable CPIO or specific plan.

## C. Incentives

A project may additional floor area as permitted by the Bonus FAR. The amount of floor area awarded shall be in accordance to the lot's applicable CPIO or specific plan.

## D. Process

### 1. Application

To obtain additional development potential as allotted for in an applicable CPIO or specific plan for providing community facilities and improvements, an applicant must file for an application pursuant to *Sec. 13B.2.5.* (Director Determination).

### 2. Supplemental Findings

In addition to the findings required by *Sec. 13B.2.5.* (Director Determination), the Director must also find that the Community Facility will enhance the built environment or quality of life in the surrounding neighborhood and will perform a function or provide a service that is essential or beneficial to the community.

## E. Records and Agreements

A covenant acceptable to the Department of City Planning must be recorded with the Los Angeles County Recorder, guaranteeing that the applicant, tenant, or property owner will not change the use of the portion of the building dedicated to the Community Facility for the periods outlined in Subsection B. (Applicability) above from the issuance of the Certificate of Occupancy.

# DIV. 9.4. GENERAL INCENTIVE PROGRAMS

## SEC. 9.4.1. PERMANENT SUPPORTIVE HOUSING INCENTIVE PROGRAM

### A. Purpose

**1.** The purpose of this Section is to facilitate the expedient production of Supportive Housing units meeting the established definitions and regulations, or Qualified Permanent Supportive Housing Projects, in order to provide high-quality, well-serviced and affordable housing units which are responsive to the needs of the Target Population.

**2.** This Section is intended to facilitate construction or maintenance of Supportive Housing units pursuant to a ministerial approval process in conformance with the State density bonus provisions in California Government Code Section 65915. Qualified Permanent Supportive Housing Projects are those that meet the following objectives:

**a.** Projects should be located at sites that are accessible by public transit, including paratransit.

**b.** Individual dwelling units or guest rooms should be provided with basic amenities that are sufficient to support independent living.

**c.** Sufficient non-residential floor area, as determined in Subdivision B.2. (Supportive Services) below, should be made available on the subject property to provide the appropriate level of Supportive Services to the resident Target Population.

### B. Applicability

In order for a Qualified Permanent Supportive Housing Project to be eligible for this Qualified Permanent Supportive Housing Incentive Program it must comply with the following requirements:

#### 1. Use of Other Residential Incentive Programs

A Qualified Permanent Supportive Housing Project applying for another incentive program established in *Div. 9.2.* (Affordable Housing Incentive Programs), *Sec. 9.3.2.* (Local Affordable Housing Incentive Program), or affordable housing incentive provisions in any other specific plan or supplemental district at the same location shall not also be eligible for approval.

#### 2. Supportive Services

Applicants shall provide documentation describing the Supportive Services that will be provided onsite and offsite. Prior to any approval of a Qualified Permanent Supportive Housing Project, the applicant shall submit information demonstrating that Supportive Services will be provided to residents of the project. The applicant shall indicate the name of the entity or entities that will provide the Supportive Services, the Local Public Agency funding source(s) for those services, and proposed staffing levels. If a preliminary funding commitment is needed, the applicant shall also submit a signed letter of intent from the Local Public Agency

verifying that it is providing a preliminary funding commitment for the Supportive Services. If no funding commitment is needed, the applicant shall demonstrate that the entity or entities that will provide the Supportive Services are service providers prequalified by a Local Public Agency.

### 3. Housing Replacement

Projects shall meet any applicable dwelling unit replacement requirements of California Government Code Section 65915(c)(3), or as thereafter amended, as verified by the Los Angeles Housing and Community Investment Department, or its successor agency, and all applicable monitoring fees in Article 9 (Fees) of Chapter 1 of this Code shall be paid by the applicant prior to the issuance of any building permit.

### 4. On-Site Supportive Services Requirement

Non-residential floor area shall be provided for on-site Supportive Services in the following ratios:

**a.** For Qualified Permanent Supportive Housing Projects with 20 or fewer total combined dwelling units or guest rooms, no less than 90 square feet of dedicated office space shall be provided; or

**b.** For Qualified Permanent Supportive Housing Projects with greater than 20 dwelling units or guest rooms, a minimum of 3% of the total residential floor area shall be dedicated for on-site Supportive Services provided solely to on-site residents, including but not limited to community rooms, case management offices, computer rooms, or a community kitchen.

### 5. Location Requirement

The Qualified Permanent Supportive Housing Project shall be located within a High Quality Transit Area for the horizon year in the current Regional Transportation Plan/Sustainable Communities Strategy for the Southern California Association of Governments region.

### 6. Unit/Guest Room Requirements

Each dwelling unit or guest room shall have a private bathroom and cooking facilities containing, at minimum, a sink, refrigerator, counter space, and a hotplate or microwave. The Zoning Administrator can modify this requirement pursuant to *Sec. 13B.2.2.* (Class 2 Conditional Use Permit).

### 7. Historic Resources

The Qualified Permanent Supportive Housing Project shall not involve a historical resource, as defined by California Public Resources Code Section 21084.1 as determined by the Director, in consultation with the Office of Historic Resources.

## C. Incentives

The grant of any incentives under this Subsection shall not be considered an increase in density or other change which requires any corresponding Zone Change, General Plan Amendment, Project Exception or other discretionary action.

### 1. Base Incentives

A Qualified Permanent Supportive Housing Project meeting the requirements in Subsection B. (Applicability) above is eligible for the following base incentives:

#### a. Minimum Lot Area per Dwelling Unit or Guest Room

In all Density Districts except for 1L, the number of allowable dwelling units or guest rooms shall not be subject to the otherwise maximum density under any applicable zoning ordinance or specific plan. On any lot in Density District 15, the minimum lot area per dwelling unit or guest room shall be 500 square feet.

#### b. Parking

The following requirements shall apply to all Qualified Permanent Supportive Housing Projects:

**i.** Up to 40% of the total required parking spaces may be provided by compact stalls.

**ii.** No parking spaces shall be required for dwelling units or guest rooms restricted to the Target Population.

**iii.** For projects located within one-half (1/2) mile of a Transit Stop, or of a Major Transit Stop as defined in Section 21155(b) of the California Public Resources Code, no more than one-half (1/2) parking space shall be required for each income-restricted dwelling unit or guest room not occupied by the Target Population. Otherwise, no more than one (1) parking space shall be required for each restricted affordable unit or guest room not occupied by the Target Population.

**iv.** One parking space for every 20 dwelling units or guest rooms shall be required for the purpose of accommodating guests, Supportive Services, and case management.

**v.** For projects located in the Downtown Community Plan, no parking space shall be required for dwelling units or guest rooms dedicated or set aside for households that earn less than 50% of the Area Median Income as determined by the Los Angeles Housing and Community Investment Department, or its successor agency.

**vi.** Parking reductions offered for Qualified Permanent Supportive Housing Projects shall always be consistent or greater than those in California Government Code Section 65915(p).

**vii.** If the parking requirements applicable to the project site pursuant to Article 4 (Development Standards) are less than the parking required by one of the applicable parking options in this Subsection, an applicant may utilize the parking requirements of *Article 4* (Development Standards).

#### c. Floor Area

Areas designated exclusively for Supportive Services use or public areas accessible to all residents, including those for residential or Supportive Services uses, shall not be considered as floor area of the building for the purposes of calculating the total allowable floor area. The floor area shall be measured to the center line of wall partitions between public and non-public areas.

#### d. Conversion or Replacement of Existing Residential Hotel Use

Despite the provisions of the applicable Use District, a Qualified Permanent Supportive Housing Project developed pursuant to this Section shall be permitted when the project is converted from, or is a replacement of a Residential Hotel as defined in Section 47.73.S. (Residential Hotel Unit Conversion and Demolition; Definitions) of Chapter 4 (Public Welfare) of this Code, and is a continuation of an existing residential use. The replacement shall comply with the provisions of Article 7.1. (Residential Hotel Unit Conversion and Demolition) of Chapter 4 (Public Welfare) of this Code as approved by the Los Angeles Housing and Community Investment Department, or its successor agency. The total number of dwelling units or guest rooms may be increased as part of the conversion or replacement. This Subdivision shall not apply to a Residential Hotel located on a lot in Density District 20 or more restrictive.

#### e. Guest Rooms

For the purpose of this Section, a guest room may contain cooking facilities including a sink, refrigerator not exceeding 10 cubic feet, counter space not exceeding 10 square feet, and a hotplate or microwave.

### 2. Additional Incentives

A Qualified Permanent Supportive Housing Project meeting the requirements in Subsection B. (Applicability) above is eligible for any combination of up to five additional incentives described below, as applicable.

#### a. Yard

A Qualified Permanent Supportive Housing Project may obtain up to 20% decrease in the any required Yard, and all adjustments to individual Yards may be combined to count as one incentive, except that:

**i.** The project must still provide landscaping sufficient in compliance with the landscape requirements in *Article 4* (Development Standards).

**ii.** No reduction is permitted along a property line that abuts a property in Density District 1L, or any Open Space Use District.

**iii.** In Residential Use Districts, the resulting front yard may not be less than the average of the front yards, as measured to the main building, of adjoining lots along the same street face. If located on a corner lot or adjacent to a vacant lot, the front yard may align with the facade of the adjacent building along the same front lot line, and may result in more or less than a 20% decrease in the required yard. If there are no adjacent buildings, no reduction is permitted.

### b. Building Coverage

Up to 20% increase in Building Coverage limits, provided that the landscaping for the Qualified Permanent Supportive Housing Project is sufficient to provide 10% more than otherwise required by *Article 4* (Development Standards).

### c. Floor Area Ratio

**i.** Up to 35% increase in the Base FAR.

**ii.** On lots in Density District 15, up to a 20% increase in the Base FAR.

**iii.** In lieu of the otherwise applicable FAR, a FAR not to exceed 3:1, provided the lot is in a Commercial or Commercial-Mixed Use District.

### d. Height

Up to 35% increase in the maximum allowable height in feet, applicable over the entire lot regardless of any of the lower underlying height limits. In any Form District in which the height or number of stories is limited, this provision shall permit a maximum height increase of one additional story up to eleven feet. For the purposes of this Height incentive other transitional height requirements in this Chapter shall not apply. In their place, the following transitional height requirements shall be applied:

**i.** When adjacent to or across an alley from lots with in Density District 1L or 2L, the building's height shall be stepped-back within a 45 degree angle as measured from a point 25 feet above grade at the property line.

**ii.** On lots in Density District 15, when adjacent to or across an alley from lots in Density District 1L or 2L, the building's height shall be stepped-back within a 45 degree angle as measured from a point 20 feet above grade at the property line.

### e. Lot Amenity Space and Residential Amenity Space

Up to 20% decrease in the required lot amenity space and Residential Amenity Space, provided that the landscaping for the Qualified Permanent Supportive Housing Project is sufficient to provide 10% more than otherwise required by Article 4 (Development Standards).

### f. Averaging of Floor Area Ratio, Parking

Lot amenity space, or Residential Amenity Space. A Qualified Permanent Supportive Housing Project that is located on two or more contiguous parcels may average the floor area, lot amenity space, Residential Amenity Space, and parking over the project site, provided that:

**i.** The proposed use is permitted by the underlying zone(s) of each parcel; and

**ii.** No further lot line adjustment or any other action that may cause the Qualified Permanent Supportive Housing Project site to be subdivided subsequent to this grant shall be permitted.

### g. Ground Floor Use

Where non-residential floor area is required by a zoning ordinance, Specific Plan, Community Plan, or other set of standards, that requirement may be satisfied by any active ground floor use such as community rooms, resident amenities, Supportive Service areas, or lot amenity space.

### h. Other Development Standard

Up to a 20% relief may be provided from one other development standard not described in this Subsection, as that term is defined in California Government Code Section 65915(o)(1), or as may be amended from time to time.

## D. Process

### 1. Qualified Permanent Supportive Housing Projects Meeting All Applicability Requirements

To utilize an incentive, as outlined is Subsection C. (Incentives) above, an applicant must file pursuant to *Sec. 13B.3.1.* (Administrative Review).

#### a. Application Material

All applications shall be reviewed for compliance with the definitions in this Section, applicability requirements in Subsection B. (Applicability) above, and compliance with the applicable incentive standards in Subsection C. (Incentives) above. The application shall be approved by the Department of City Planning if the applicable standards of this Section are met.

#### b. Notification of Application

Despite the provisions of *Sec. 13B.3.1.* (Administrative Review), the following requirements shall be completed at least 30 days prior to the Department of City Planning's approval of the Qualified Permanent Supportive Housing Project:

**i.** The Department shall send written notices of the Qualified Permanent Supportive Housing Project application by U.S. mail to the abutting property owners, applicable Neighborhood Council and the Council District Office of the site; and

**ii.** The applicant shall post, in a conspicuous place near the entrance of the property, a public notice of the Qualified Permanent Supportive Housing Project application. The applicant shall submit proof of posting to the Department, which includes submission of a completed public notice form provided by the Department and photographs of the posted notice.

#### c. Additional Waivers

The City may not apply a development standard that will physically preclude the construction of the Qualified Permanent Supportive Housing Project. Applicants may request additional waivers pursuant to the procedures described in Subdivision *Sec. 9.2.1.*G.3. (Density Bonus; Procedures; Projects with Requests for Waiver or Modification). The Zoning Administrator may modify or exempt the applicability requirements for Qualified Permanent Support Housing Projects in Subdivisions B.4. (On-Site Supportive Services Requirement), B.5. (Location Requirement), B.6. (Unit/Guest Room Requirements), and B.7. (Historic Resources), pursuant to *Sec. 13B.2.2.* (Class 2 Conditional Use Permit), when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

### E. Records and Agreements

Prior to the issuance of any building permit for a Qualified Permanent Supportive Housing Project, the applicant shall record a covenant acceptable to the Los Angeles Housing and Community Investment Department, or its successor agency, that reserves and maintains the total combined number of dwelling units and guest rooms designated as restricted affordable for at least 55 years from the issuance of the Certificate of Occupancy.

## SEC. 9.4.2. INTERIM USE OF MOTELS FOR SUPPORTIVE HOUSING OR TRANSITIONAL HOUSING

### A. Purpose

The purpose of this Section is to facilitate the interim use of existing Transient Residential structures, such as Motels, Lodging, Apartment Hotels, and Transient Occupancy Residential structures, as Supportive Housing or Transitional Housing for persons experiencing homelessness or those at risk of homelessness. Under this Section, the structure may return to its previous use, or any use consistent with the underlying zoning, upon termination of the interim Supportive Housing or Transitional Housing use.

### B. Applicability

An Interim Motel Housing Project is eligible for conversion to Supportive Housing or Transitional Housing for persons experiencing homelessness or those at risk of homelessness if they meet the following requirements:

#### 1. Certificate of Occupancy

The structure has a Certificate of Occupancy as a Motel, Lodging, Apartment Hotel, or Transient Occupancy Residential Structure;

#### 2. Use of Units

All dwelling units and guest rooms in the structure must be used for Supportive Housing or Transitional Housing or a combination of both;

#### 3. No Additions

The Interim Motel Housing Project does not increase or add floor area or expand the building footprint or height;

#### 4. No Expansion of Use

The Interim Motel Housing Project does not increase the total combined number of dwelling units or Guests Rooms;

### 5. Permitted Use

Any floor area used for on-site Supportive Services shall be considered accessory to the residential use;

### 6. Supportive Service Area

For every 20 dwelling units or guest rooms, a minimum of one dedicated office space shall be provided for the provision of on-site Supportive Services, including case management. A minimum of one dedicated office space shall be provided for Interim Motel Housing Projects with fewer than 20 total combined dwelling units or guest rooms. Any floor area dedicated to Supportive Services may be provided on-site within an existing building, but shall not exceed 10% of the total floor area of the building;

### 7. Supportive Services Contract

The applicant provides a copy of an executed contract agreement between the Local Public Agency, the provider of the Supportive Housing or Transitional Housing, and the Interim Motel Housing Project applicant for the provision of on-site Supportive Housing or Transitional Housing, or a combination of both; proof that the applicant has received funding from a Local Public Agency; and proof that the Supportive Housing or Transitional Housing contract is in effect;

### 8. Residential Hotel Ordinance

If structures or units are subject to the provisions of Article 7.1. (Residential Hotel Unit Conversion and Demolition) of Chapter 4 (Public Welfare) of this Code on the date of the Interim Motel Housing Project application, they shall remain subject to all requirements and restrictions in Article 7.1. (Residential Hotel Unit Conversion and Demolition) of Chapter 4 (Public Welfare) of this Code during the Supportive Housing or Transitional Housing contract; and

### 9. Historic Building

An Interim Motel Housing Project shall not involve alteration of an historic character defining feature identified in a nomination or a survey for any project affecting a property listed in or formally determined eligible for a National, State or local historic register, individually or as a contributor to a historic district, unless the Director in consultation with the Office of Historic Resources determines the proposed alteration will not adversely impact the property's historic eligibility.

## C. Incentives

Interim Motel Housing Projects shall not be subject to any otherwise applicable zoning ordinance, specific plan, or other overlay district regulations, including, but not limited to, the following:

### 1. Minimum Area per Dwelling Unit or Guest Room

Interim Motel Housing Projects shall not be considered an increase in density or other change which requires any corresponding discretionary action. A structure, regardless of any nonconforming status as to the area and density regulations of the underlying zone, may be used for an Interim Motel Housing Project.

### 2. Off-Street Automobile Parking

Interim Motel Housing Projects shall be exempt from the provisions of Article 4 (Development Standards) during the Supportive Housing or Transitional Housing contract, however, the Interim Motel Housing Project shall maintain and not reduce the number of on-site parking spaces existing on the date of the Interim Motel Housing Project application.

### 3. Use

Despite the provisions of the underlying Use District or any nonconforming use provision to the contrary, an Interim Motel Housing Project shall be permitted.

### 4. Minor Interior Alterations for Cooking Facilities

Approved Interim Motel Housing Project applicants may make minor interior alterations adding cooking facilities, including a sink, a refrigerator not exceeding 10 cubic feet, counter space not exceeding 10 square feet, and a hotplate or microwave, to guest rooms. In the event a structure is returned to the Motel or Hotel use in accordance with Subdivision D.3. (Termination of Supportive Housing or Transitional Housing Contract) below, the Motel or Hotel may maintain any guest rooms with added cooking facilities.

### 5. Preservation of Nonconforming Rights

Upon termination of the Supportive Housing or Transitional Housing use, in accordance with Subdivision D.3. (Termination of Supportive Housing or Transitional Housing Contract) below, any structure that is nonconforming as to area or use regulations or any other zoning code requirements may return to the use and condition, authorized by a Certificate of Occupancy, existing on the date of the Interim Motel Housing Project application, despite any physical alterations to the subject property. Any floor area used for Supportive Services may be returned to use as guest rooms or dwelling units, or may be converted to accessory amenity spaces, so long as the total number of dwelling units or guest rooms do not exceed the number approved on the Certificate of Occupancy existing at the time of the application for Interim Motel Housing Project.

## D. Process

### 1. Department of Building and Safety Review

Interim Motel Housing Projects shall be approved by the Department of Building and Safety if the applicability requirements of Subsection B. (Applicability) above, and the standards

described in Subsection C. (Incentives) above are met, and the incentives described in Subsection C. (Incentives) above shall be granted.

### 2. Residential Hotel Ordinance

Interim Motel Housing Project applicants seeking to convert structures subject to the Residential Hotel Ordinance pursuant to Article 7.1. (Residential Hotel Unit Conversion and Demolition) of Chapter 4 (Public Welfare) of this Code must also submit an application using the process described in Section 47.78. (Application for Clearance) of Chapter 4 (Public Welfare) of this Code.

### 3. Termination of Supportive Housing or Transitional Housing Contract

Upon any termination of the Supportive Housing or Transitional Housing contract, the following shall apply:

**a.** The Interim Motel Housing Project applicant shall be required, within 90 days, to notify the Department of Building and Safety and to complete one of the following:

**i.** Submit an application to the Department of Building and Safety to return to the use, authorized by a Certificate of Occupancy, existing on the date of the Interim Motel Housing Project application, or to any use permitted by the current zoning regulations; or

**ii.** Provide a copy of a new executed contract agreement to the Department of Building and Safety in accordance with the requirements in Subdivision B.7. (Supportive Services Contract) above to begin a new contract term for provision of Supportive Housing or Transitional Housing.

**b.** Residential Hotel Ordinance. The number of Residential Units, as defined in Section 47.73.T. (Residential Hotel Unit Conversion and Demolition; Definitions) of Chapter 4 (Public Welfare) of this Code, at each participating structure of an Interim Motel Housing Project which has been converted to structures subject to Article 7.1. (Residential Hotel Unit Conversion and Demolition) of Chapter 4 (Public Welfare) of this Code shall be identical to the number of units originally determined by the Housing and Community Investment Department to be Residential Units pursuant to Section 47.76. (Residential Unit Status Determination) of Chapter 4 (Public Welfare) of this Code or any subsequent number approved as part of an application using the process described in Section 47.78. (Application for Clearance) of Chapter 4 (Public Welfare) of this Code.

### 4. Modifications to Interim Motel Housing Project Applicability Requirements

The Zoning Administrator may modify or exempt the applicability requirements for Interim Motel Housing Projects in Subdivisions B.6 (Supportive Service Area) and B.9 (Historic Building) above, pursuant to *Sec. 13B.2.2.* (Class 2 Conditional Use Permit), when the applicant can demonstrate that the project remains consistent with the purpose of those standards.

# SEC. 9.4.3. ELDERCARE FACILITIES INCENTIVE PROGRAM

## A. Purpose

The purpose of this Section is to provide development standards for Alzheimer's and Dementia Housing, Assisted Living, Senior Independent Living and Skilled Nursing Home, and create a single process for approvals and facilitate the processing of applications of Eldercare Facilities. These facilities provide much needed services and housing for the growing senior population of the City of Los Angeles.

## B. Applicability

An Eldercare Facility project located on a lot or lots in any Agricultural, Residential, Commercial, Or Commercial-Mixed Use District.

## C. Incentives

### 1. Zoning District Requirements

The Zoning Administrator may permit an Eldercare Facility project that does not meet the Use District, Density District, or height provisions of the Form District contained in this Chapter, or the requirements of any specific plan, Supplemental District, or Citywide regulation adopted or imposed by City action.

### 2. Development of Site

New buildings or structures may be erected, enlargements may be made to existing buildings, and the existing housing types within the Eldercare Facility project may be extended on the approved site, provided that development plans are submitted to and approved by the Zoning Administrator. The Zoning Administrator may disapprove the plans if he/she finds that the use does not conform to the purpose and intent of the findings required for an Eldercare Facility under this Section, and may specify the conditions under which the plans may be approved.

### 3. Change of Use

No housing type within an Eldercare Facility project may be changed to a different housing type unless the new housing type is subsequently approved. The Zoning Administrator may approve changes to the number of dwelling units, guest beds, guest rooms, or floor area provided that a minimum of 75% of the floor area, exclusive of common areas, shall consist of Senior Independent Housing and/or Assisted Living Care Housing.

## D. Procedures

### 1. Permit

The Zoning Administrator may permit an Eldercare Facility project utilizing the Incentives outlined in Subsection C. (Incentives) above pursuant to *Sec. 13B.2.2.* (Class 2 Conditional Use Permit).

### 2. Supplemental Findings

In addition to the findings set forth in *Sec. 13B.2.2.* (Class 2 Conditional Use Permit), the Zoning Administrator shall not grant the approval unless he or she also finds that:

**a.** The strict application of the land use regulations on the subject property would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations;

**b.** The Eldercare Facility project shall provide services to the elderly such as housing, medical services, social services, or long-term care to meet citywide demand; and

**c.** The Eldercare Facility project shall not create an adverse impact on street access or circulation in the surrounding neighborhood.

## SEC. 9.4.4. NON-PERMITTED DWELLING UNITS WHERE AFFORDABLE HOUSING IS PROVIDED

### A. Purpose

The purpose of this Section is to further health and safety standards in multifamily buildings and preserve and create affordable housing units by establishing procedures to legalize certain pre-existing non-permitted dwelling units in conformance with the State Density Bonus provisions in California Government Code Section 65915.

### B. Process

The applicant shall submit an application on a form developed by the Department of City Planning that contains basic information about the project, the owner and/or applicant and conformance with this section. The Director of Planning shall review all applications for compliance with the eligibility criteria in Subsection C. (Applicability). The application shall be approved by the Director of Planning if the eligibility criteria and performance standards of this subsection are met.

### C. Applicability

A structure with a non-permitted dwelling unit or guest room located in all Density Districts except for Density District 1L is eligible for the provisions of this section when the following criteria are met:

#### 1. Pre-Existing Unit

The unit(s) to be legalized have been occupied as a residential unit at any time between December 11, 2010, and December 10, 2015. Examples of the types of evidence to establish occupancy include, but are not limited to: an apartment lease; utility bill; Rent Stabilization Ordinance (RSO) Rent Registration Certificate; code enforcement case documentation (e.g., Orders to Comply); or other evidence identified on the application form and made available for public inspection in the case file.

### 2. Restricted Affordable Units

At least one additional restricted affordable unit is being provided on the project site. A restricted affordable unit is defined for this section as a residential unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Very Low Income, Low Income or Moderate Income households, as those income ranges are defined by the California Department of Housing and Community Development (HCD) or any successor agency. Affordable means that rents or housing expenses cannot exceed 30% of the maximum gross income of each respective household income group. Moderate Income units may be utilized, provided the project is not located in a Low-Moderate Census Tract pursuant to the Community Reinvestment Act.

### 3. Performance Standards

The property shall meet the following performance standards:

#### a. Front Yard Landscaping

All portions of the required front Yard not used for necessary driveways and walkways, including decorative walkways, are landscaped and maintained, and not otherwise paved;

#### b. Lighting

Security night lighting is shielded so that the light source cannot be seen from adjacent residential properties;

#### c. Parking Area

Any surface parking areas are landscaped pursuant to the requirements of Article 4 (Development Standards);

#### d. Signs

Any illegal signs shall have been removed.

#### e. Code Violations

The project site must not have any outstanding code violations other than those being addressed by the application under this section; and

#### f. Unpermitted Building Area Expansion

The units to be legalized shall not result or have resulted in an unpermitted expansion of the building footprint or height, except that additions of less than 250 square feet, not resulting in any additional height, may be permitted, provided it is not located on the building frontage adjoining the front yard. The purpose of this standard is to limit exterior alterations to those that are minor and do not have a significant impact on the visual character of the building or neighborhood.

### g. Alternative Compliance

If compliance with the performance standards outlined in this Subdivision is not met, the applicant may request approval from the Zoning Administrator pursuant to *Sec. 13B.2.2.* (Class 2 Conditional Use Permit).

## D. Incentives

A property meeting the eligibility criteria above must comply with all applicable zoning codes, except:

**1.** The grant of permitted status to pre-existing non-permitted units under this Section shall not be considered an increase in density or other change which requires any corresponding zone change, general plan amendment, specific plan exception pursuant to *Sec. 13B.4.5.* (Project Exception), or discretionary action.

**2.** The number of allowable dwelling units or guest rooms can be increased up to 35% over the otherwise maximum allowable residential density under any applicable zoning ordinance and/or specific plan, depending on the percentage of restricted affordable units provided in the building, pursuant to the density bonus charts in California Government Code Section 65915(f). These charts can be extended proportionally to permit both a density increase and an affordable set-aside less than what is shown on the charts.

**3.** For properties which have more permitted units than are allowed under current maximum allowable density, an increase in current maximum allowable density beyond 35% may be authorized as long as the project offers sufficient restricted affordable units to achieve at least a 35% density bonus pursuant to the density bonus charts in California Government Code Section 65915(f) and the increase in number of units does not exceed 35% of the number of permitted units on the property. Notwithstanding the actual number of permitted units on the property, the base number of units for calculating the percentage of restricted affordable units shall be the units allowed by the current maximum residential density.

**4.** A property containing one structure with two permitted dwelling units in all Density District except for Density District 1L may legalize a third unit as long as one of the units is a restricted affordable unit, even if the third unit increases the density by more than 35%.

**5.** An applicant may choose any one of the following methods of calculating required parking, if applicable, in conjunction with the bicycle parking provisions in *Article 4* (Development Standards):

**a.** Parking may be recalculated for all units in the project (not just the restricted units) using Parking Option 1 in *Sec. 9.2.1.* (Density Bonus);

**b.** Parking may be calculated by maintaining all existing parking and providing additional parking just for the newly legalized unit(s) in accordance with Parking Option 2 in *Sec. 9.2.1.* (Density Bonus) as long as one restricted affordable unit or dwelling unit for Low

Income individuals who are 62 years of age or more, or who has a physical or mental impairment that limits one or more major life activities is provided for each legalized unit; or

**c.** Parking may be calculated by maintaining all existing parking and providing additional parking at a ratio of 0.5 parking spaces per bedroom for the newly legalized units for a project located within one half mile of a Major Transit Stop, which is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute period or a major transit stop included in the applicable Regional Transportation Plan/ Sustainable Community Strategy (RTP/STS).

**d.** If the net new number of required parking spaces is other than a whole number, it shall be rounded up to the next whole number.

**6.** The applicant shall be eligible for up to three concessions or incentives in accordance with Government Code Section 65915(d)(2), depending on the percentage of restricted affordable units provided. For the purposes of this subdivision, a concession or incentive means a reduction in a site development standard or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission, including, but not limited to, a reduction in lot amenity space requirements and in the ratio of vehicular parking spaces that would otherwise be required.

**7.** Additional Incentives. The City may not apply a development standard that will physically preclude the legalization of a project which meets the eligibility criteria of Paragraph C.3.c. above at the densities or with the concessions or incentives permitted by this Section. Development standards, include, but are not limited to: a site condition; a height limitation; a setback requirement; a floor area ratio; an lot amenity space requirement; or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. Development standards do not include conditions imposed through discretionary approvals. Incentives shall not be used to exempt compliance with performance standards.

**8.** The street dedication provisions of *Article 10* (Streets and Parks) shall not apply when units are legalized under this Section.

**9.** Relationship to the Affordable Housing Incentive Guidelines. The City's Affordable Housing Incentive Guidelines shall not apply to projects under this Subsection.

## E. Records and Agreements

Prior to the issuance of any building permit, a covenant acceptable to the Los Angeles Housing and Community Investment Department, or its successor agency, shall be recorded with the

Los Angeles County Recorder, guaranteeing that each required restricted affordable unit shall be reserved and maintained for at least 55 years from the issuance of the Certificate of Occupancy.

## SEC. 9.4.5. DOWNTOWN ADAPTIVE REUSE PROJECTS.

### A. Purpose

The purpose of this Section is to revitalize the Downtown Community Plan Area, and implement the General Plan by facilitating the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units, offices, or visitor-serving facilities. This will help to reduce vacant space as well as preserve Downtown's architectural and cultural past and encourage the development of a live/work and residential community Downtown, thus creating a more balanced ratio between housing and jobs in the region's primary employment center. This revitalization will also facilitate the development of a "24-hour city" and encourage mixed commercial and residential uses in order to improve air quality and reduce vehicle trips and vehicle miles traveled by locating residents, jobs, hotels and transit services near each other.

### B. Applicability

The provisions of this Section shall apply to adaptive reuse projects in all or any portion of the following buildings in the Downtown Community Plan Area:

#### 1. Prior to July 1, 1974

Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

#### 2. On or After July 1, 1974

Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if five years have elapsed since the date of issuance of final Certificates of Occupancy.

#### 3. Historic Buildings

Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Division 13.11. (Historic Preservation) are also eligible buildings.

#### 4. Parking Structures

Any parking garage or structure, or parking area of any existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

## C. Incentives

Despite any other provisions of this Chapter to the contrary, Downtown adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new floor area that is added to an Adaptive Reuse Project unless otherwise stated.

### 1. Project Review

Adaptive reuse projects shall be exempt from the requirements set forth in Section 13.4.4. (Project Review).

### 2. Loading Space

If no loading space is provided, then a loading space shall not be required pursuant to Article 4 (Development Standards).

### 3. Floor Area

#### a. Existing Floor Area

Existing floor area which exceeds that permitted by the zone, specific plan, supplemental use district, or any other land use regulation shall be permitted.

#### b. Floor Area Exemptions

The following actions shall not be considered as adding new floor area that enlarges an eligible building, but shall be considered part of an Adaptive Reuse Project entitled to benefit from the incentives:

**i.** Changing the use of any existing area of an eligible building that is not included in the definition of floor area in *Article 14* (Rules and Definitions), to any use permitted in the underlying Use District. Demolishing and removing any interior existing portion of an eligible building for the construction of any new use permitted in the underlying Use District shall not exceed the area of the existing portion demolished, and must be located within the same building's existing exterior walls and below the existing roof.

**ii.** The conversion of existing parking areas of garages or structures as long as the conversion remains within the existing exterior walls of the garage or structure.

#### c. New Rooftop Structures

The construction of new structures on the existing roof, as long as the new rooftop structures:

**i.** Do not exceed one story;

**ii.** Comply with the height requirements of the zone;

#### d. Lot Amenity Space Areas Created by Reusing Existing Portions of a Building

Balconies, patios, terraces, recreation and fitness rooms, pools, gardens, and other lot amenity space areas that are created by reusing existing portions of an eligible building. Such existing portions may include interior space, lobbies, fire escapes, rooftops, mechanical rooms, elevator shafts, stair shafts, elevator penthouses, or other existing portions of an eligible building, either above or below the existing roof, shall not be considered new floor area.

#### e. Mezzanines

Mezzanines, or loft spaces in dwelling units, guest rooms, or joint living and work quarters which do not exceed more than 33% of the floor area of the space below shall not be considered new floor area.

#### f. Basements

Reusing or changing the use of existing portions of an Eligible Building that are below grade shall not be considered new floor area.

#### g. Floor Area Averaging

Floor area may be averaged as part of a unified Adaptive Reuse Project.

#### h. Historic Buildings

Any existing or new floor area within an existing structure identified by SurveyLA, or any qualified historic resource survey, as a contributing structure, or designated as historic in a local, state or Federal Register of Historic Places, that is maintained on site and incorporated into a Unified Adaptive Reuse Project shall be excluded from the calculation of total floor area up to a maximum of 1.5 FAR.

### 4. Height

Existing height in excess of that permitted by the zone, specific plan, supplemental use district, or any other land use regulation shall be permitted.

### 5. Loading Space

Where a loading space is provided, it shall be maintained. If no loading spaces exist, then a loading space shall not be required in conjunction with the development of an Adaptive Reuse Project.

### 6. Density

Dwelling units, guest rooms, and joint living and work quarters shall not be subject to the lot area requirements of the lot's Density District.

## D. Standards

No additional standards apply to adaptive reuse projects subject to this Section.

## E. Process

### 1. Buildings Built Prior to July 1, 1974

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974 shall be approved by the Department of Building and Safety if the requirements of Subsection B. (Applicability) above, and the standards described in Subsections C. (Incentives) and D. (Standards) above are met, and the incentives described in Subsection C. (Incentives) above shall be granted.

### 2. Building Built On or After July 1, 1974

#### a. Approval

Adaptive reuse projects involving buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, may be approved by the Zoning Administrator, pursuant to *Sec. 13B.2.1.* (Class 1 Conditional Use Permit), if the applicability requirements of Subsection B. (Applicability), and the standards described in Subsections C. (Incentives) and D. (Standards) above are met, and the incentives described in Subsection C. (Incentives) above shall be granted.

#### b. Supplemental Finding

In addition to the findings in *Sec. 13B.2.1.* (Class 1 Conditional Use Permit), the Zoning Administrator must also find that the building is no longer economically viable in its current use or uses.

# SEC. 9.4.6. CITYWIDE ADAPTIVE REUSE PROJECTS

## A. Purpose

The purpose of this Section is to encourage and facilitate the conversion and retention of existing, or historically significant buildings, and conversion between uses permitted or conditionally permitted by the designated Use District of the property. The goal is to reduce vacant space, as well as preserve the City's architectural and cultural past, and encourage the sustainable practice of retaining the inherent energy that goes into the construction of existing buildings. This practice has demonstrated its effectiveness as a revitalization tool that encourages the use of underutilized buildings and the creation of new dwelling units.

## B. Applicability

The provisions of this Section shall apply to adaptive reuse projects outside the Downtown Community Plan Area and the Adaptive Reuse Incentive Areas Specific Plan, in any Commercial or Commercial-Mixed Use District, or on any lot, regardless of Use District, in Density District 2 or FA, in the following buildings:

### 1. Prior to July 1, 1974

Buildings constructed in accordance with building and zoning codes in effect prior to July 1, 1974. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction.

### 2. On or After July 1, 1974

Buildings constructed in accordance with building and zoning codes in effect on or after July 1, 1974, if five years have elapsed since the date of issuance of final Certificates of Occupancy.

### 3. Historic Buildings

Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Overlay Zones (HPOZ) established pursuant to Division 13.11. (Historic Preservation) are also eligible buildings.

### 4. Parking Structures

Any parking garage or structure, or parking area of any existing building built at least 10 years prior to the date of application in excess of the minimum parking required by this Chapter.

## C. Incentives

The Zoning Administrator may grant, modify or deny some or all of the incentives established below to adaptive reuse projects proposed pursuant to this Section. Furthermore, the Zoning Administrator shall have the authority to grant any other incentives or exceptions from the requirements of this Chapter required to permit adaptive reuse projects proposed pursuant to

this Section, including but not limited to the authority to permit dwelling units, guest rooms and joint living and work quarters in adaptive reuse projects, despite the nonconforming provisions of *Article 12* (Nonconformities). Despite any other provisions of this Chapter to the contrary, adaptive reuse projects shall be entitled to the incentives set forth below. These incentives shall not apply to any new Floor Area that is added to an adaptive reuse project unless otherwise stated.

### 1. Project Review

Adaptive reuse projects shall be exempt from the requirements set forth in *Section 13B.2.4.* (Project Review).

### 2. Loading Space

If no loading space is provided, then a loading space shall not be required pursuant to *Article 4* (Development Standards).

### 3. Floor Area

#### a. Existing Floor Area

Existing Floor Area which exceeds that permitted by the zone, specific plan, supplemental use district, or any other land use regulation shall be permitted.

#### b. Floor Area Exemptions

The following actions shall not be considered as adding new Floor Area that enlarges an eligible building, but shall be considered part of an adaptive reuse project entitled to benefit from the incentives:

**i.** Changing the use of any existing area of an eligible building that is not included in the definition of Floor Area in Article 14 (Rules and Definitions), to any use permitted in the underlying Use District. Demolishing and removing any interior existing portion of an eligible building for the construction of any new use permitted in the underlying Use District shall not exceed the area of the existing portion demolished, and must be located within the same building's existing exterior walls and below the existing roof.

**ii.** The conversion of existing parking areas of garages or structures as long as the conversion remains within the existing exterior walls of the garage or structure.

#### c. New Rooftop Structures

The construction of new structures on the existing roof, as long as the new rooftop structures:

**i.** Do not exceed one story;

**ii.** Comply with the height requirements of the zone;

**iii.** Are not used for dwelling units, guest rooms, or joint living and work quarters, but must be used solely for Accessory Uses or Residential Amenity Space. However, the existing roof of an eligible building may be used as the top level of a multiple-level dwelling units, guest rooms, or joint living and work quarters. However, no complete and separate dwelling units, guest rooms, or joint living and work quarters may be constructed on the existing roof of an eligible building.

#### d. Lot Amenity Space Areas Created by Reusing Existing Portions of a Building

Balconies, patios, terraces, recreation and fitness rooms, pools, gardens, and other Lot Amenity Space areas that are created by reusing existing portions of an eligible building. Such existing portions may include interior space, lobbies, fire escapes, rooftops, mechanical rooms, elevator shafts, stair shafts, elevator penthouses, or other existing portions of an eligible building, either above or below the existing roof, shall not be considered new Floor Area.

#### e. Mezzanines

Mezzanines, or loft spaces in dwelling units, guest rooms, or joint living and work quarters which do not exceed more than 33% of the Floor Area of the space below shall not be considered new Floor Area.

#### f. Basements

Reusing or changing the use of existing portions of an Eligible Building that are below grade shall not be considered new Floor Area.

#### g. Floor Area Averaging

Floor Area may be averaged as part of a unified adaptive reuse project.

#### h. Historic Buildings

Any existing or new Floor Area within an existing structure identified by SurveyLA, or any qualified historic resource survey, as a contributing structure, or designated as historic in a local, state or Federal Register of Historic Places, that is maintained on site and incorporated into a Unified adaptive reuse project shall be excluded from the calculation of total Floor Area up to a maximum of 1.5 FAR.

### 4. Height

Existing height in excess of that permitted by the zone, specific plan, supplemental use district, or any other land use regulation shall be permitted.

### 5. Yards

Existing observed yards which do not meet the yards required by the zone, specific plan, Supplemental District, or any other land use regulation shall be permitted.

### 6. Off-Street Automobile Parking

The required number of parking spaces shall be the same as the number of spaces that existed on the site on June 3, 1999, and shall be maintained and not reduced. However, if the total parking required by this Chapter for the new use is less than the number of parking spaces that existed as of June 3, 1999, then the number of parking spaces may be reduced to the number of required parking spaces.

### 7. Loading Space

Where a loading space is provided, it shall be maintained. If no loading spaces exist, then a loading space shall not be required in conjunction with the development of an adaptive reuse project.

### 8. Density

Dwelling units, guest rooms, and joint living and work quarters shall not be subject to the lot area requirements of the lot's Density District.

## D. Standards

Adaptive reuse projects permitted pursuant to this Section shall include a toilet and bathing facilities.

## E. Process

The Zoning Administrator may permit adaptive reuse projects in eligible buildings pursuant to *Sec. 13B.2.1.* (Class 1 Conditional Use Permit).

### 1. Supplemental Findings.

In addition to the findings in *Sec. 13B.2.1.* (Class 1 Conditional Use Permit), the Zoning Administrator shall also find that:

**a.** The eligible building, constructed on or after July 1, 1974, is no longer economically viable in its current use or uses. In making this finding, the Zoning Administrator shall consider the building's past and current vacancy rate, existing and previous uses, and real estate market information. The Zoning Administrator may require the applicant to submit independently verified documentation.

**b.** In approving a reduced parking incentive pursuant to Subdivision C.6. (Off-Street Automobile Parking) above, the Zoning Administrator find that the surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the site of the adaptive reuse project.

# ARTICLE 10.
# STREETS & PARKS

# CONTENTS


**Div. 10.1. Street Dedication and Improvement . . . . . 10-5**

Sec. 10.1.1. Street Standards . . . . . 10-5
Sec. 10.1.2. Requirement . . . . . 10-5
Sec. 10.1.3. Exceptions . . . . . 10-7
Sec. 10.1.4. Dedication Procedure . . . . . 10-7
Sec. 10.1.5. Improvement Procedure . . . . . 10-7
Sec. 10.1.6. Issuance of Building Permits . . . . . 10-8
Sec. 10.1.7. Bureau of Engineering Fees . . . . . 10-9
Sec. 10.1.8. Lots Affected by Street Widening . . . . . 10-9
Sec. 10.1.9. Improvement Standards . . . . . 10-9
Sec. 10.1.10. Waiver and Appeals . . . . . 10-10
Sec. 10.1.11. Cost-Sharing for Unusual Improvements . . . . . 10-12
Sec. 10.1.12. City Engineer to Determine Street Alignment . . . . . 10-12
Sec. 10.1.13. Written Notification Required . . . . . 10-13

**Div. 10.2. Dedication by Lease . . . . . 10-14**

Sec. 10.2.1. Eligibility . . . . . 10-14
Sec. 10.2.2. Dedication Document . . . . . 10-14

**Div. 10.3. Private Street Regulations . . . . . 10-15**

Sec. 10.3.1. Purpose . . . . . 10-15
Sec. 10.3.2. Applicability . . . . . 10-15
Sec. 10.3.3. Subdivisions . . . . . 10-15
Sec. 10.3.4. Procedure . . . . . 10-15
Sec. 10.3.5. Private Streets, Lot or Building Site Standards . . . . . 10-15
Sec. 10.3.6. Posting of Private Streets . . . . . 10-18
Sec. 10.3.7. Director Approval and Appeals . . . . . 10-18
Sec. 10.3.8. Private Street Names . . . . . 10-18

**Div. 10.4. Parks Fees & Dedications . . . . . 10-21**

Sec. 10.4.1. PURPOSE . . . . . 10-21
Sec. 10.4.2. Types of Fees . . . . . 10-21
Sec. 10.4.3. Subject Properties . . . . . 10-21
Sec. 10.4.4. Residential Subdivision Projects That Contain More Than 50 Dwelling Units 10-22

Sec. 10.4.5. Park Fees for Non-Subdivision Residential Projects, Residential Subdivisions With 50 Dwelling Units or Fewer, or Residential Subdivisions With More Than 50 Dwelling Units That Are Not Dedicating Land . . . . . .10-24
Sec. 10.4.6. Park Fee as Additional Requirement . . . . . .10-25
Sec. 10.4.7. Affordable Housing Exemption . . . . . .10-25
Sec. 10.4.8. Credits . . . . . .10-26
Sec. 10.4.9. Park Fee Account and Accounting . . . . . .10-29
Sec. 10.4.10. Use of Park Fees or Lands Dedicated Pursuant to this Section . . . . . .10-30

# DIV. 10.1. STREET DEDICATION AND IMPROVEMENT

## SEC. 10.1.1. STREET STANDARDS

### A. Street Standards Committee.

This provision creates a Street Standards Committee (Committee) comprised of the Director of Planning (as Chair), the City Engineer and the General Manager of the Department of Transportation, or their designees.

This Committee shall:

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

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

3. Develop guidelines to be consistent with the goals and purpose of the Mobility Element of the General Plan, as determined by the City Planning Commission. These guidelines shall also establish a procedure for providing notice to interested persons, including the Councilmember of the district where the property is located.

### B. Adoption of Standards.

A public hearing shall be conducted by the City Planning Commission, pursuant to *Sec. 13B.1.5.* (Policy Action), prior to the approval of any change in the standards.

## SEC. 10.1.2. REQUIREMENT

No building or structure shall be erected or enlarged, and no building permit shall be issued, on a lot in a Residential Use District with a Density District of "8" or less (as such order of restrictiveness is set forth in *Sec. 6A.2.3.* (Maximum Density Based on Lot Area)), or a lot in a Commercial-Mixed, Commercial, Industrial-Mixed, Industrial, or Public Use District; if such lot abuts a boulevard, avenue, or collector street unless the one-half of the boulevard, avenue, or collector street which is located on the same side of the center of the boulevard, avenue, or collector street as such lot has been dedicated and improved for the full width of the lot, so as to meet the standards for such boulevard, avenue, or collector street provided in *Sec. 10.1.9.* (Improvement Standards); and further provided that in the case of either a corner lot or an L-shaped interior lot abutting a boulevard, avenue, or collector street and a local standard street or local limited street which intersect, that one-half of the local standard street or local limited street, on the same side of the center of the local standard

street or local limited street as such lot, has been dedicated and improved for that portion of said lot or lots within 300 feet of the ultimate property line of said boulevard, avenue, or collector street so as to meet the standards for local standard street or local limited street provided in *Sec. 10.1.9.* (Improvement Standards) and provide adequate right-turn ingress to and egress from the boulevard, avenue, or collector street; or such dedication and improvement has been assured to the satisfaction of the City Engineer respectively. As used in this Division, the center/control line of the boulevard, avenue, or collector street shall mean the center of those boulevard, avenue, or collector street as shown on the Citywide Circulation System Map of the Mobility Element of the General Plan or, with respect to collector streets, on the adopted Community Plans of the Land Use Element of the General Plan on file in the offices of the Department of City Planning.

**A.** The maximum area of land required to be so dedicated shall not exceed 25% of the area of any such lot which was of record on March 1, 1962 in the Los Angeles County Recorder's Office. In no event shall such dedication reduce the lot below a width of 50 feet or an area of 5,000 square feet.

**B.** No such dedication for any boulevard, avenue, or collector street; or any other street shall be required with respect to those portions of such a lot occupied by a legally existing main building, which is to remain.

**C.** No additional improvement shall be required on a lot where complete roadway, curb, gutter and sidewalk improvements exist within the present dedication contiguous to the lot.

**D.** No building or structure shall be erected on any such lot within the dedication required by *Sec. 10.1.9.* (Improvement Standards).

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

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

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

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

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

**J.** Notwithstanding the above, in order to achieve consistent right-of-way dimensions, the Bureau of Engineering on a by-right project, or the decision maker on a discretionary entitlement, may modify this Division's dedication and improvement requirements for meandering streets or portions of streets that lack uniform roadway widths, including for divided streets, and streets accompanied by a parallel frontage or service road. The guidelines developed by Streets Standards Committees shall be consistent with the goals and purpose of the Transportation Element of the General Plan as determined by the City Planning Commission. These guidelines shall also establish a procedure for notice to interested persons, including the Council Member of the district where the property is located.

## SEC. 10.1.3. EXCEPTIONS

The provisions of *Sec. 10.1.2.* (Requirement) shall not apply to the following construction projects:

**A.** A single-unit dwelling with customary accessory buildings when erected on a vacant lot.

**B.** Additions and accessory buildings incidental to a legally existing residential building, provided no additional dwelling units or guest rooms are created.

**C.** Additions and accessory buildings incidental to a legally existing non-residential building, provided that the total cumulative floor area of all such additions and accessory buildings shall not exceed 500 square feet.

## SEC. 10.1.4. DEDICATION PROCEDURE

Any person required to dedicate land by the provisions of this Division shall make an offer to dedicate, properly executed by all parties of interest including beneficiaries in deeds of trust as shown by a current preliminary title report prepared by a Title Company approved by the City Engineer for that purpose. The trustee under a deed of trust shall not be required to execute the dedicatory instrument, unless, in the view of the City Engineer, such execution is necessary to satisfactorily dedicate the land. Such report shall be furnished by the applicant. Such offer shall be on a form approved by the City Attorney and the City Engineer; be in such terms as to be binding on the owner, heirs, assignees or successors in interest, and shall continue until the City Council accepts or rejects such offer or until one year from the date such offer is filed with the City Engineer for processing, whichever occurs first. The offer shall provide that the dedication will be complete upon acceptance by the City Council. The offer shall be recorded by the City Engineer in the Office of the County Recorder of Los Angeles County upon its acceptance by the City Engineer. The City Engineer shall accept or reject the offer for recordation within 10 days after it is filed with the City Engineer. The offer shall be promptly processed by the City Departments concerned and submitted to the City Council, in order to complete the dedication within one year. If the offer is rejected by the City Council or not processed within one year, the City Engineer shall issue a release from such offer which shall be recorded in the Office of the County Recorder unless the parties making the offer wish to have the time extended.

## SEC. 10.1.5. IMPROVEMENT PROCEDURE

**A.** Any person required to make improvements by the provisions of this Division shall either make and complete the improvements to the satisfaction of the City Engineer or shall file with the City Engineer a bond in an amount as the City Engineer shall estimate and determine to be necessary to complete all of the improvements required.

**B.** Such bond may be either a cash bond or a bond executed by a company authorized to act as a surety in the State of California. The bond shall be payable to the City and be conditioned upon the faithful performance of any and all work required to be done, and that should the work not be done or completed within the time specified, the City may, at its option, cause the work to be done or completed, and the parties executing the bond shall be firmly bound under a continuing obligation for the payment of all necessary costs and expenses incurred in the construction. The bond shall be executed by the owner of the lot as principal, and if a surety bond, shall also be executed by a corporation authorized to act as a surety under the laws of the State of California.

**C.** Whenever the owner elects to deposit a cash bond, the City is authorized, in the event of any default on the owner's part, to use any or all of the deposit money to cause all of the required work to be done or completed, and for payment of all costs and expenses. Any money remaining shall be refunded to the owner.

**D.** When a substantial portion of the required improvement has been completed to the satisfaction of the City Engineer and the completion of the remaining improvements is delayed due to conditions beyond the owner's control, the City Engineer may accept the completed portion and consent to a proportionate reduction of the surety bond in an amount estimated and determined by the City Engineer to be adequate to assure the completion of the required improvements remaining to be made.

**E.** Whenever a surety bond has been filed in compliance with this Division, the City is authorized, in the event of any default on the part of the principal, to enforce collection under such bond, for any and all damages sustained by the City by reason of any failure on the part of the principal faithfully and properly to do or complete the required improvements, and in addition may cause all of the required work to be done or completed, and the surety upon the bond shall be firmly bound for the payment of all necessary costs thereof.

**F.** The term of the bond shall begin on the date of the deposit of cash or the filing of the surety bond, and shall end upon the date of the completion to the satisfaction of the City Engineer of all improvements required to be made. The fact of such completion shall be endorsed by a statement thereof signed by the City Engineer, and the deposit shall be returned to the owner, or the surety bond may be exonerated at any time thereafter.

**G.** For purposes of this Division, improvement shall be considered satisfactorily assured when the City Engineer accepts the cash or surety bond provided for in this Division, or the improvements required to be made have been completed to the City Engineer's satisfaction. When the City Engineer accepts the bond or the work has been completed to the City Engineer's satisfaction, the City Engineer shall notify the Department of Building and Safety of the completion.

## SEC. 10.1.6. ISSUANCE OF BUILDING PERMITS

When all dedication and improvements required by this Division have been completed or satisfactorily assured, a building permit may be issued.

## SEC. 10.1.7. BUREAU OF ENGINEERING FEES

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

**A.** A nonrefundable fee as set forth in Sec. 11.12. (Summary of Fees for Bureau of Engineering Services Pursuant to the Provisions of this Chapter) of Chapter 1 (General Provisions and Zoning) of this Code for every property requiring the City Engineer to investigate and determine whether the provisions of this Division require a dedication of land or improvement to land.

**B.** A fee as set forth in Sec. 11.12. (Summary of Fees for Bureau of Engineering Services Pursuant to the Provisions of this Chapter) of Chapter 1 (General Provisions and Zoning) of this Code for Bureau of Engineering services for processing real estate transfer documents for every property for which the provisions of this Division require a dedication of land.

## SEC. 10.1.8. LOTS AFFECTED BY STREET WIDENING

**A.** On a lot which is affected by street widening required by the provisions of this Division, all required yards, parking areas, loading space and building locations for new buildings or structures or additions to buildings or structures shall be measured and calculated from the new lot lines being created by any widening; provided, however, that for the purpose of establishing the required front yard depth on a frontage where the ultimate street line has been determined under the provisions of this Division, the depths of all existing front Yards may be measured from such ultimate street line instead of the front lot line.

**B.** In applying all other provisions of this Article, the area of such lot shall be considered as that which existed immediately prior to such required street widening.

## SEC. 10.1.9. IMPROVEMENT STANDARDS

**A.** All boulevard, avenue, and collector street shall be constructed and improved in accordance with the standards adopted by the City Planning Commission pursuant to *Sec. 10.1.1.* (Street Standards).

**B.** All streets not designated boulevard, avenue, or collector street, but that intersect a boulevard, avenue, or collector street, shall be dedicated to a maximum width of 60 feet. Roadway and parkway widths shall conform to those standards adopted by the City Planning Commission in accordance with *Sec. 10.1.1.* (Street Standards), depending upon street classification type. Whenever uncertainty exists as to the application of the provisions of this Division, or in instances of streets so classified as requiring less than 60 feet of dedication in order to conform to the minimum width standards as adopted in accordance with *Sec. 10.1.1.* (Street Standards), the City Engineer shall make any necessary determinations.

**C.** All improvements required to be made by the provisions of this Division shall be made in accordance with the current applicable provisions of the Standard Specifications for Public Works Construction adopted by the City Council.

**D.** The City Engineer may approve and allow variations from the Standard Specifications for Public Works Construction as determined necessary based on conditions of terrain and the existing improvements contiguous to the property involved.

## SEC. 10.1.10. WAIVER AND APPEALS

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

### A. Waivers for By-Right Projects

Any person seeking a waiver of this Division's dedication or improvement requirements for a project that does not require a discretionary entitlement shall file an application for a waiver with the Director of Planning.

#### 1. Notice

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

**a.** Owners of property across the street or alley from the subject property;

**b.** Owners of property with frontage along the same street that has a common corner with or that abuts the subject property;

**c.** Owners of property with frontage along the same street that has a common corner with or that abuts any properties listed in paragraphs a. or b. above;

**d.** The Councilmember of the district where the subject property is located; and

**e.** The Department of Transportation and Bureau of Engineering.

**f.** Notification pursuant to this Division shall also be provided to Advisory Agency members for waivers that require the modification of a Map.

**i.** Any person seeking a waiver that requires a modification of a Map shall submit a map modification request and payment of map modification fees to the Bureau of Engineering as required by *Div. 13B.7.* (Division of Land).

### 2. Findings

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

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

**b.** The dedication or improvement is not necessary to meet the City's mobility needs for the next 20 years based on guidelines established by the Streets Standards Committee.

**c.** The dedication or improvement requirement is physically impractical.

### 3. Written Determination

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

### 4. Appeal

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

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

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

## B. Waivers for Discretionary Projects

**1.** For projects that require a discretionary entitlement, an applicant shall file a waiver request as part of the master land use application or subdivider's statement for the project. In such case, the decision maker for the discretionary entitlement shall process the waiver request pursuant to the procedures established for the discretionary entitlement, but may only grant a waiver after making one of the required findings set forth in Subdivision A.2. (Findings) above. The

waiver request shall be set forth in the application filed with the Department of City Planning, and may not be raised for the first time at the hearing on the entitlement or at any entitlement appeal hearing. The applicant may appeal the waiver determination pursuant to the same procedures that govern the entitlement. Except in the case of Projects that include a tentative map, the waiver determination is subject to only one level of appeal. On appeal, the decision maker shall consider the waiver request *de novo* based on the findings set forth in Subdivision A.2. (Findings) above.

**2.** If the discretionary entitlement for a Project has already been approved prior to March 4, 2017, an applicant may apply for a waiver following the procedures in Subsection A. (Waivers for By-Right Projects) above.

### C. Waivers for a Map Modification

Notwithstanding the Parcel, Tentative or Final Tract Map modification procedures set forth in Article 13 of Chapter 1A, projects that have an approved or recorded Map and where the street standards for which the original dedication or improvements were revised after the Map was either approved or recorded may apply for a waiver from a street dedication or improvement using the procedures in Subsection A. (Waivers for By-Right Projects) above, with the Director acting for the Advisory Agency.

### D. Exceptions

Projects located in a Hillside Area that seek to obtain a waiver from a required street dedication or improvement shall use the procedures described in *Sec. 13B.1.1.* (Class 1 Conditional Use Permit), as applicable.

### E. Authority of the City Engineer

Notwithstanding any other requirement of this Code, the City Engineer may waive or modify any condition of approval or other obligation related to right-of-way improvement or dedication consistent with the Mobility Element of the City's General Plan without requiring any discretionary entitlement, including, but not limited to, a modification under Subsection C. (Waivers for a Map Modification) above and *Article 13* (Administration). Nothing in this Division is intended to relieve applicants and the City of compliance with the Subdivision Map Act and State law.

## SEC. 10.1.11. COST-SHARING FOR UNUSUAL IMPROVEMENTS

Upon proper application to the City Council and upon recommendation of the City Engineer, the City may accept and provide for contribution toward the cost of making any improvement required by the provisions of this Division which the City Engineer determines will cost an amount greatly in excess of the cost to other property owners who are required to make improvements under the provisions of this Division in the immediate vicinity of the improvement.

## SEC. 10.1.12. CITY ENGINEER TO DETERMINE STREET ALIGNMENT

Whenever uncertainty exists as to the proper application of the provisions of this Division in the matter of street alignment, the City Engineer shall determine their application in conformity with the spirit and intent of this Division.

## SEC. 10.1.13. WRITTEN NOTIFICATION REQUIRED

When the City Engineer determines that the provisions of this Division are applicable to any building permit application, the City Engineer shall inform the applicant of that determination, of the specific requirements of this Division determined to be applicable, and of the availability and procedure for appeal of this determination to the City Council.

# DIV. 10.2. DEDICATION BY LEASE

## SEC. 10.2.1. ELIGIBILITY

A lessee holding a parcel of real property under a long-term lease may offer to dedicate or convey a street easement for the term of the lease only in satisfaction of the requirements of *Div. 10.1.* (Street Dedication and Improvement), providing the following conditions are met.

**A.** Such lease is of record in the Office of the County Recorder, and the lessee certifies under penalty of perjury that, except for the rental provided for by such lease, the owners will receive no financial benefit or other income from the proposed development during the term of the lease.

**B.** The area of real property to be dedicated will be used for sidewalk only, and not for vehicular traffic or the installation of any subsurface or above surface lines, pipes or other public or private utility facilities, except for facilities that connect from the fully dedicated streets into the buildings to be constructed.

**C.** That notwithstanding that the adjacent public street is fully improved with all improvements as specified in *Sec. 10.1.2.*C. (Requirement), the sidewalk will be fully constructed and all other necessary or desirable public improvements in the adjacent street will be fully constructed by the lessee as a part of its development on the leasehold estate, and the lessee shall post the requisite bonds to guarantee such construction.

**D.** The total value of the improvements to be constructed for which the dedication is required is $3,000,000.00 or more, as determined by the Department of Building and Safety.

## SEC. 10.2.2. DEDICATION DOCUMENT

The dedication of the leasehold estate for street purposes pursuant to this Division shall be a form of deed making specific reference to the document creating the leasehold estate and the deed shall convey only the leasehold rights. The City Engineer is authorized to accept such deeds and place same of record with the County Recorder of Los Angeles County without further authority of the City Council, upon the approval of such deed as to form by the City Attorney. Dedication of a leasehold estate for street purposes shall not be approved and no building permit shall be issued if the City Attorney determines that the granting of such public right will cause a forfeiture or termination of the leasehold rights in the area to be dedicated.

# DIV. 10.3. PRIVATE STREET REGULATIONS

## SEC. 10.3.1. PURPOSE

The purpose of this Division is to prescribe rules and regulations governing the platting and division of land as lots or building sites which are contiguous or adjacent to private road easements; to provide for the filing and approval of private street maps; to provide for the approval of private road easements as private streets, to provide for the naming of private streets, and to require that lots or building sites which are contiguous or adjacent to private streets conform to the minimum requirements of this Code before permits may be issued.

## SEC. 10.3.2. APPLICABILITY

**A.** No person shall plat or divide land as lots or building sites which are contiguous or adjacent to a private road easement and no person shall be granted a building permit for such a lot or building site unless a private street map has been first filed with and approved by the Director in accordance with the provisions of this Division.

**B.** When private streets have been laid out and designated as such to a recorded subdivision map or on a filed record of survey map, the provisions of this Division shall not apply thereto.

**C.** When a developed residential lot or building site has its access driveway located within a private road easement that existed and was recorded prior to September 6, 1961, the private road easement is deemed to have been approved in accordance with the provisions of this Division and may be continued. Further, on such lot or building site, additions and alterations may be made to such dwelling, and accessory buildings may be erected on said lot if no additional dwelling units or guest rooms are created.

## SEC. 10.3.3. SUBDIVISIONS

The provisions of this Division shall not be construed as authorizing the subdivision of land without fully complying with the provisions contained and set forth in *Article 11* (Division of Land). However, the provisions of this Division may be met by complying with the provisions of *Article 11* (Division of Land) relating to subdivisions, without the necessity for filing a private street map in addition to the subdivision maps required by *Article 11* (Division of Land).

## SEC. 10.3.4. PROCEDURE

See *Sec. 13B.7.7* (Private Street Map).

## SEC. 10.3.5. PRIVATE STREETS, LOT OR BUILDING SITE STANDARDS

All private streets, lots, or building sites shall conform to the following regulations:

## A. Boulevards, Avenues and Collector Streets

The location, widths and alignment of all private streets shall conform to the location, widths and alignment of all boulevard, avenue, and collector street designated on the Citywide General Plan Circulation System maps of the Mobility Plan Element; and to any proceedings for any public improvement; and to any subdivision map that has been tentatively approved.

## B. Local Street Alignment

All private streets, as far as practical, shall be in alignment with existing public or private streets and their proper projections or prolongations, provided that where the property being divided into lots or building sites is large enough, a modified curve street layout may be permitted.

## C. Private Street Width

All private streets shall be designed to conform with private street standards adopted by the City Planning Commission as provided in *Sec. 10.1.1.* (Street Standards).

## D. Street Grades

On hillside or mountain streets comprising a through route, a grade in excess of 6% shall not be permitted unless a grade not to exceed 8% will obviate an excessive curvature or eliminate excessive cuts. Grades of all streets shall be as low as possible, consistent with the advantageous development of the proposed platting and division of land. The grade of any street of more than local traffic needs shall not exceed 10%. No local street grade shall exceed 15%.

## E. Curves and Tangents

A minimum centerline radius of at least 75 feet shall be used on winding mountain streets, a minimum centerline radius of at least 500 feet shall be used on all through traffic streets. In flat areas, curves on local streets shall have radii as long as possible, consistent with local conditions. The tangent distance between reversed curves shall not be less than 50 feet.

## F. Intersections

Private street intersections shall be as nearly at right angles as practicable.

## G. Effect on Adjoining Property

Private street layout shall be designed to provide access to and not impose undue hardship upon property adjoining the proposed division of lands.

## H. Cul-De-Sacs (Dead-End Streets)

Cul-de-sacs shall be permitted only where through streets are not practical, or where good neighborhood design suggests their use. Adequate provisions for turning shall be made at the end of each cul-de-sac by providing a circle or other area with a minimum overall radius of 42 feet. In the case of unusual topographic conditions, a "T" or "Y" turn may be permitted. The legs of

the "T" or "Y" turn shall have a minimum paved surface 12 feet in width and 20 feet in length, the minimum radius between each leg and the street shall be 20 feet.

## I. Rounding Block Corners

At all block corners, the property line shall be rounded or cut back. Intersection corners on the private street prolongation of boulevard, avenue, and collector street shall be rounded with 20' radius curves and all other corners shall be rounded with 15' radius curves, provided that where business development is indicated, a diagonal cut-off substantially equivalent to rounding may be used in order to aid building construction, in which case at right-angle intersections a substantial equivalent shall be a 10-foot by 10-foot cutoff.

## J. Improvements, Drainage and Sewage

1. All private streets and all lots and building sites laid out contiguous or adjacent to private streets shall have approved drainage facilities and the method for sewage disposal shall be approved by the Department of Health.

2. All such private streets shall be graded and improved to an approved width and grade. The street grading and improvement shall include surface improvements, fire hydrants and water mains, catch basins, pipe culverts, sanitary sewers, where reasonably available, and storm drains, where required. Drainage easements shall be improved to an approved manner.

3. Boulevard, avenue, and collector street shall be graded to an approved width and improved to an approved width and grade necessary for the general use of lot owners adjoining said private street and local neighborhood traffic and drainage needs.

4. Where street improvements, drainage or sewers are required to be constructed on a private street, plans and profiles showing the grades and the nature and extent of the required improvements shall be filed with the City Engineer for approval, the checking of plans, inspections, supervision and other services rendered in connection with the construction of required improvements shall be accomplished under permits in accordance with the provisions of Sec. 62.105(b) (Streets, Sidewalks and Other Improvements - Permits Required) of Article 2 (Streets and Sidewalks) of Chapter 6 (Public Works and Property) of this Code.

5. Where improvements have been previously constructed in a private street, plans and profiles showing the grades and the nature and extent of the existing improvements shall be filed with the City Engineer for the approval and said plans shall be checked and where additional construction is required, the additional construction shall be inspected and supervised, and all services rendered in connection with the existing or required improvements shall be accomplished under permit in accordance with the provisions of Sec. 62.105(b) (Streets, Sidewalks and Other Improvements - Permits Required) of Article 2 (Streets and Sidewalks) of Chapter 6 (Public Works and Property) of this Code.

6. Whenever a private street map or a portion of a map includes land that is within a local drainage district, the provisions and requirements of the ordinance establishing such district shall be complied with.

### K. Conformance To General Plan

1. Each private street map shall be designed in compliance with the zoning applying to the property or approved by the City Council for change.

2. Each private street map shall substantially conform to all other elements of the General Plan as adopted by the City Council.

## SEC. 10.3.6. POSTING OF PRIVATE STREETS

At or near the entrance of each intersection of a private street with a dedicated public street or with another private street, there shall be erected and maintained by applicant a sign post to which is attached a sign having an area of at least 15 inches by 21 inches upon which is printed and clearly legible in at least 2–inch letters the name of the private street and the words "PRIVATE STREET," in at least one-inch letters the words "NOT DEDICATED FOR PUBLIC USE OR MAINTAINED BY THE CITY OF L.A. (LAMC Sec. 10.3.6.)." The words, letters and figures of the sign shall be arranged in substantially the following manner:

"(NAME OF STREET),
PRIVATE STREET
NOT DEDICATED FOR PUBLIC USE
OR MAINTAINED BY CITY OF L.A.
(LAMC Sec. 10.3.6.)"

## SEC. 10.3.7. DIRECTOR APPROVAL AND APPEALS

See *Sec. 13B.7.7.* (Private Street Map).

## SEC. 10.3.8. PRIVATE STREET NAMES

**A.** Private street names shall be established or changed pursuant to procedures set forth in this Division in the event no private street map is required under *Sec. 10.3.2.* (Applicability) or *Sec. 13B.7.7.* (Private Street Map).

**B.** Applications to establish or change the name of a private street shall be filed with the City Engineer. Applications shall be signed by a majority of the owners of properties abutting the private street or that portion of the street to be named or renamed, and be accompanied by:

1. Payment of the required application processing fees;

2. A map, drawn to scale, delineating the location, extent, width, and alignment of the private street, the approximate location and frontage dimensions of said parcels on said street, and the location of existing public streets which it may ingress or egress; and

3. Identity of the maker of the map and the names and addresses of owners of record of property abutting the private street or that portion of the street to be named or renamed.

**C.** The Council may initiate proceedings to name or rename a private street. In such event, the Council action shall be referred to the City Engineer. That office shall process the action in the manner set forth in Subsection E. below, and, if necessary or appropriate under the circumstances, shall prepare a map in the manner which satisfies the requirements set forth in Subdivision B.2. above.

**D.** Where there is an application filed to name or rename a private street and no new private street map is required pursuant to *Sec. 13B.7.7* (Private Street Map), or there is a Council-initiated request, a private street may be named or renamed to a requested new name and the necessary documents recorded by the City Engineer with respect to the new name, pursuant to the following procedure:

**1.** The City Engineer shall determine whether the proposed new name or change of name of a street is in the public interest and will not create confusion, be misleading, or be unduly long or carry connotations offensive to good taste and decency.

**2.** The City Engineer shall give notice of the proposed new street name or name change to the record owners and occupants of all real property abutting such private street. The notice shall designate the location of the private street or portion of the street to which the proposed new name is to apply. The street, or the affected portion of the street, shall be described in the notice with reference to other streets, and by the name or names, if any, which it bears or by which it, or any portion of it, may be or may have been known, and the notice shall also state the proposed new street name. The notice shall further set forth whether or not the City Engineer's determination recommends disapproval of the proposed name for reasons provided in Subdivision 1. above, and shall state that any written objections with respect to the proposed new name or name change or the City Engineer's recommendation, shall be filed with the City Engineer within 30 days after a date designated on the notice as applicable for said purpose, and that the objections shall be signed by each person so objecting.

**3.** In the event any objections are filed within the 30-day time limit, or any objections are filed with respect to a City Engineer's recommendation of disapproval within the 30-day time limit, the City Engineer shall forward these, together with the City Engineer's determination and recommendations and the applicable file to the City Council. The City Council shall set the matter for hearing and the City Clerk shall thereupon notify by mail each person objecting to the proposed street name or to the City Engineer's recommendation of disapproval and inform that person of the time and place for hearing. At the time specified, the City Council shall hear all objections and shall thereafter approve or disapprove the proposed street name. The City Council's decision shall be final and conclusive.

**4.** In the event no objections are filed with the City Engineer within 30 days of the date prescribed on the notice and the City Engineer has not recommended disapproval of the proposed new name, the application for that name shall be deemed approved. In the event the City Engineer has recommended disapproval of the proposed name, and no objections to that recommendation have been filed, the application shall be deemed denied.

5. If the new name is either approved by the City Council, or in the event no City Council hearing was required and the application is deemed approved, the new private street name shall be effective and, the City Engineer shall cause any necessary indexing and/or recordation of documents to be accomplished and shall provide a copy of the determination to all City Departments rendering emergency service to the affected properties and to the United States Postal Service.

**E.** The approval or deemed approval of a private street name as provided for in this Division is not, and shall not be construed to be, an acceptance of a private street as a public street, nor shall it create any public warranty or liability or legal status as a public street, nor should it be so construed.

# DIV. 10.4. PARKS FEES & DEDICATIONS

## SEC. 10.4.1. PURPOSE

New dwelling units increase demand on existing park and recreational facilities and create the need for additional facilities. The purpose of this Division is to enable the acquisition of land and the collection of fees to be used for the purpose of developing new or rehabilitating existing recreational facilities in order to create a healthy and sustainable city.

## SEC. 10.4.2. TYPES OF FEES

The type and amount of park and recreation impact fees associated with a project depends on the type of project being developed. Subdivision projects consisting of more than 50 residential Dwelling Units are subject to a Quimby in-lieu fee. All other residential projects are subject to a park mitigation fee. Collectively, these fees are referred to in this Chapter as park fees.

## SEC. 10.4.3. SUBJECT PROPERTIES

All new dwelling units and joint living and work quarters shall be required to dedicate land, pay a fee or provide a combination of land dedication and fee payment for the purpose of acquiring, expanding and improving park and recreational facilities for new residents. For the purposes of this Division, dwelling units, accessory dwelling units, junior accessory dwelling units, and joint live and work quarters shall be referred to as dwelling units.

### A. Residential Subdivision Projects That Contain More Than 50 Dwelling Units

A subdivision containing more than 50 dwelling units shall be required to participate in an early consultation with the Department of Recreation and Parks and Department of City Planning pursuant to *Sec. 10.4.4.* (Residential Subdivision Projects that Contain More than 50 Dwelling Units) and may be required to dedicate land, make park improvements, pay a park fees or provide a combination of land dedication and park fee payment.

### B. All Other Residential Projects

For residential subdivision projects containing 50 or fewer dwelling units or for non-subdivision residential projects that are seeking a building permit for a project application that contains any number of net new dwelling units, the project shall pay a park fee pursuant to *Sec. 10.4.5.* (Park Fees for Non-Subdivision Projects, Residential Subdivisions with 50 Dwelling Units or Fewer, or Residential Subdivisions with more than 50 Dwelling Units that are not Dedicating Land). Applicants may choose to dedicate land or new park and recreational facilities, and/or improve existing park and recreational facilities in lieu of payment of a park fee.

### C. Exemptions

The following types of development shall not be required to pay a park fee:

1. Alterations, renovations or expansion of an existing residential building or structure where no additional dwelling units are created.
2. Replacement of existing dwelling units on the same lot resulting in no net increase of dwelling units.
3. The replacement of a destroyed or partially destroyed or damaged building or structure where no additional dwelling units are created.
4. Affordable housing pursuant to *Sec. 10.4.7.* (Affordable Housing Exemption)
5. Accessory dwelling units and junior accessory dwelling units.
6. Non-residential development.

## SEC. 10.4.4. RESIDENTIAL SUBDIVISION PROJECTS THAT CONTAIN MORE THAN 50 DWELLING UNITS

### A. Early Consultation

Applicants shall meet with the Department of Recreation and Parks and Department of City Planning staff in advance of submitting a Subdivision application for a project of more than 50 dwelling units. The purpose of this early consultation is to discuss the potential land dedication requirements of the project and to discuss credits available to the applicant, if any. The Department of Recreation and Parks shall provide written verification of the consultation to the project applicant within 10 business days of the meeting. Written verification of this consultation shall be required before the Department of City Planning accepts an application for a tentative subdivision.

### B. Formula for Park Land Dedication

1. The Department of Recreation and Parks shall calculate the amount of land to be dedicated by determining the number of net new, non-exempt, pursuant to *Sec. 10.4.3.*C. (Subject Properties; Exempt), dwelling units in the proposed project and multiply that number by the average number of people per occupied dwelling unit and multiplying that by the park service factor:

   LD = (DU x P) x F

   LD: Land to be dedicated in acres.

   DU: Total number of new market-rate Dwelling Units.

   P: Average number of people per occupied Dwelling Unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

   F: Park service factor, as indicated by the Department of Recreation and Parks rate and fee schedule.

2. Any land dedication for park and recreation purposes shall not be deducted from a site's lot area for the purposes of calculating project density.

3. If after recording the final map there is an increase in the number of dwelling units to be built or a change in the number and/or type of dwelling units designated which increases the number of persons served by the subdivision, the project applicant shall be required to dedicate additional land and/or pay additional fees, as determined by the Department of Recreation and Parks and the City Planning Department.

## C. Park Land Dedication Radius

Any land dedication for park and recreation purposes shall be located within a certain radius from the project site, as specified below:

1. Neighborhood Park: within a 2-mile distance

2. Community Park: within a 5-mile distance

3. Regional Park: within a 10-mile distance

## D. Review of Land Dedication

1. Upon receiving the project application for a subdivision, the Department of City Planning shall transmit the project application that involves a proposed land dedication to the Department of Recreation and Parks.

2. After receipt of the project application, the Department of Recreation and Parks shall determine whether the land dedication proposal complies with the Department of Recreation and Park's existing park and recreation standards and requirements.

3. If the Department of Recreation and Parks determines that the land dedication proposal meets the standards and requirements of the department, the General Manager of the Department of Recreation and Parks shall prepare a report to the Board of Recreation and Parks Commissioners regarding the proposed dedication. The Board of Recreation and Parks Commissioners may accept or decline the land dedication.

## E. Payment of Park Fee

If the project is not required to dedicate land park and recreational purposes, the project applicant shall pay a park fee pursuant to *Sec. 10.4.5.* (Park Fees for Non-Subdivision Residential Projects, Residential Subdivisions with 50 Dwelling Units or Fewer, or Residential Subdivisions with more than 50 Dwelling Units that are Not Dedicating Land).

# SEC. 10.4.5. PARK FEES FOR NON-SUBDIVISION RESIDENTIAL PROJECTS, RESIDENTIAL SUBDIVISIONS WITH 50 DWELLING UNITS OR FEWER, OR RESIDENTIAL SUBDIVISIONS WITH MORE THAN 50 DWELLING UNITS THAT ARE NOT DEDICATING LAND

## A. Fees and Fee Schedule

The park fee amount depends on the type of project. The Department of Recreation and Parks shall collect these fees pursuant to Sec. 19.17. (Park Fee) of Chapter 1 (General Provisions and Zoning) of this Code and the Department of Recreation and Parks rate and fee schedule.

## B. Fee Calculation

The Department of Recreation and Parks shall calculate the amount of the park fee due for each residential development project by determining the number of new non-exempt, pursuant to *Sec. 10.4.3.*C. (Subject Properties; Exempt), dwelling units in the proposed project and multiplying the number of dwelling units by the park fee amount per dwelling unit according to the following formula:

Project Park Fee = DU x PRF

DU: Total number of new, non-exempt, pursuant to *Sec. 10.4.3.*C. (Subject Properties; Exempt), Dwelling Units.

PRF: Park Fee per Dwelling Unit.

## C. Fee Expenditure Radius

Recreational sites and facilities shall be located within a certain radius from the project site, as specified below:

**1.** Neighborhood park: within a 2-mile distance.

**2.** Community park: within a 5-mile distance.

**3.** Regional park: within a 10-mile distance.

## D. Indexing

Any fee imposed by this Division shall be adjusted on July 1st of each year by a percentage equal to a weighted average of the annual percentage change in: (1) the Construction Cost Index for Los Angeles, as published by Engineering News Record, or its successor publication, for the 12 month period between March in the year in which the adjustment is made and the month of March in the immediately preceding year; and (2) the annual percentage change in the Median Home Sales Price for the City of Los Angeles, as published by CoreLogic, or its successor publication, for the 12-month period between March in the year in which the adjustment is made and the month of March in the immediately preceding year.

### E. Fee Payment Timing

#### 1. Residential Subdivision Projects

The park fee for residential subdivisions shall be calculated and collected prior to final subdivision map approval.

#### 2. Residential Non-Subdivision Projects

For other residential development projects, the park fee shall be calculated and collected prior to the issuance of the Certificate of Occupancy.

## SEC. 10.4.6. PARK FEE AS ADDITIONAL REQUIREMENT

The park fee enacted by this Division is a fee imposed on residential development projects reflecting each project's proportionate share of the cost of providing park land and improvements necessary to meet the needs created by each respective development. As such, the park fee is additional and supplemental to, and not in substitution of, lot amenity space or residential amenity space required by this Chapter, specific plan(s), or any other planning document.

## SEC. 10.4.7. AFFORDABLE HOUSING EXEMPTION

**A.** Notwithstanding any other provision contained in this Division, new dwelling units which are rented or sold to persons or households of very-low, low or moderate income shall receive an affordable housing exemption from the park fee and land dedication requirement.

**1.** An affordable housing dwelling unit shall receive an exemption from the requirement for dedication of land for park and recreational purposes and/or payment of the park fee if the affordable housing dwelling unit is affordable to a household at or below 120% of AMI.

**2.** In projects with a mix of market-rate and affordable housing dwelling units, only the affordable housing dwelling units shall receive this exemption.

**B.** For any affordable housing dwelling unit qualifying for an exemption, a covenant acceptable to the Los Angeles Housing and Community Investment Department shall be recorded with the Los Angeles County Recorder, guaranteeing that the affordability criteria will be observed for at least 55 years from the issuance of the Certificate of Occupancy or a longer period of time if required by the construction or mortgage financing assistance program, mortgage assistance program, or rental subsidy program. For any affordable housing dwelling unit qualifying for an exemption that has a recorded covenant with the Los Angeles Housing and Community Investment Department (HCID), the project will record a covenant with the Department of Recreation and Parks in order to be exempt from the required Park Fee.

**C.** The Los Angeles Housing and Community Investment Department shall evaluate the project to ensure it meets the above requirements and shall advise the Department of Recreation and Parks and the Department of City Planning about whether the project meets those requirements.

**D.** Should any qualifying affordable housing dwelling unit cease to operate as a qualifying affordable housing dwelling unit before the 55-year period has expired, HCID shall notify the Department of Recreation and Parks, and the parks fee for each said dwelling unit shall be paid to the City at the then-current rate.

## SEC. 10.4.8. CREDITS

### A. Public Land Dedication or Improvement to Dedicated Land

#### 1. Public Land Dedication

In lieu of paying the park fee or any portion of the park fee, land may be dedicated to the City of Los Angeles for public park and recreational purposes, at the City's option. This may be with or without recreational facility improvements. The amount of land to be dedicated shall be determined pursuant to one of the following formulas, and credit shall be granted, square foot for square foot, for any land dedicated to the City:

##### a. Subdivision Projects:

LD = (DU x P) x F1

LD: Land to be dedicated in acres.

DU: Total number of net new, non-exempt, pursuant to *Sec. 10.4.3.*C. (Subject Properties; Exempt), dwelling units.

P: Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

F1: Park service factor for subdivision projects, as indicated by the Department of Recreation and Parks rate and fee schedule.

##### b. Non-Subdivision Projects:

LD = (DU x P) x F2

LD: Land to be dedicated in acres.

DU: Total number of net new, non-exempt, pursuant to *Sec. 10.4.3.*C. (Subject Properties; Exempt), dwelling units.

P: Average number of people per occupied dwelling unit as determined by the most recent version of the U.S. Census for the City of Los Angeles.

F2: Park service factor for non-subdivision projects, as indicated by the Department of Recreation and Parks rate and fee schedule.

### 2. Improvement to Dedicated Land

In lieu of paying the park fee or dedicating land, or any portion thereof, the City may permit improvements to be made to dedicated City parkland, or land being dedicated as a City park or recreational facility.

### 3. General

**a.** The total amount of credits shall not exceed 100 percent of the calculated requirement for the park fee or land dedication.

**b.** Credit shall be granted for the property dedicated pursuant to this Division, dollar for dollar, in satisfaction of any park fee required to be paid. The cost and subsequent credit should bear a reasonable relationship to an independent assessment of the construction cost for the facility, such as the estimates provided by RSMeans Building Construction Cost Data or similar measure. Credits may be awarded for on-site or off-site land dedication and/or park improvements.

**c.** The Department of Recreation and Parks shall determine whether the proposal complies with the department's park and recreational standards and requirements. If the Department determines the proposal meets the department's standards and requirements, the General Manager of the Department of Recreation and Parks shall prepare a report to the Board of Recreation and Parks Commissioners regarding the proposed dedication or improvement. The Board of Recreation and Parks Commissioners may accept or decline the land dedication, new park and recreational facility, or improvement to existing park and facilities.

**d.** If the dedication and/or improvement is accepted by the Board of Recreation and Parks Commissioners in lieu of the park fee or land dedication, or any portion thereof, the City shall reduce or waive the fee, or land dedication, or any portion thereof, upon dedication of the property and/or guarantee of the improvement. The guarantee of the improvement shall be to the satisfaction of the Department of Recreation and Parks and shall be by a deposit with the Department of Recreation and Parks of an irrevocable deposit instrument issued by a bank, savings and loan association or other depository whose deposits are insured by an instrumentality of the federal government. The deposit shall be fully insured by such instrumentality. The deposit instrument shall be in a form that permits collection by the City of Los Angeles at maturity without further consent of any other party.

## B. Privately Owned Park and Recreational Facilities

Where facilities for park and recreational purposes are provided in a proposed residential development and such facilities will be privately owned and maintained by the future owners of the development, the areas occupied by such facilities shall be partially credited against the requirement of dedication of land for park and recreational purposes or the payment of a park fee thereof, provided that the following standards are met to the satisfaction of the Department of Recreation and Parks: (1) that each facility is available for use by all the residents of the residential

development; and (2) that the area and the facilities satisfy the recreation and park needs of the residential development so as to reduce the need for public recreation and park facilities to serve the project residents.

1. The amount of credits for non-publicly accessible park and recreational facilities shall not exceed 35 percent of the calculated requirement for the park and recreation impact fee or land dedication. Credits may be awarded for on-site or off-site private facilities.

2. The amount of credits for publicly accessible, privately maintained park and recreational facilities shall not exceed 100% of the calculated requirement for the park and recreation impact fee or land dedication. Credits may be awarded for on-site or off-site private facilities.

3. Private park and recreational facilities shall include a variety of active and passive amenities, as determined by the Department of Recreation and Parks.

4. Credit shall be granted, dollar for dollar, for any recreational and park impact fees required to be paid for the property pursuant to this Division, as determined by the Department of Recreation and Parks. The cost and subsequent credit should bear a reasonable relationship to an independent assessment of the construction cost for the facility, such as the estimates provided by RSMeans Building Construction Cost Data or similar.

5. Credits shall not be given for any lot amenity space or residential amenity space required to be maintained by this Chapter, specific plan, or any other planning document.

6. The granting of credits shall also be subject to the following:

    a. The private ownership and maintenance of the facilities shall be adequately provided for by written agreements; and

    b. The use of the private facilities, whether publicly or non-publicly accessible, is restricted for park and recreational purposes by recorded covenants acceptable to the Department of Recreation and Parks which run with the land and which cannot be defeated or eliminated without the consent of the City Council; and

    c. The proposed facilities are reasonably adaptable for use for park and recreational purposes, taking into consideration such factors as size, shape, topography, geology, access and location of the private open space land; and

    d. The proposed non-public facilities are available for use by all the residents of the proposed residential development; and

    e. Any proposed publicly accessible, privately-maintained park and recreational facilities are accessible for use by the general public with no discrimination between residents and non-residents, are open at hours comparable to those of City parks and facilities, and have appropriate signage indicating that the space is public; and

    f. The facilities are in substantial accordance with, and meet the policies and standards for, the development of park and recreational facilities.

### C. Dwelling Unit Construction Tax Credit

A credit shall be allowed whenever a dwelling unit construction tax previously has been paid pursuant to Sec. 21.10.3. (Dwelling Unit Construction Tax) of Article 1.10 (Dwelling Unit Construction Tax) of Chapter 2 (Licenses, Permits, Business Regulations) of this Code for dwelling units constructed on land for which a fee is required to be paid in accordance with the provisions of this Division. Said credit shall be equal to the amount of the tax previously paid, but shall not exceed the amount of any fee required to be paid under the provisions of this Division.

### D. Credit Request Timing

The project applicant shall submit any requests for credit, and the Department of Recreation and Parks may only approve such requests, prior to the approval of the Final Map or prior to the date of final inspection, or the date of the Certificate of Occupancy, whichever is earliest and applicable, and prior to the dedication of any land or payment of any park fee.

## SEC. 10.4.9. PARK FEE ACCOUNT AND ACCOUNTING

### A. Park Fee Account

The City of Los Angeles establishes a separate park and recreation fee trust fund account ("account") to which any park fee collected by the City shall be posted. The funds of the account shall not be commingled with any other funds or revenues of the City. Any interest accrued by the account shall be used solely for the purposes of park and recreational facility acquisition, expansion and improvement.

### B. Park Fee Accounting

Within 180 days after the last day of each fiscal year, the Department of Recreation and Parks shall report to the Board of Commissioners of Recreation and Parks on the amount of the fee income (including interest income), expenditures, status of the trust fund account, and interfund transfers. The Department of Recreation and Parks shall also report on each of the park and recreational facilities on which fees were committed in the last fiscal year and the approximate date by which the construction of the park and recreational facilities will commence. The City shall maintain accounts and prepare reports in accordance with California Government Code Section 66001 or successor section.

### C. Refund of Fees Under the Government Code

1. Park fees collected pursuant to this Division shall be committed by the City within five years of receipt of payment for a residential development project to serve or benefit residents of the project for which the fees were collected.

2. If the fees are not committed as specified in this Division, Quimby fees shall be refunded in accordance with California Government Code Section 66477 or successor section. All other park fees shall be refunded in accordance with California Government Code Section 66001 or successor section.

### D. Other Refunds

In the event that an applicant requests a refund for reasons not set forth in Government Code Sections 66001 or 66477, or their successor sections, if any, the applicant shall submit a claim for a refund with the Department of Recreation and Parks. Upon the Department's determination, the fee payer may receive a refund, without interest, of the fees paid pursuant to this Division; however, the portion of any fee revenue received by the City as reimbursement of its costs in administering the provisions of this Division shall not be refunded. The fee payer shall submit an application for a refund to the City within one year of payment. Failure to timely submit the required application for refund shall constitute an absolute waiver of any right to the refund.

## SEC. 10.4.10. USE OF PARK FEES OR LANDS DEDICATED PURSUANT TO THIS SECTION

**A.** The dedicated lands or park fees collected pursuant to this Division shall be used for the acquisition, improvement and expansion of public parks and recreational facilities. The fees shall be committed and expended in accordance with the provisions and procedures established in this Division. The park fee may be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by, or on behalf of, the City to finance such park and recreational facility improvements; and any administrative costs incurred by the City in accordance with this Division.

**B.** Interest accrued on Quimby in-lieu fees collected pursuant to this Division may be applied outside the project development for which the original fees were collected, provided that the Department of Recreation and Parks holds a public hearing prior to committing the interest, and uses the interest to develop new or rehabilitate existing neighborhood or community parks or recreational facilities within the City. All such public parks and recreational facilities shall comply with the principles and standards set forth in the General Plan.

**C.** The park or recreational facilities acquired, improved or expanded shall be publicly accessible and serve or benefit the project that dedicated the land or paid the fees.

# ARTICLE 11.
# DIVISION OF LAND

# CONTENTS

**Div. 11.1. General Provisions . . . . . 11-5**
Sec. 11.1.1. General . . . . . 11-5
Sec. 11.1.2. Advisory Agency . . . . . 11-6
Sec. 11.1.3. Subdivision Design Standards . . . . . 11-7

**Div. 11.2. Tentative Tract Maps . . . . . 11-23**
Sec. 11.2.1. Tentative Tract Map Standards . . . . . 11-23
Sec. 11.2.2. Vesting Tentative Tract Maps . . . . . 11-25

**Div. 11.3. Final Tract Maps . . . . . 11-26**
Sec. 11.3.1. Final Tract Map Standards . . . . . 11-26
Sec. 11.3.2. Notifications . . . . . 11-29
Sec. 11.3.3. Subdivision Improvements . . . . . 11-30
Sec. 11.3.4. Private Streets . . . . . 11-35
Sec. 11.3.5. Reversion to Acreage . . . . . 11-36
Sec. 11.3.6. Merger and Resubdivision . . . . . 11-36
Sec. 11.3.7. Maps, Local Drainage Districts, Exemption From Fees . . . . . 11-36
Sec. 11.3.8. Modifications . . . . . 11-37
Sec. 11.3.9. Subdivision Requiring Import or Export of Earth . . . . . 11-37
Sec. 11.3.10. Modification of Recorded Final Tract Maps . . . . . 11-38

**Div. 11.4. Parcel Maps . . . . . 11-40**
Sec. 11.4.1. General . . . . . 11-40
Sec. 11.4.2. Preliminary Parcel Map Standards . . . . . 11-44
Sec. 11.4.3. Preliminary Parcel Map Review Considerations . . . . . 11-46
Sec. 11.4.4. Parcel Map . . . . . 11-49
Sec. 11.4.5. Approval of Map Does Not Authorize Violation of Other Laws . . . . . 11-50
Sec. 11.4.6. Modification of Recorded Parcel Maps, Review Considerations . . . . . 11-50
Sec. 11.4.7. Sales Contrary to Parcel Map Regulations are Voidable . . . . . 11-51

# DIV. 11.1. GENERAL PROVISIONS

## SEC. 11.1.1. GENERAL

### A. Scope

1. No person may subdivide land in the City of Los Angeles unless a final tract map (for subdivisions of 5 or more parcels) or parcel map (for subdivisions of 4 or less parcels), pursuant to Section 66426 of Article 1 (General Provisions) of Chapter 2 (Maps) of the Subdivision Map Act, has been recorded as provided in this Article and pursuant to *Div. 13B.7.* (Division of Land).

2. No building or structure shall be constructed or enlarged on any land which has been subdivided in violation of the provisions of this Article and *Div. 13B.7.* (Division of Land), nor shall any permit be issued therefor.

3. The provisions of this Article shall not be construed as preventing the recording of a final tract map containing less than five lots or creating fewer than five condominium units in accordance with the procedures outlined in *Div. 13B.7.* (Division of Land) and in the Subdivision Map Act.

### B. Applicability

The provisions of this Article are applicable to a commercial/industrial conversion project, commercial/industrial to residential conversion project, residential conversion project, or residential to commercial/industrial conversion project as defined in *Article 14* (General Rules & Definitions), except as follows.

#### 1. Stock Cooperative Conversions

The provisions of this Article do not apply to any conversion for stock cooperative purposes which satisfies either of the following criteria: (a) the application for stock cooperative (DRE Form 658 or its equivalent) was filed with the California Department of Real Estate prior to July 1, 1979, or (b) a subdivision public report for stock cooperative was issued pursuant to Business and Professions Code Section 11018 prior to November 10, 1979.

#### 2. New Stock Cooperatives

The provisions of this Article do not apply to any stock cooperative project, other than a commercial/industrial conversion project, commercial/industrial to residential conversion project, residential conversion project, or residential to commercial/industrial conversion project, where the application for stock cooperative (DRE Form 658 or its equivalent) was filed with the California Department of Real Estate prior to March 21, 1980.

#### 3. Subdivision of Air Space

The provisions of this Article apply to any division of the space above or below a lot with a definite width, length, and upper and lower elevation occupied or to be occupied by a use,

group of buildings or portions of buildings, and accessory buildings or portions of accessory buildings, or accessory uses.

### C. Purpose

**1.** The purpose of this Article is to regulate and control the division of land within the City of Los Angeles, to provide for the dedication of land, the payment of fees in lieu of dedication of land, or a combination of both, for the acquisition and development of park and recreation sites and facilities to serve the future inhabitants of the subdivision, to supplement the provisions of the Subdivision Map Act concerning the subdivision design, subdivision improvement and survey data of subdivisions, the form and content of preliminary parcel maps, tentative tract maps, final tract map, and parcel maps. The procedure to be followed in securing the official approval of the City of Los Angeles on such maps shall be completed pursuant to *Div. 13B.7.* (Division of Land), in a manner that is consistent with the applicable general and specific plans as well as the public health, safety and welfare.

**2.** It is also the intention of this Article that the subdividing of land in the City of Los Angeles be done in accordance with the grading regulations of the City contained and set forth in Article 1 (Building Code) of Chapter 9 (Building Regulations) of this Code and to establish when possible beauty and attractiveness in the hills consistent with watershed drainage, erosion and fire control requirements, and good engineering practices.

### D. Interpretation

#### 1. Private Streets

This Article and *Div. 13B.8.* (Division of Land) is not to be interpreted or construed to invalidate any previous act on the part of the City approving or authorizing private streets, or authorizing the issuance of building permits for structures on lots served by private streets.

#### 2. Planning Commission

Unless otherwise specified, further references in this Article to "Planning Commission" mean either the Area Planning Commission or the City Planning Commission, whichever has authority.

## SEC. 11.1.2. ADVISORY AGENCY

### A. Additional Authority

**1.** The Advisory Agency has the authority to grant deviations of no more than 20% from the applicable floor area, yard, and height requirements. The subdivider shall ask for adjustments at the time of filing.

**2.** In permitting adjustments, the Advisory Agency shall make the findings contained in *Sec. 13B.5.2.* (Adjustment). The reductions/deviations shall be included in the written decision of the Advisory Agency.

3. Notification and appeal rights to such reductions/deviations shall conform to *Sec. 13B.7.2.* (Parcel Map Exemption/Lot Line Adjustment).

## SEC. 11.1.3. SUBDIVISION DESIGN STANDARDS

### A. Conformance to the General Plan

1. Each preliminary parcel map or tentative tract map shall be designed in compliance with the zoning applicable to the property or approved by the City Council for change or will be subject to a condition requiring compliance with such zoning prior to the recordation of the final tract map or parcel map.

2. Where a preliminary parcel map or tentative tract map involves land for which a General Plan including dwelling unit densities has been adopted by the Council, and the land is also in a Hillside Area the number of lots on the map shall be limited so that the number of dwelling units permitted by the applicable zoning regulations does not substantially exceed the dwelling unit densities shown on the Plan.

3. Each preliminary parcel map or tentative tract map shall substantially conform to all other elements of the General Plan. In computing the number of dwelling units, only the area being designated for residential use and land that is being dedicated for public uses shall be considered, excepting, however, land set aside for street purposes, or land required to be dedicated for park and recreation purposes pursuant to *Article 10* (Streets & Parks).

4. In Hillside Area, which are designated in the "Minimum Residential" General Plan land use designation, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where :

D = the maximum number of dwelling units per gross acre allowable, and

S = the average natural slope of the land in%.

Where the total allowable number of dwelling units per preliminary parcel map or tentative tract map calculated under the above formula results in a number other than a whole number, it shall be rounded to the nearest whole number as follows:

**a.** Where the fractional portion of the total allowable number of dwelling units equals 0.5 or more, the total number of allowable dwelling units shall be rounded to the next larger whole number;

**b.** Where the fractional portion of the total allowable number of dwelling units equals less than .5, the total number of allowable dwelling units shall be rounded to the next smaller whole number.

In no case may the permitted density be less than 0.05 dwelling units per gross acre. Where the total allowable number of dwelling units per tentative tract map calculated under the above formula results in a number less than one, it shall be rounded up to allow one dwelling unit per tentative tract map. Where previous grading on a site makes it difficult to determine average natural slope using the above formula, the Director of Planning shall determine the average natural slope in a manner to carry out the purpose and intent of this Subsection.

## B. Streets

### 1. Right-of-Way and Roadway Widths

All streets and alleys shall be designed to conform with the Planning Commission's adopted standards. The requirements and exceptions set forth in *Article 10* (Streets & Parks), however, do apply.

### 2. Street Grades

**a.** Grades of all streets shall be as flat as consistent with adequate surface drainage requirements and the approved development of the proposed subdivision. The minimum grade permitted is 0.4%, except in extremely flat areas where a grade of 0.2% may be used. The maximum grade permitted for streets designated as Boulevard or Avenue is 6%, except where a grade not to exceed 10% will eliminate excessive curvature, fill or excavation. The maximum grade permitted for Collector Streets is 10% and for Local Streets is 15%. Variations from these requirements may be granted by the Advisory Agency upon recommendation by the City Engineer in individual cases in accordance with the provisions of *Sec. 13B.7.7.* (Private Street Map).

**b.** Changes in grade greater than 0.4% shall be connected by vertical curves. The length of vertical curves shall conform to standards for sight distance and riding qualities established by the City Engineer.

### 3. Future Streets

In the event certain streets or alleys in a subdivision are to be reserved for future public use and they have been approved as to location and width, they shall be indicated on the final tract map or parcel map and offered for dedication as future streets or future alleys. Certificates providing that the City may accept the offer to dedicate such easement at any time shall be shown on the final tract map or parcel map.

### 4. Corner Cut-Off

At all block corners, the property line shall be rounded. On all major and secondary highways, the corner shall have a 20-foot radius curve and on all other streets, a 15-foot radius curve; provided, however, that where commercial development is permitted, a diagonal cutoff of 15 feet × 15 feet in lieu of a 20-foot radius curve and a ten foot × ten foot cutoff in lieu of a 15-foot radius curve may be used. In industrial zones the curves shall have a minimum radius of at least 40 feet.

### 5. Horizontal Curves

The centerline radii of curves shall be as large as possible, consistent with conditions. All curves shall have sufficient length to avoid the appearance of an angle point. Reversing curves shall be connected by tangents of length approved by the City Engineer as sufficient to safely reverse the unbalanced centrifugal force. In any case, horizontal curves shall have the following minimum centerline radii:

**a.** Boulevards and Avenues: 1,000 feet

**b.** Collector Streets: 500 feet

**c.** Local Streets: 300 feet

**d.** Local Streets in a Hillside Area: 125 feet

### 6. Intersections

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

### 7. Cul-de-Sac Streets

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

### 8. General

**a.** All streets within or immediately adjacent to the subdivision shall be improved with curbs and gutters, unless not required by the Advisory Agency upon recommendation of the City Engineer.

**b.** Streets within or immediately adjacent to the subdivision shall be improved with sidewalks, except that in mountainous, hillside or rural areas, sidewalks may be omitted or may be provided on only one side of the street with the approval of the Advisory Agency.

## C. Alleys

**1.** Alleys shall be not less than 20 feet in width. Alleys serving industrial zones shall be not less than 30 feet wide, unless otherwise approved by the Advisory Agency.

**2.** All dead-end alleys shall be constructed with adequate turning areas.

3. Whenever practicable, alleys are required at the rear of all lots that are in Residential Use Districts and that front an arterial street. Alleys may also be required at the rear of lots in commercial and industrial zones.

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

## D. Pedestrian Walks

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

## E. Blocks

Blocks in Residential and Industrial Use Districts areas shall not exceed 1,700 feet in length, except in a Hillside Area. Blocks in Commercial Use Districts shall not exceed 800 feet in length except in locations where the prevailing block length (within 1/2 mile) is less than 800 feet. In such instance, the new block shall not exceed the average prevailing block length.

## F. Lot Size

1. Every lot shall have a minimum width and area to comply with the requirements as specified for the Form District in which the lot is located.

2. When the Advisory Agency determines that traffic access, topography and drainage conditions will safely allow lot averaging, and when the subdivider has demonstrated to the satisfaction of the Advisory Agency in a written report that such averaging is consistent with proper subdivision design, and in addition will produce, one or more of the following benefits: require less grading than a conventional subdivision design not utilizing lot averaging; result in improved lot design; or produce other environmental benefits; the Advisory Agency may permit the width and area of not more than 20% of the lots in a subdivision located in a Hillside Area, to be reduced as specified below, provided that the average area of all lots in the subdivision is not less than the following requirements the required minimum for the zone of the lot.

| LOT AREA IN SQUARE FEET | | | |
|---|---|---|---|
| Form District | Lot Width (min) | Lot Area (min) | Lot Average (min) |
| **Rural-Limited** | 63 feet | 14,000 | 17,500 |
| **Residential Estate-Limited 5** | No Reduction | 32,00 | 40,000 |
| **Residential Estate-Limited 4** | 72 feet | 16,000 | 20,000 |
| **Residential Estate-Limited 3** | 72 feet | 12,000 | 15,000 |
| **Residential Estate-Limited 2** | 63 feet | 8,800 | 11,000 |
| **Residential Estate-Limited 1** | 60 feet | 7,200 | 9,000 |

3. In computing such average, that portion of any lot exceeding 150% of the average requirement shall not be included, provided however, that in the Rural-Limited Form Districts the maximum area of any lot that may be used in computing the average shall be 24,500 square feet.

4. In a tract where one or more lots have less than the average requirement for the Form District, no lot can be rearranged or divided unless: (1) the average requirement for the original final tract map or parcel map is maintained, and (2) such rearrangement or division is accomplished by recording a new final tract map or parcel map, or by securing determination that the proposed rearrangement or division is exempt from the parcel map procedure in *Sec. 11A.4.1.*B.3.c. (Parcel Maps; General; Scope).

5. Where it finds it necessary in order to promote the general welfare, the Advisory Agency may require that lots that are contiguous or nearby to existing lots on the same street be increased in size to be compatible with the size of the existing lots. However, in no case may the Advisory Agency require such lots to contain an area of over 50% more than that required by the applicable Form District or Alternate Typology.

6. Property in commercial or industrial zones need not be divided into more than one lot where such property is to be operated as a unit.

7. Each portion of a lot which is platted to be divided by a City or County boundary line shall be given a separate letter or number on the recorded tract map.

8. Side lines of lots shall be approximately at right angles to the streets, or radial to the street on curved streets, except where topography or other conditions make this impracticable.

9. Where it finds that there will be no material increase in the dwelling unit density permitted by the zone, and that the public health, safety or welfare and good subdivision design would be promoted by the dedication of public streets to a width in excess of the approved standards provided for in this Article, or the dedication of service roads, or the dedication or reservation of land for public parks, public uses or other open areas, the Advisory Agency may permit the required area of one or more of the lots in a subdivision in an Rural-Limited or Estate Limited Form Districts to be reduced to the extent of such dedication or reservation. Provided, however, that in no event may such a reduction exceed 15%, and no lot in the Rural-Limited or Estate Limited Form Districts in a Hillside Area, is permitted to be reduced below the minimum area specified in Subdivision 1. above.

10. Where the Advisory Agency finds the project is consistent with the dwelling unit density permitted by the General Plan, and that the public health, safety or welfare and good subdivision design will be promoted by the preservation of protected trees, the Advisory Agency may permit the required area of one or more of the lots in a subdivision in Rural-Limited, Estate Limited, or House-Limited Form Districts to be reduced by an amount sufficient to provide for protected tree preservation in accordance with Subsection P. (Protected Tree Regulations) below. Provided, however, that in no event may the reduction exceed 50% of the required lot area; lots zoned with Rural-Limited or Estate Limited, Form Districts may not

be reduced below 50 feet in width; lots zoned with House-Limited Form Districts may not be reduced below 40 feet in width; and no lot in a designated "K" Horsekeeping District may be reduced below 17,500 square feet.

## G. Easements

1. Easements for public utilities, water system, sewers, street lights, storm drains or flood control channels, and slope rights shall be provided wherever determined necessary by the Advisory Agency upon recommendation of the City Engineer.

2. Wherever it is determined that future easements are necessary, a certificate shall be placed on the final tract map or parcel map indicating that the City will accept such easements at any time.

## H. Grading in Hillside Areas

Subdivision design requirements in a Hillside Area shall meet the grading standards established by the Board of Public Work and the grading regulations established by Article 1 (Building Code) of Chapter 9 (Building Regulations) of this Code. Such requirements may also include providing soil reports prepared by a registered civil engineer specializing in soil mechanics or reports on geological investigations.

## I. Problem Areas

Areas designated by resolution of the Board of Public Works as problem areas shall not be subdivided except when approved by the Advisory Agency upon recommendation of the Superintendent of Building and the City Engineer.

## J. Grading Plans

1. The Advisory Agency may require a proposed grading plan with the preliminary parcel map or tentative tract map of any subdivision. Upon recommendation of the Superintendent of Building or the City Engineer, or where it appears that cuts and fills will occur in the grading of the property that may be contrary to the objectives of this Article, the Advisory Agency may require the subdivider to submit grading plans for all or part of the tract before action on the preliminary parcel map or tentative tract map will be taken. Any grading plan submitted shall contain a statement of the quantities (in cubic yards) of cut and fill and quantities of export or import material involved. If the amount of earth material to be imported to or exported from a subdivision site is 1,000 cubic yards or more, statements of the following shall also be included:

    a. The proposed borrow or disposal site;

    b. The proposed haul route;

    c. The total gross weight with load of the proposed haul vehicles; and

    d. Any other pertinent data which the Advisory Agency may require.

2. Failure to furnish a grading plan (where necessary to complete the investigation of the preliminary parcel map or tentative tract map within the time specified in the written notice requesting its submission) will be cause for the disapproval of the preliminary parcel map or tentative tract map, unless an extension of the time for acting on the Map is mutually agreed upon between the subdivider and the Advisory Agency.

3. If changes in the design of the lots or street system can be made to correct the conditions set forth in Subsection H. (Hillside Grading Areas) above, either by increased lot sizes or changes in grades, such modifications shall be made.

## K. Storm Drains

Storm drains shall be designed in conformance with standards approved by the City Engineer. Storm drain facilities to intercept and convey all runoff to a suitable point of disposal are required when runoff from the entire area tributary to and including the subdivision exceeds the limiting depth of street flow as determined by the City Engineer. These storm drain requirements shall also include the following:

1. In areas without sumps, storm drains shall be designed to remove all runoff from a storm of 10-year frequency.

2. In sump areas, storm drains shall be designed to remove all runoff from a storm of 50-year frequency.

3. Storm drains shall be of sufficient capacity in all cases to prevent flooding of building sites from a storm of 50-year frequency.

4. On Hillside Limited Streets, the maximum depth of water as determined by the City Engineer shall be based on a storm of 50-year frequency.

## L. Installation of Utilities

1. Utility lines, including but not limited to those required for electricity, communication, street lighting, and cable services necessary for the general use of the lot owners in the subdivision, shall be installed or guaranteed to be installed in the same manner as other required subdivision improvements.

2. Except in Industrial-Mixed, Industrial, Public, and Open Space Use Districts, in all portions of a tract map area, all such utility lines shall be installed underground, provided, however, that incidental, appurtenant equipment such as transformers, terminal boxes and meter cabinets may be placed above ground, but shall conform with regard to placement and height with those standards adopted by the Planning Commission as it determines are necessary to safeguard the public against hazards created by the equipment and to further the purposes of this Article. The Subdivision Committee, as established in *Sec. 13A.1.10.* (Subdivision Committee), shall make its report and recommendation of the Planning Commission prior to the adoption of the standards.

3. The subdivider shall make the necessary cost and other arrangements for such underground installation and for relocation of existing facilities with each of the persons, firms or corporations furnishing utility services involved.

## M. Model

Regardless of any other provision of this Chapter, a model or models may be erected and maintained on any lot or site designated by the Advisory Agency as a site for a model or models on an approved or conditionally approved preliminary parcel map or tentative tract map, in lots zoned with Agricultural or Residential Use Districts and the "1L" Density District with respect to one-unit dwellings, and in lots zoned with Residential Use Districts allowing multiple-unit structures, i.e., buildings containing more than one dwelling unit, for a period of time as determined by the Advisory Agency, provided that:

1. Not more than 15% of the lots and in no case more than 20 lots at any one time in a subdivision may be designated as sites for the construction of models, and, with respect to multiple unit structures, not more than 15% of the units and in no case more than 20 units at any one time in a proposed building designated as a model site, may be designated as models. Each of the sites shall be located in a manner as to not adversely affect existing developed residential properties. Further, each of the sites shall be easily accessible and provision for the accessibility shall be assured at the time that the preliminary parcel map or tentative tract map is conditionally approved.

2. In a Hillside Area, a grading plan for the entire approved or conditionally approved subdivision or any final tract map or parcel map unit thereof has been approved by the Grading Division of the Department of Building and Safety and a Grading Certificate has been issued for the property involved or that the grading is being carried on under the authorization of a valid grading permit.

3. Necessary easements for the installation of water system facilities and underground utilities have been dedicated and the developer has guaranteed the cost of relocation or future adjustment of these facilities to the satisfaction of the Department of Water and Power.

4. The owner assumes liability for any damage caused to water system facilities and underground utilities prior to final street improvements in a manner satisfactory to the Department of Water and Power.

5. Adequate fire protection facilities are provided to the satisfaction of the Fire Department.

6. Adequate sewer facilities are provided to the satisfaction of the Bureau of Engineering and the Los Angeles County Health Department.

7. A paved access roadway at least 20 feet in width is provided which is satisfactory to the Department of Building and Safety.

8. Off-street parking be provided as follows:

**a.** For multiple-unit structures, the numbers and location of the off-street parking facilities will be determined by the Advisory Agency;

**b.** For one-unit detached structures, one lot for each six model dwellings shall be located contiguous to the model dwelling sites. All off-street parking facilities and driveways shall be dust-proofed with asphaltic surfacing or with decomposed granite which is sprinkled at sufficient intervals to prevent dust, or by an alternate method of dust control satisfactory to the Department of Building and Safety.

**9.** The model dwelling sites are attractively maintained and, with respect to one-unit detached structures, attractively landscaped.

**10.** Any furnishings placed in the model dwelling are maintained solely for purposes accessory to the display of the model dwelling and in no way are used to sell or promote the sale of such furnishings.

**11.** Prior to the issuance of any building permit for a model dwelling, the property owner shall first execute and file with the Superintendent of Building a notarized agreement assuming all risks and agreeing to all of the conditions set forth in this Article. With respect to one-unit detached structures, the agreement shall further provide that in the event that a final tract map or parcel map that includes the property where the model dwelling is located is not recorded, all buildings or structures authorized by the permit will be removed, within 90 days from the expiration of the tentative tract map, and that if all buildings and structures are not completely removed as required above, they may be confiscated and removed or demolished by the City without further notice. Prior to the erection of any model dwelling that is a one-unit detached structure, authorized pursuant to the approval of any subdivision and contingent on the approval of the subdivision, the property owner shall post in the Department of Building and Safety a bond in favor of the City of Los Angeles (to be approved by the City Attorney and duplicates to be furnished) in an amount satisfactory to the Department of Building and Safety sufficient to defray any expense incurred by the City in the removal or demolition of the model dwelling or dwellings. The bond will be released to the property owner or person legally entitled to it either upon recordation of the subdivision tract map or upon removal of the concerned structures or buildings, as the case may be, to the satisfaction of the Superintendent of Building.

**12.** This Section applies to approved or conditionally approved tentative tract maps that include model dwelling units and that have not been recorded as of the effective date of this ordinance.

**13.** A real estate tract sales office may be established and maintained in one model dwelling approved in accordance with the provisions of this Section or in a dwelling constructed on a recorded lot previously designated as a model dwelling site by the Advisory Agency and temporarily serving as an example of houses or units built or to be built in the same subdivision, provided that:

**a.** No general real estate brokerage business is conducted on the premises, and any business transacted there is limited to the original sale of vacant or improved land shown on the preliminary parcel map or tentative tract map or units of airspace shown on the condominium plan.

**b.** All signs conform to the applicable provisions of *Div. 4C.6.* (Signs).

**c.** The tract sales office is attractively maintained and, where located in a one-unit detached structure, is attractively landscaped.

**d.** The property owner has first executed and filed with the Superintendent of Building a notarized agreement agreeing to comply with all other provisions of this Subdivision and, further, agreeing that after all dwelling units in the development are initially sold or rented, all tract sales being conducted within the structure will cease; all signs will be entirely removed from the premises; any residential type of sliding glass door in a private garage doorway will be replaced with a conventional private garage door, and any sales office activity located in a private garage will be discontinued and this area reconverted for the storage of private vehicles.

## N. Park and Recreation Sites

Park and recreation sites to serve the future inhabitants of each new subdivision shall be provided and located in conformance with the standards contained in the Open Space Element of the General Plan.

## O. Where Subdivision Includes Land Within Drainage District

Whenever a subdivision or a portion of a subdivision includes land which is within a local drainage district, the provisions and requirements of the ordinance establishing such district shall be met.

## P. Protected Tree Regulations

No protected tree may be relocated or removed except as provided in this Article or Article 6 (Preservation of Protected Trees) of Chapter 4 (Public Welfare) of this Code. The term "removed" or "removal" includes any act that will cause a protected tree to die, including but not limited to acts that inflict damage upon the root system or other parts of the tree by fire, application of toxic substances, operation of equipment or machinery, or by changing the natural grade of land by excavation or filling the drip line area around the trunk.

### 1. Required Determinations

Subject to historical preservation requirements set forth in Subdivision 3. (Historical Monuments) below, when a protected tree exists within a proposed subdivision, the tree may be relocated or removed if the Advisory Agency, in consultation with the City's Chief Forester, determines the existence of either a. or b. below:

**a.** There has been prior applicable government action in which:

i. The removal of the tree had been approved by the Advisory Agency; or

ii. The property on which the protected tree is located has been the subject of a determination by the City Planning Commission, the City Council, a Zoning Administrator, or an Area Planning Commission, the appeal period established by *Div. 13B.7.* (Division of Land) with respect to the determination has expired, the determination is still in effect, and pursuant to the determination, the protected tree's removal would be permissible; or

iii. A building permit has been issued for the property on which the protected tree is located, the permit is still in effect, and the removal or relocation is not prohibited by the permit.

**b.** The removal of the protected tree would not result in undesirable, irreversible soil erosion through diversion or increased flow of surface waters that cannot be mitigated to the satisfaction of the City's Chief Forester, and the physical condition or location of the tree is such that:

i. Its continued presence in its existing location prevents the reasonable development of the property; or

ii. According to a report required pursuant to *Sec. 11A.2.1.*C. (Protected Tree Reports for Tentative Tract Maps), acceptable to the Advisory Agency and prepared by a tree expert, there is a substantial decline from a condition of normal health and vigor of the tree, and its restoration through appropriate and economically reasonable preservation procedures and practices is not advisable; or

iii. It is in danger of falling due to an existing and irreversible condition.

iv. Its continued presence at its existing location interferes with proposed utility services or roadways within or without the subject property, and the only reasonable alternative to the interference is the removal of the tree; or

v. It has no apparent aesthetic value, which will contribute to the appearance and subdivision design of the proposed subdivision; or it is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at the location.

### 2. Supplemental Authority

In the event the Advisory Agency, in consultation with the City's Chief Forester, determines pursuant to Paragraph 1.b. above, that a protected tree may be removed or relocated, the Advisory Agency may:

**a.** Require relocation elsewhere on the same property where a protected tree has been approved for removal, and where the relocation is economically reasonable and favorable to the survival of the tree. Relocation to a site other than upon the same property may be permitted where there is no available or appropriate location on the property and the

owner of the proposed off-site relocation site consents to the placement of a tree. In the event of relocation, the Advisory Agency may designate measures to be taken to mitigate adverse effects on the tree.

**b.** Permit protected trees of a lesser size, or trees of a different species, to be planted as replacement trees for protected trees permitted by this Code to be removed or relocated, if replacement trees required pursuant to this Code are not available. In that event, the Advisory Agency may require a greater number of replacement trees.

### 3. Historical Monuments

The Advisory Agency, except as to Subparagraph 1.b.iii. above, shall require retention of a protected tree at its existing location, if the tree is officially designated as an Historical Monument or as part of an Historic Preservation Overlay Zone.

### 4. Requirements

In the event the Advisory Agency, in consultation with the City's Chief Forester, determines pursuant to Paragraph 1.b. above that a protected tree may be removed or relocated, the Advisory Agency shall require that:

**a.** The protected tree is replaced within the property by at least two trees of a protected variety included within the definition set forth in *Div. 11B.1.* (Definitions), except where the protected tree is relocated pursuant to Paragraph 2.a. above. The size of each replacement tree shall be a 15-gallon, or larger, specimen, measuring one inch or more in diameter at a point one foot above the base, and not less than 7 feet in height, measured from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced.

**b.** The subdivider record those covenants and agreements approved by the Advisory Agency necessary to assure compliance with conditions imposed by the Advisory Agency and to assure protected tree preservation.

**c.** The subdivider provide protected tree maintenance information to purchasers of lots within the proposed subdivision.

**d.** The subdivider post a bond or other assurance acceptable to the City Engineer to guarantee the survival of trees required to be replaced or permitted or required to be relocated, in a manner to assure the existence of continuously living trees at the approved replacement or relocation site for three years from the date that the trees are replaced or relocated. The City Engineer shall use the provisions of *Sec. 11A.3.3.*E. (Subdivision Improvements; Guarantees) of this Article as its procedural guide in satisfaction of the bond requirements and processing. Any bond required shall be in a sum estimated by the City Engineer to be equal to the dollar value of the replacement tree or of the tree that is to be relocated. In determining value for these purposes, the City Engineer shall consult with the Advisory Agency, the City's Chief Forester, the evaluation of trees guidelines approved and adopted for professional plantsmen by the International Society

of Arboriculture, the American Society of Consulting Arborists, the National Arborists Association and the American Association of Nurserymen, and other available, local information or guidelines.

### 5. Grading

The Advisory Agency is authorized to prohibit grading or other construction activity within the drip line of a protected tree.

## Q. Preliminary Soils Report

**1.** A preliminary soils report, prepared by a civil engineer registered in California, and based upon adequate test borings is required with the preliminary parcel map or tentative tract map of any subdivision. The Advisory Agency may waive the preliminary soils report upon its determination that no preliminary analysis is necessary due to its knowledge of the qualities of the soils of the subdivision.

**2.** If the preliminary soils report indicates the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects, a soils investigation of each lot in the subdivision may be required. Such soils investigation shall be done by a civil engineer registered in California, who shall recommend the corrective action which is likely to prevent structural damage to each structure proposed to be constructed in the area where such soils problem exists. The Advisory Agency may approve the subdivision or a portion of the subdivision where such soils problems exist if it determines that the recommended corrective action is likely to prevent structural damage to each structure to be constructed, and as a condition to the issuance of any building permit may require that the approved recommended action be incorporated in the construction of each structure.

## R. Mulholland Scenic Parkway

**1.** Notwithstanding the street standards adopted by the City Planning Commission pursuant to *Sec. 10.1.1.* (Street Standards), the width and improvement standards for the Mulholland Scenic Parkway shall be substantially as follows:

**a.** Two travel lanes, one in each direction, each 15 feet wide;

**b.** Passing lane segments and turn pockets where necessary to facilitate movement of traffic;

**c.** Substantial conformance to existing roadway alignment;

**d.** No median strip except to facilitate turning movements;

**e.** Hard surfaced shoulders but with a natural look, separated from the roadway by a painted line where the shoulder is utilized for bikeway purposes;

**f.** Minimum street and driveway access to the Parkway;

**g.** Reasonable protection of a scenic corridor 500 feet more or less, depending on topography, from each side of the existing right-of-way, to preserve the scenic quality and for the development of parks, vista points, parking facilities, and continuous bicycle, equestrian and hiking trails;

**h.** All utilities to be underground;

**i.** All necessary signs and road related fixtures to be of a special design to blend with the scenic character of the Parkway;

**j.** Grading to be kept to an absolute minimum;

**k.** All necessary grading to be gently contoured and fully landscaped with fire-resistant plants to present a natural appearance.

**2.** It is the duty of the Advisory Agency to interpret and apply these standards in conformance with the spirit and intent of the Report of the Citizens' Advisory Committee on the Mulholland Scenic Parkway as adopted as City policy by the City Council on March 26, 1973, under Council File No. 70-5000, or with such Parkway plans as may subsequently be adopted.

**3.** These standards are applicable to any subdivision map within 500 feet of the right-of-way of Mulholland Drive between the Hollywood Freeway on the west and Mulholland Highway on the west and along Mulholland Highway to the southerly City boundary, as shown on the City Engineer's official cadastral or district maps.

## S. Valley Circle Boulevard, Plummer Street Scenic Corridor

**1.** Notwithstanding the street standards adopted by the City Planning Commission pursuant to *Sec. 10.1.1.* (Street Standards), the width and improvement standards for Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and for Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard shall be substantially as follows:

**a.** Two travel lanes, one in each direction;

**b.** Left turn pockets as needed;

**c.** 48 feet of paved roadway, including 2-foot wide concrete gutters and curbs;

**d.** No continuous raised median strip;

**e.** Wide shoulders to accommodate recreation trails;

**f.** Minimum street and driveway access to the roadway;

**g.** All utilities to be underground;

**h.** Lighting only at intersections and parking areas, and kept to a minimum useful Intensity;

**i.** Fire Hydrants and light standards located away from the roadway for increased safety;

**j.** Picnic areas, drinking fountains, restrooms facilities, watering troughs, hitching rails and simple shade structures provided at suitable locations;

**k.** The general design and development of the roadway, trails, turnouts, and all appurtenant fixtures, facilities and amenities to be rustic, natural and in keeping with the scenic character of the corridor;

**l.** Reasonable protection of a scenic corridor, 1,500 feet more or less depending on topography, from each side of the existing rights-of-way, to preserve the scenic quality, protect long-distance views, and for the development of parks, vista points, parking facilities, and continuous trails;

**m.** Specific dimension standards for a 100-foot-wide right-of-way, the preferred width, shall be a 14-foot-wide two-way bicycle path, a hiking trail meandering in a 10-foot-wide landscaped parkway, a 16-foot-wide equestrian trail bordered by bolted wood fences and a 12-foot-wide parkway on the opposite side of the roadway;

**n.** The dimension standards for an 86-foot-wide right-of-way shall be a 12- foot-wide two-way bicycle path, hiking trail meandering in an 8-foot-wide landscaped parkway, a 12-foot-wide equestrian trail bordered by bolted wood fences and a 6-foot-wide parkway on the opposite side of the roadway;

**o.** Trails to be built prior to or concurrently with the roadway, and to have suitable crossings and access to areas of interest;

**p.** Attractively designed masonry walls or screening landscaping along the edges of private developments adjacent to the scenic corridor;

**q.** Maximum preservation of natural terrain and vegetation;

**r.** Grading to be kept to an absolute minimum; all necessary grading to be gently contoured and fully landscaped with native, low-water-need, fire-resistant plants to present a natural appearance;

**s.** All buildings in the corridor to be placed so as to preserve a clear line of sight from the roadway to the visible mountain crest;

**t.** Off-site advertising signs to be prohibited within the corridor;

**u.** On-site advertising, traffic, informational and regulatory signs to be kept to a minimum number and size, and to be of special rustic design.

**2.** It is the duty of the Advisory Agency to interpret and apply these standards in conformance with the spirit and intent of the Valley Circle Boulevard Plummer Street Scenic Corridor Study adopted as City policy by the City Council on March 28, 1977, under Council File No. 77-82, or with such parkway plans as may subsequently be adopted.

3. The standards stated here are applicable to any subdivision map within 1,500 feet of the right-of-way of Valley Circle Boulevard from Roscoe Boulevard to Plummer Street and of Plummer Street from Valley Circle Boulevard to Topanga Canyon Boulevard as shown on the City Engineer's official cadastral or district maps.

# DIV. 11.2. TENTATIVE TRACT MAPS

## SEC. 11.2.1. TENTATIVE TRACT MAP STANDARDS

### A. Tentative Tract Map Requirements

#### 1. Filing and Reports

The subdivider shall pay the necessary fees for and file with the City Planning Department at least 25 copies of the tentative tract map, two copies of an area map showing the location of ownerships which are located within the area covered by the tentative tract map and within a 500-foot radius of the proposed subdivision; and two copies of a certified list showing the names and addresses of owners of all property and the addresses of all residential, commercial, and industrial occupants of all property located within 500 feet of the proposed subdivision. The Department shall furnish a copy of the certified list of names and addresses and a copy of the area map to the Bureau of Engineering, and copies of the tentative tract map to each member of the Subdivision Committee and to any other departments or public agencies which the Advisory Agency had determined may have an interest in the proposed subdivision. The Subdivision Committee shall make such examination of the Map and property, and make such reports and recommendations to the Advisory Agency as they find are necessary. All such reports shall be submitted in writing. Such reports shall be made within 39 calendar days after the filing of the Map or within such additional time as the Advisory Agency may approve.

#### 2. Action of Advisory Agency

The Advisory Agency shall approve, conditionally approve or disapprove the tentative tract map pursuant to *Sec. 13B.7.2.* (Parcel Map Exemption/Lot Line Adjustment).

**a.** Whenever two or more lots are to be created on a common slope and the City Engineer or Superintendent of Building determines that conditions so dictate, the Advisory Agency may require as a condition of approval of the tentative tract map that appropriate deed covenants, on a form approved by the City Attorney, be recorded which provide to each owner of the common slope a joint right of entry for necessary access of men and equipment, and a joint easement over the slope area to maintain and repair any portions of the common slope.

**b.** All streets on the tentative tract map shall be identified by their proposed names. All proposed street names shall be approved by the City Engineer. The Advisory Agency may withhold approval of the Map if the City Engineer has determined that a proposed street name would create confusion, be misleading, be unduly long or carry connotations offensive to good taste and decency.

### B. Map Requirement

Tentative tract maps filed with the City Planning Department shall be prepared by or under the direction of a licensed surveyor or registered civil engineer. Such maps shall clearly show all

information required by this Article, and shall be drawn to an engineer's scale of not less than one inch equals 200 feet. The tentative tract map shall contain all the following:

1. The tract number.
2. Sufficient legal description of the property to define its boundaries.
3. Names, addresses and telephone numbers of the record owner, subdivider, and person preparing the map.
4. North point, engineering scale, date and area.
5. The widths and approximate locations of all existing and proposed public easements or rights of way, or private street easements, within and adjacent to the property involved.
6. Locations, widths and approximate grades of existing and proposed highways, streets, alleys or ways, whether public or private within and adjacent to the property involved.
7. Existing street names, and names or designations for all proposed streets and highways.
8. Approximate radii of all centerline curves for streets, highways, alleys or ways.
9. Lot layout, approximate dimensions of each lot and number of each lot.
10. The locations of potentially dangerous areas, including geologically hazardous areas and areas subject to inundation or flood hazard; the location, width and direction of flow of all watercourses, flood control channels, and mud or debris paths where ravines or swales will exist within and adjacent to the property involved; building setbacks from such hazards, the proposed method of providing flood, erosion and mud or debris control; and areas where access and emergency paths will be located in the event flood design capacity is exceeded. Lot lines shall be located so that the flow of watercourses and mud and debris paths, access and emergency paths, and setbacks shall be adjacent to lot lines or in areas or restrictions against construction.
11. The existing contour of the land at intervals of not more than 5 feet, and of not more than 2-foot intervals if the slope of the land is less than 5%.
12. The approximate location of all buildings or structures on the property involved which are to be retained, notations concerning all buildings which are to be removed, and approximate locations of all existing wells.
13. The approximate location and general description of any large or historically significant trees and of any protected trees and an indication as to the proposed retention or destruction of the trees.
14. If any streets shown on the tentative tract map are proposed to be private streets, they shall be clearly indicated. Such streets shall conform to the requirements of *Div. 10A.3.* (Private Street Regulations) or shall have been previously approved in accordance with the then applicable private street provisions.

**15.** The proposed method of providing sewage disposal and drainage for the property.

**16.** A statement regarding existing and proposed zoning.

### C. Protected Tree Reports for Tentative Tract Maps

**1.** No application for a tentative tract map approval for a subdivision where a protected tree is located is considered complete unless it includes a report, in a form acceptable to the Advisory Agency and the City's Chief Forester, which pertains to preserving the tree and evaluates the subdivider's proposals for the preservation, removal, replacement or relocation of the tree. The report shall be prepared by a tree expert and shall include all protected trees identified pursuant to Subdivision B.13. above.

**2.** In the event the subdivider proposes any grading, land movement, or other activity within the drip line of a protected tree referred to in the report, or proposes to relocate or remove any protected tree, the report shall also evaluate any mitigation measures proposed by the subdivider and their anticipated effectiveness in preserving the tree.

## SEC. 11.2.2. VESTING TENTATIVE TRACT MAPS

See *Sec. 13B.7.3.* (Tentative Tract Map).

# DIV. 11.3. FINAL TRACT MAPS

## SEC. 11.3.1. FINAL TRACT MAP STANDARDS

### A. Process.

See *Sec. 13B.7.4.* (Final Tract Map).

### B. Final Tract Map Requirements

The following information shall be submitted with the final tract map: names, addresses and telephone numbers of the record owners, subdivider and person preparing the final tract map. The general form and layout of the map, including size and type of lettering, drafting and location of acknowledgments, etc. shall be determined by the City Engineer. The map shall be prepared on high-quality tracing cloth or other material approved by the City Engineer.

**1.** Each sheet of the final tract map shall be 18 × 26 inches. A marginal line shall be drawn completely around each sheet, leaving a blank margin of one inch. The scale of the map shall be such as to show all details clearly. Each sheet shall be numbered, and its relation to other sheets clearly shown. The tract number, scale and north point shall be shown on each sheet. If more than three sheets are necessary to show the entire subdivision, an index map shall be included on one of the sheets. The boundary line of a subdivision shall be indicated by distinctive symbols and clearly so designated.

**2.** Where any land to be subdivided is separated or divided into two or more parcels or portions by any parcel of land other than a street, highway, or other public way, or a railroad, public utility or flood control right-of-way, each separate parcel or portion of a parcel shall be subdivided as a separate parcel and shown on a separate subdivision map.

### C. Boundary Evidence

Such stakes, monuments or other evidence determining the boundaries of the subdivision as are found on the ground, together with sufficient designations of adjoining subdivisions by lot and tract number and page of record, or by section, township and range, or other proper legal description as may be necessary to locate precisely the limits of the subdivision, shall be clearly and fully shown on the final tract map.

### D. Monuments

#### 1. Boundary

**a.** Each final tract map shall show durable monuments of not less than two-inch steel pipe at least 24 inches long found or set at or near each boundary corner and at intermediate points approximately 1,000 feet apart or at such lesser distance as may be necessary by topography or culture to assure accuracy in reestablishment of any point or line without unreasonable difficulty. The precise position and character of each monument shall be

shown on the final tract map. Where the elevation of the top of each such monument is not approximately level with the surface of the ground, its relative position shall be indicated.

**b.** The establishment of boundary monuments may be required by the Advisory Agency, the Appeal Board or the City Council upon appeal, prior to the recordation of the final tract map, however, such requirement may be modified to accept the submission of complete field notes as evidence of a thorough survey, or the setting of only a portion of the boundary monuments, or the referencing of monuments to adjacent reference points. The City Engineer shall submit a recommendation concerning this matter. The reference points shall be indicated in a set of field notes showing clearly the ties between such monuments and sufficient number to set accurately each boundary monument after recordation of the final tract map. The boundary monuments shall be properly located by coordinates in the California Coordinate System or in such manner as determined by the City Engineer to be suitable and sufficient.

### 2. Centerline

Complete centerline data, including lengths of tangents and semi-tangents, shall be shown on the map for all streets within or adjoining the tract where no official centerline has been previously established. In locations where the point of intersection falls on private property, chords shall be shown instead of semi-tangents. The subdivider shall have approved monuments placed with permanent references to the monuments and furnish a set of field notes to the City Engineer.

### 3. Deferment

**a.** In the event any or all of the monuments required to be set are subsequent to the recordation of the final tract map, the map shall clearly show and describe such monuments. All such monuments or the furnishing of notes for deferred monuments shall be agreed to be set and furnished by the subdivider.

**b.** When the placement of monuments is to be deferred, the Bureau of Engineering shall charge and collect a fee of $443 for the service of receiving and processing a bond to guarantee placement of the monuments.

### 4. Geodetic Controls

Ties to the Geodetic Triangulation System shall be provided where stations have been established within reasonable distance from the subdivision boundary, and such ties are deemed necessary by the City Engineer.

## E. Surveys

### 1. Requirements

**a.** The procedure and practice of all survey work, done on any subdivision, shall conform to the accepted standards of engineering and surveying professions. The final tract map shall close in all its parts.

**b.** In the event the City Engineer has established the centerline of any street or alley in or adjoining a subdivision, the final tract map shall show such centerline together with the reference to a field book or map showing such centerline and the monuments that determine its position. If determined by ties, that fact shall be stated on the final tract map.

### 2. Notes to be Furnished

**a.** For such centerline monument set, the civil engineer or surveyor under whose supervision the survey has been made shall furnish to the City Engineer a set of notes showing clearly the ties such monument and a sufficient number (normally 4) of durable distinctive reference points or monuments. Such reference points may be lead and tacks in sidewalks, or curbs, or 2-inch × 2-inch stakes set back of the curb line and below the surface of the ground or such substitute as appears to be not more likely to be disturbed.

**b.** The set of notes shall be of such quality, form and completeness, and shall be on paper of such quality and size as may be necessary to conform to the standardized office records of the City Engineer. All such notes shall be indexed by the City Engineer as part of the permanent public records.

### 3. Identification Marks

All monuments set as required in this Article shall be permanently and visibly marked or tagged with the registration or license number of the civil engineer or surveyor under whose supervision the survey was made.

## F. Bearings

### 1. Basis

**a.** The final tract map shall indicate the basis of bearings, making reference to some recorded subdivision map, or other record acceptable to the City Engineer.

**b.** The final tract map shall have as the basis of bearings a line based on the Geodetic Triangulation System where ties to the system are deemed feasible by the City Engineer.

### 2. Distances

The bearing and length of each lot line, block line and boundary line shall be shown on the final tract map, and each required bearing and distance shall be indicated.

## G. Lot Numbers

The lots shall be numbered consecutively commencing with the number 1, except as otherwise provided in this Article, with no omissions or duplications. Each numbered lot shall be shown entirely on one sheet.

## H. Curve Data

The length, radius and total central angle and bearings of terminal radii of each curve and the bearing of each radial line to each lot corner on each curve, and the central angle of each segment within each lot shall be shown on the final tract map.

## I. Easement

### 1. Lines

The final tract map shall show all the necessary data including width and side lines of all public easements to which the lots in the subdivision are subject. If the easement is not definitely located on record, a statement as to the easement shall appear on the title sheet.

### 2. Designation

Easements shall be denoted by broken lines.

### 3. Identification

Each easement shall be clearly labeled and identified and, if already of record, proper reference to the records given. Easements being dedicated shall be so indicated in the Certificate of Dedication.

## J. City Boundary Lines

City boundary lines crossing or abutting the subdivision shall be clearly designated and tied in.

## K. Natural Water Course Designation

In the event that a dedication of right-of-way for flood control or storm drainage is not required, the location of any natural water course shall be shown on the final tract map, unless such natural water course, channel, stream or creek is shown on the grading plans to be filled or otherwise eliminated by the grading of the tract.

## L. Title Sheet

The title sheet for each final tract map of a subdivision shall contain all the certificates and acknowledgment required by the Subdivision Map Act. The wording of such certificates and acknowledgments shall be approved by the City Attorney. Forms of certificates and acknowledgment may be obtained from the City Engineer.

## SEC. 11.3.2. NOTIFICATIONS

### A. Notification Regarding Street Lighting Maintenance Assessments

The City Engineer shall cause to be filed, at the time of filing of any subdivision map with the County Recorder, a notice or notices which shall provide information with respect to each parcel in the subdivision regarding the obligation of any purchaser of such property to pay street lighting maintenance assessments pursuant to the provisions of Article 1 (Lighting District Procedures) of Chapter 3 (Street Lighting Improvements) of Division 6 (Special Assessment District Procedures) of the Los Angeles Administrative Code.

### B. Notification Regarding Sewer Pumping or Drainage Facilities and Maintenance Districts

The subdivider shall execute and record with the County Recorder a notice identifying all sewer pumping or drainage facilities within the subdivision, either in existence or to be constructed, which could be maintained under maintenance district procedures authorized by Division 6 (Special Assessment District Procedures) of the Los Angeles Administrative Code. Such notice shall provide information regarding the possible obligation of each lot owner for assessments and shall be recorded at the time the final subdivision map is filed with the County Recorder.

## SEC. 11.3.3. SUBDIVISION IMPROVEMENTS

### A. Requirements

The streets, alleys, lots and easements in all subdivisions subject to the provisions of this Article shall be laid out to provide for sewer and drainage facilities. All streets and alleys and other public ways and easements within and immediately adjoining the subdivision, together with any drainage and sanitary sewer easements, shall be graded and improved to a width and grade in accordance with plans approved by the City Engineer. Other subdivision improvements as authorized by the Subdivision Map Act may be required.

1. In addition to permanent subdivision improvements, temporary subdivision improvements may be required to be made prior to or concurrent with permanent subdivision improvements. In a Hillside Area, temporary erosion control devices shall be designed and installed in a manner approved by the Board of Public Works and the Department of Building and Safety.

2. If the subdivision has been submitted only for the purpose of clarifying records by consolidating existing lots or metes and bounds parcels, or for the purpose of absorbing vacated streets or alleys or for the purpose of reversion to acreage, the Advisory Agency upon the recommendation of the City Engineer may waive all or a portion of the subdivision improvements which otherwise would be required.

## B. Improvement Plans

1. Final plans, profiles and specifications for subdivision improvements shall be furnished to the City Engineer for approval and processing concurrently with the checking of the final tract map or parcel map. Such plans, profiles and specifications shall show full details for such subdivision improvements, and shall be in accordance with the standards adopted by the City of Los Angeles.

2. In lieu of final plans, profiles and specifications, the subdivider may furnish preliminary plans for subdivision improvements in a form satisfactory to the City Engineer, provided the subdivider agrees to furnish final plans, profiles and specifications to the City Engineer not later than 6 months from the date the final tract map or parcel map is filed for recording with the County Recorder. Preliminary plans shall be of sufficient detail and extent so as to permit the City Engineer to determine the type, extent, quantity and estimated cost of the required subdivision improvements.

## C. Street Lighting

Plans for a street lighting system shall be submitted to and be approved by the Bureau of Street Lighting. The time requirement for submittal shall be as prescribed in Subsection B. above.

## D. Street Trees

1. Arrangements between the subdivider and the City to ensure the subdivider either places street trees in subdivisions to the satisfaction of the Bureau of Street Maintenance of the Department of Public Works, or makes a cash payment to the City. The amount of cash payment shall be in accordance with rates established by the Board of Public Works. When planted by the City, street trees may be planted under contract or by City forces.

2. Any street tree planted by a subdivider, or for which a payment is made to the City of Los Angeles to provide such tree, is subject to the street tree maintenance fee set forth in Section 62.176 (Street Maintenance Fee) of Article 2 (Streets and Sidewalks) of Chapter 6 (Public Works and Property) of this Code.

## E. Guarantees

1. No final tract map or parcel map may be presented to the Council for approval until the subdivider/owner has completed the subdivision improvements, or has guaranteed that all subdivision improvements will be constructed and installed within a specified time. The requirement of guaranteeing the construction and installation of subdivision improvements will not be waived under any condition except as provided in this Section. Parcel maps, the preliminary maps for which have been approved by the Advisory Agency specifying that subdivision improvements are not required until such time as a building permit or other grant of approval for development is issued, are exempt from this provision. California non-profit corporations are exempt from these requirements to the extent provided in the Subdivision Map Act.

**2.** The guarantee shall be furnished in accordance with the provisions of this subsection:

**a.** The subdivider/owner shall execute an Improvement Agreement. Under the terms of this agreement, the subdivider/owner shall, among other things, agree to construct and install the subdivision improvements at the subdivider/owner's expense; shall warrant all work performed against any defective work or labor done, or defective materials furnished for a period of one year following acceptance by the City Engineer of all subdivision improvements; and shall agree to reimburse the City for all costs and reasonable expenses and fees incurred by the City in enforcing the terms of the agreement including reasonable attorney's fees.

**b.** Performance of the Improvement Agreement shall be guaranteed by one of the following, at the option of and subject to the approval of the City:

**i.** A surety bond or bonds payable to the City, executed by the subdivider/owner as principal and one or more corporate sureties authorized to act as surety under the laws of the State of California and having a certificate of authority as acceptable surety on Federal bonds; or

**ii.** A deposit of cash; or

**iii.** A deposit of negotiable United States Treasury bonds or notes, for which the faith and credit of the United States are pledged for the payment of principal and interest, payable to the bearer; or

**iv.** A deposit of fully-insured certificates of deposit issued by a financial institution whose deposits are insured by an instrumentality of the Federal Government, together with a non-revocable assignment to the City that pledges that the funds are on deposit and guaranteed for the performance of the Improvement Agreement. Such certificates of deposit may provide that interest shall be paid to the depositor. The assignment shall allow the City to withdraw the principal amount, or any portion of the principal amount, on declaration of default by the Board of Public Works without the necessity of any further consent by the depositor. The Improvement Security shall be on a form prepared by the City Engineer, shall be a joint and several obligation, and shall be in an amount estimated by the City Engineer to be reasonably necessary to complete the construction and installation of all of the subdivision improvements required to be done pursuant to the Improvement Agreement and to warrant the work against defective work or labor done, or defective materials furnished in the performance of the work.

**c.** The term of the Improvement Security shall begin on the day it is approved by the City Council and shall continue until the work is accepted by the City Engineer.

**d.** The Improvement Security shall contain the further conditions that in addition to the face amount, all parties executing the security shall be firmly bound under a continuing obligation for payment of all reasonable costs, expenses and fees, including reasonable

attorney's fees incurred by the City in enforcing the obligation secured; that all parties agree to any extensions of time within which to construct and install the subdivision improvements; and that all parties further agree to such alterations of or additions to the work as may be deemed necessary by the City Engineer provided the cost increase does not exceed 10% of the value of the Improvement Security.

### 3. Improvement Warranty Guarantee

As a part of the Improvement Security there shall be included an amount to be determined by the City Engineer sufficient for the guarantee and warranty of the work for a period of one year following the date of acceptance of the work by the City Engineer against any defective work or labor done, or defective materials furnished in the performance of the work.

### 4. Labor and Material Payment Security

Security shall be furnished for payment of labor and materials furnished in the construction and installation of the subdivision improvements. The security shall be furnished in one of the forms described in Paragraph 2. above, and shall be in an amount equal to not less than 50% of the Improvement Security as estimated by the City Engineer. The security shall inure to the benefit of all persons, and entities furnishing services, supplies or equipment for the subdivision improvements as referenced in Sections 8400, 8402 and 8404 of the California Civil Code. All claims under this labor and materials payment security shall be filed with the City Clerk on or before the expiration of 90 days after the completion of the subdivision improvements.

### 5. Existing Security

If the subdivider/owner already has on file with the City Engineer an Improvement Security in one of the forms described in paragraph 2. above, posted pursuant to Section 62.111 (Class "B" Permits-Plans-Bonds-Insurance) of Article 2 (Streets and Sidewalks) of Chapter 6 (Public Works and Property) of this Code which guarantees completion of all of the subdivision improvements designated in the Improvement Agreement and in an amount at least equal to the amount determined by the City Engineer to be necessary to complete all of the subdivision improvements, no additional Improvement Security is required; however, improvement warranty guarantee and labor and material security may be required.

## F. Extension of Time

If it appears that the subdivision improvements cannot be completed by the date specified in the Improvement Agreement, written application may be made to the City Engineer for an extension of the completion date. One extension of time shall be granted to a time at which the City Engineer determines the work of subdivision improvement should reasonably be completed. Further extensions of time may be granted at the discretion of the City Engineer. If the subdivider disagrees with the determination of the City Engineer such decision may be appealed to the Board of Public Works. Any extension may be considered upon agreement by the surety and principal to:

1. Begin or resume construction of the subdivision improvements on a schedule to be specified by the City Engineer; or

2. Update the estimated cost of construction and installation of the subdivision improvements with an adjustment in the Improvement Security commensurate with the updated estimates; or

3. To the extent possible, construct and install the required subdivision improvements in accordance with the standards and specifications of the Board of Public Works in effect at the time such extension of time is granted; or

4. Comply with other conditions as may be deemed necessary by the City Engineer to ensure diligent prosecution of the work.

## G. Reduction of Improvement Security

When a portion of the subdivision improvements have been completed to the satisfaction of the City Engineer, the City Engineer may consent to a reduction in the amount of the Improvement Security upon written request from the subdivider/owner. The City Engineer may consent to 2 reductions provided the original security for the subdivision improvements exceeds $200,000 and the work completed is identifiable, capable of being maintained by the City, and accepted by the City Engineer. In extreme hardship circumstances, the City Engineer may consent to one reduction without regard to the preceding provisions. The remaining security shall be adequate to cover the estimated cost of completing the remaining subdivision improvements, the improvement warranty guarantee, and reasonable expenses and fees for enforcement of the terms of the Improvement Agreement. If a cash deposit or negotiable security is on deposit, that portion of the cash or negotiable security not required as a guarantee for the remaining subdivision improvements, improvement warranty guarantee and reasonable expenses and fees for enforcement of the terms of the Improvement Agreement, shall be returned to the depositor. If a certificate of deposit is on file, reduction in the Improvement Security will be accomplished by the City Engineer issuing a notice of reduction to the depositor and financial institution. If a surety bond is on file, reduction in the Improvement Security will be accomplished by the execution of a rider to the improvement surety bond by the principal and surety and is effective upon approval by the City Engineer and the City Attorney.

## H. Release of Improvement Security

When all of the requirements of the Improvement Agreement and the Improvement Security have been completed to the satisfaction of the City Engineer and the improvement warranty guarantee has expired, the City Engineer shall issue a Certificate of Acceptance and Termination of Improvement Warranty Bond to the subdivider/owner and a copy thereof shall be sent to the surety company if a surety bond is on file. However, if the improvement warranty guarantee has not expired, the City Engineer may issue a Certificate of Acceptance, which exonerates the portion of the Improvement Security guaranteeing completion of the construction and installation of the subdivision improvements, but not the improvement warranty guarantee. The warranty guarantee shall thereafter be released in total by the City Engineer on or after one year from the date of the

completion notice from the Bureau of Engineering, provided no claims against the guarantee have been made by the City.

### I. Release of Labor and Material Payment Security

On or after 90 days from the date of completion notices from both the Bureau of Contract Administration and the Bureau of Engineering, security posted under Subdivision E.4. (Labor and Material Payment Security) above to secure payment for labor and materials may be released by the City Engineer in whole if no claims are filed or reduced to an amount equal to 150% of those claims filed with the City Clerk. If a cash, negotiable security, or certificate of deposit payment security is on file, the City Engineer shall:

**1.** Release the cash, negotiable security or certificate of deposit payment bond in total, if no claims have been filed; or

**2.** Reduce the cash or negotiable security or certificate of deposit payment bond to an amount equal to 150% total amount of the claims filed with the City Clerk.

### J. Enforcement

If the subdivider/owner neglects, refuses or fails to construct the subdivision improvements with such diligence as to insure completion within the time specified, or within such extensions of the time as may have been granted by the City Engineer or the Board of Public Works or if the subdivider/owner neglects, refuses or fails to perform satisfactorily any act required under the Improvement Agreement, the Board of Public Works may declare the Improvement Agreement in default, and shall take whatever actions are necessary to enforce the terms and conditions of the Improvement Security. The Board is hereby empowered to order all or any part of the work to be done either by City forces or by separate contract, and the City is entitled to reimbursement for all costs and expenses as a result of such construction. If the Improvement Security is a cash deposit, negotiable security or certificate of deposit the Board is empowered to deduct therefrom, on behalf of the City, an amount sufficient to reimburse and to indemnify the City for any and all damages, costs and expenses sustained or incurred by the City in enforcing the terms and conditions of the Improvement Agreement.

## SEC. 11.3.4. PRIVATE STREETS

**A.** Whenever a private street is proposed to be used or included in a subdivision, the private street shall conform in all respects with all the requirements contained and set forth in *Div. 10A.3.* (Private Street Regulations). A private street map need not be filed with the Advisory Agency in addition to the maps required by the provisions of this Article, provided that the maps filed in conformance with the provisions of this Article show the private street and contain the information pertaining to the street that is required to be provided in a private street map.

**B.** If a private street located within the proposed subdivision has been approved in accordance with the then applicable regulations prior to filing the tentative tract map of the subdivision, the street is deemed to comply with the requirements of this Section and *Div. 10A.3.* (Private Street Regulations) and no further approval is required.

## SEC. 11.3.5. REVERSION TO ACREAGE

**A.** Proceedings for reversion to acreage of subdivided real property may be initiated by the City Council on its own motion or by petition of all of the owners of record of the real property within the subdivision pursuant to *Sec. 13B.7.3.* (Tentative Tract Map).

**B.** Upon the title sheet of each map filed for the purpose of reverting subdivided land to acreage, the subtitle shall consist of the words "A reversion to acreage of....". Any map so submitted shall be accompanied by evidence of title and non-use or lack of necessity of any streets or easements which are to be vacated or abandoned. Any streets or easements to be left in effect after the reversion shall be adequately delineated on the map.

**C.** When a reversion is effective, all fees and deposits shall be returned and all improvement security released, except those retained pursuant to *Sec. 13B.7.3.* (Tentative Tract Map).

**D.** After approval of the reversion by the City Council, the final tract map or parcel map shall be delivered to the County Recorder. The filing of the final tract map or parcel map constitutes legal reversion to acreage of the land affected and also constitutes abandonment of all streets and easements not shown on the Map.

## SEC. 11.3.6. MERGER AND RESUBDIVISION

Subdivided lands may be merged and resubdivided without reverting to acreage by complying with all the applicable requirements for the subdivision of land as provided in this Article. The filing of the final tract map or parcel map, pursuant to *Div. 13B.7.* (Division of Land), constitutes legal merging of the separate parcels into one parcel and the resubdivision of the parcel. Any unused fees or deposits previously made pursuant to this Article pertaining to the property shall be credited *pro rata* towards any requirements that are applicable at the time of resubdivision. Any streets or easements to be left in effect after the resubdivision shall be adequately delineated on the map. After approval of the merger and resubdivision by the City Council, the map shall be delivered to the County Recorder. The filing of the map constitutes legal merger and resubdivision of the land affected and also constitutes abandonment of all streets and easements not shown on the map.

## SEC. 11.3.7. MAPS, LOCAL DRAINAGE DISTRICTS, EXEMPTION FROM FEES

**A.** Payment of fees is required in the sums fixed by ordinance for local drainage districts involved and as a condition to approval of final subdivision maps and private street maps, except as provided in Subsection B. below, whenever the City Council determined such need pursuant to former Section 11543.5 of the California Business and Professions Code or finds and determines such

need pursuant to Section 66483 of Article 5 (Fees) of Chapter 4 (Requirements) of Division 2 (Subdivisions) of Title 7 (Planning and Land Use) of the California Government Code, effective March 1, 1975 for a local drainage district, and finds:

1. That subdivision and development of property requires or will require construction of facilities described in the local drainage plan; and

2. That the fees are fairly apportioned within the area on the basis of benefits conferred on the property proposed for subdivision or on the need for facilities created by the proposed subdivision and development of other property within such area.

**B.** In the event the owner filing the map petitions the City Council for an exemption from payment of fees required by ordinances to be paid to defray actual or estimated costs of constructing planned drainage facilities for removal of surface and storm waters from local or neighborhood drainage areas, and the City Council finds and determines that the final subdivision map or the private street map filed for approval is not filed for subdivision or development purposes, the City Council may thereupon exempt that map from payment of the fees or other consideration notwithstanding provisions of *Sec. 11A.1.3.*O. (Subdivision Design Standards; Where Subdivision Includes Land Within Drainage District), *Sec. 11A.4.3.*B.9. (Preliminary Parcel Map Standards of Review; Conditional Approval; Where Parcel Map Includes Land Within Drainage District), or *Sec. 10A.3.5.*J.4. (Private Street, Lot or Building Site Standards; Improvements, Drainage And Sewage) or requirements of Subsection A. above or of the ordinance for such payment.

**C.** For purposes of this Subsection the term "subdivision" and the term "development" neither includes nor applies to final subdivision maps or private street maps that are filed within the City:

1. In connection with a sale of land which is to be further divided by the filing of either a subdivision map or private street map prior to development occurring.

2. Solely for the purposes of reversion to acreage, or to combine portions of vacated streets with adjoining lots or parcels, or to make boundary line adjustments without creating any new lots or parcels, or to effect technical corrections on existing recorded maps in order to cause those maps to conform to actual fact, clarify the record, and cause them to read correctly, provided however that approval or recordation of such new maps does not or will not otherwise change or amend any existing recorded map or any legend.

## SEC. 11.3.8. MODIFICATIONS

See *Sec. 13B.7.3.H.* (Tentative Tract Map; Modification of Entitlement).

## SEC. 11.3.9. SUBDIVISION REQUIRING IMPORT OR EXPORT OF EARTH

**A.** Upon the filing of a tentative tract map that, for its implementation, requires the import or export of more than 1,000 cubic yards of earth materials, the Advisory Agency shall request that the Superintendent of Building and the General Manager of the Department of Transportation investigate the circumstances of the proposed import or export of earth materials and the effect

upon the public health, safety, and welfare. The Advisory Agency shall request the City Engineer to determine the effect of any import and export on the structural integrity of the public streets and to determine the effect on public safety relative to street alignment, width and grade.

**B.** In taking action on the tentative tract map, the Advisory Agency shall impose conditions of approval to mitigate any detrimental effects of the hauling operations necessary to import or export earth, including but not limited to:

**1.** Designating routes to be followed by trucks hauling earth materials;

**2.** Limiting truck weight, length or speed; and

**3.** Any other conditions of approval necessary to ensure repair of damages to public streets along the hauling route that may reasonably be expected to be caused by hauling operations. Such additional conditions may include a condition that the developer shall file a bond for the benefit of the City. Any such bond shall be in a form approved by the City Attorney, executed by the developer and a corporate surety authorized to do business in the State in an amount sufficient to cover the repair of any damage to the public streets reasonably expected to be caused by the hauling operations. The conditions of the bond shall guarantee to indemnify the City for all costs and expense in repairing the damaged streets or other public facilities. In lieu of a surety bond, the developer may file a cash bond with the Department upon the same terms and conditions and in an amount equal to that which would be required in the surety bond. The deposit submitted may be in the form of cash or negotiable United States securities. The term of such bond shall begin on the date of filing and shall remain in effect until the completion of the hauling operations and subsequent inspection of the affected public streets by the Department of Public Works.

**C.** The Advisory Agency may disapprove the tentative tract map as provided in *Sec. 13B.7.3.*E.1. (Tentative Tract Map; Standards for Review and Required Findings; Tentative Map/Subdivision of Air Space).

## SEC. 11.3.10. MODIFICATION OF RECORDED FINAL TRACT MAPS

In addition to amendments to final tract maps authorized by Section 66469 of Article 7 (Correction and Amendment of Maps) of Chapter 3 (Procedure) of the Subdivision Map Act, after a final tract map is filed with the Office of the County Recorder, the recorded map, including the conditions of approval, may be modified pursuant to the provisions of *Sec. 13B.7.4.*H. (Final Tract Map; Modification of Final Tract Map). Modifications and amending maps shall be governed by the following limitations.

**A.** No modifications involving increases in density are allowed if the increase would change the density of a subdivision as approved on appeal by the City Planning Commission or the City Council, where such density was the subject of the appeal to the City Planning Commission or the City Council.

**B.** No condition may be modified if it was imposed as a mitigating measure identified in a mitigated or conditional negative declaration or in an Environmental Impact Report.

**C.** Modifications involving increases in density over that originally approved by the Advisory Agency in approving the tentative tract map shall be limited as follows:

**1.** For subdivision of fewer than 10 lots or dwelling units, any density increase shall be limited to one lot or dwelling unit; and

**2.** For subdivisions containing 10 or more lot or dwelling units, any increase shall be limited to not more than 10% of that originally approved.

**D.** Modifications involving either an increase in the height of structures, or in the elevation of building pads where the elevation of such pads has been specified by the Advisory Agency, shall be limited as follows:

**1.** An increase in the height of structures of not more than 10% above the approved height of such structures; or

**2.** An increase in the elevation of building pads of not more than 5 feet above the approved elevation of such pads.

**3.** Any such increase in height or elevation shall not obstruct the view from surrounding properties.

**4.** A greater increase in the elevation of building pads may be approved if such increase has been determined to be necessary for health and safety reasons by the Department of Building and Safety.

**E.** No modifications are permitted that violate the intent of any of the original conditions of the tract map approval as that intent is expressed in the findings or otherwise by the decision-maker.

# DIV. 11.4. PARCEL MAPS

## SEC. 11.4.1. GENERAL

### A. Purpose

The following parcel map regulations are intended to ensure compliance with the Subdivision Map Act, this Chapter, and the City's General Plan, to assure lots of acceptable subdivision design and of a size compatible with the size of existing lots in the immediate neighborhood; to preserve property values; to assure compliance with the Design Standards for Streets and Alleys in this Article where street or alley dedication or subdivision improvement are required; and to prevent interference with the opening or extension of streets necessary for emergency vehicle access, proper traffic circulation and the future development of adjacent properties; and to provide that the dividing of land in the Hillside Areas be done in a manner that ensures that the separate parcels can be safely graded and developed as building sites.

### B. Scope

**1.** No land shall be separated in ownership or otherwise divided into 2, 3, or 4 parcels or condominiums, and no such divided parcel or condominium shall be separately maintained unless the division conforms to that shown on a parcel map that has been approved by the Advisory Agency and recorded in the Office of the County Recorder.

**2.** No building permit shall be issued, and no building or structure shall be constructed, altered or maintained on any land which has been separated in ownership or otherwise divided into 2, 3 or 4 parcels in violation of the provisions of this Article, and until and unless a parcel map has been recorded in the Office of the County Recorder. All conditions of approval shall be completed prior to filing the parcel map.

**3.** These regulations do not apply to the leasing of apartments, offices, stores or similar space within an apartment building, industrial building, commercial building or mobilehome park, nor to mineral, oil or gas leases, nor do they apply to the following divisions of land, except as may be required by Paragraph C. below.

**a.** Those divisions of land made in compliance with the Subdivision Map Act and the subdivision regulations contained in this Article.

**b.** Those divisions of land made solely because of the sale, acquisition, lease or combining of lands by governmental agencies, including the City of Los Angeles and any of its departments, or any further division of such lands by a lessee of such governmental agency.

**c.** Those where the Advisory Agency or the Appeal Board determines that all the following conditions exist:

**i.** A lot line adjustment is made between 4 or fewer existing adjoining lots or parcels and the land taken from one lot or parcel is added to an adjoining lot or parcel;

ii. The resulting number of lots or parcels remains the same or is decreased;

iii. The parcels or lots resulting from the lot line adjustment conform to the General Plan, any applicable Coastal Plan, this Chapter, and the City's building ordinances.

4. Those involving land dedicated for cemetery purposes under the applicable provisions contained in the Health and Safety Code of the State of California.

## C. Parcel Maps - Divisions of Land of Five or More Parcels Not Subdivisions

1. No parcel of land may be separated in ownership or otherwise divided into 5 or more parcels, where such a division is not a subdivision by reason of the exceptions contained in Subdivisions (a), (b), (c) and (d) of Section 66426 of Article 1 (General Provisions) of Chapter 2 (Maps) of the Subdivision Map Act, and no such divided parcel shall be separately maintained unless a tentative tract map of such division has been approved by the Advisory Agency and a parcel map prepared in conformity has been recorded in the Office of the County Recorder.

2. Where the Advisory Agency determines that a tentative tract map filed for the division of land described in Subdivision (b) and (c) of Section 66426 of Article 1 (General Provisions) of Chapter 2 (Maps) of the Subdivision Map Act complies with all the requirements of this Article, but that dedication for street opening or widening or easements is necessary, it shall require that an offer to dedicate such additional land as is necessary to be made in a manner provided by *Sec. 11A.4.3.*B.1. (Preliminary Parcel Map Standards of Review; Conditional Approval).

3. Where the Advisory Agency determines that a tentative tract map filed for the division of land described in Subdivision (c) of Section 66426 of Article 1 (General Provisions) of Chapter 2 (Maps) of the Subdivision Map Act complies with all of the requirements of this Article, but that improvement of public or private streets, highways, ways or easements is necessary for local traffic, drainage or sanitary needs, such improvements shall be constructed, or their construction and completion guaranteed in the manner provided by *Sec. 11.A.3.3.* (Subdivision Improvements), as a condition of approval of the tentative tract map.

4. No building permit may be issued, and no building or structure may be constructed, altered or maintained on any land which has been separated in ownership or otherwise divided into five or more parcels, where a parcel map is not required for such a division by reason of the exceptions contained in Subdivisions (a), (b), (c) and (d) of Section 66426 of Article 1 (General Provisions) of Chapter 2 (Maps) of the Subdivision Map Act, in violation of the provisions of this Article. All conditions of approval shall be completed prior to submitting the parcel map to the City Engineer.

## D. Slope Density

1. In Hillside Area, which are designated in the "Minimum Residential" General Plan land use designation, the dwelling unit density shall not exceed that allowed by the following formula:

$$D = \frac{50 - S}{35}$$

Where:

D = the maximum number of dwelling units per gross acre allowable, and

S = the average natural slope of the land in %.

2. Where the total allowable number of dwelling units per parcel map or tentative tract map calculated under the above formulas results in a number other than a whole number, it shall be rounded to the nearest whole number as follows:

   a. Where the fractional portion of the total allowable number of dwelling units equals .5 or more, the total number of allowable dwelling units shall be rounded to the next larger whole number;

   b. Where the fractional portion of the total allowable number of dwelling units equals less than .5, the total number of allowable dwelling units shall be rounded to the next smaller whole number.

3. In no case may the permitted density be less than 0.05 dwelling units per gross acre. Where the total allowable number of dwelling units per parcel map calculated under the above formula results in a number less than one, it shall be rounded up to allow one dwelling unit per parcel map.

4. Where previous grading on a site makes it difficult to determine average natural slope using the above formula, the Director of Planning shall determine the average natural slope in a manner to carry out the purpose and intent of this subsection.

## E. Forms and Map Requirements

Each person applying for approval of a parcel map required by Paragraph B. above shall submit a reproducible preliminary parcel map to the City Planning Department showing the land to be divided and its proposed division. The map may be prepared by the applicant, except that the Advisory Agency may require the map to be prepared by a licensed land surveyor or registered civil engineer and that it be based upon a field survey when it determines that such is necessary to provide the information required by this Subsection or Subsections F. (Incomplete Map), G. (Additional Reports), or H. (Protected Tree Reports for Parcel Maps) below. The map shall be made on one or more sheets of tracing paper or polyester based film at least 8 1/2 inches x 11 inches but shall not exceed 18 x 26 inches. It shall be legibly drawn using a decimal or an engineer's scale and shall clearly show the following information:

1. The dimensions and record boundaries of the total parcel together with a legal description of the total parcel attached to the map.

2. The dimensions and boundaries of each proposed parcel.

3. The names, addresses and telephone number of the property owners, the person filing the map, and the registered civil engineer or licensed land surveyor, if any, who prepared the map.

4. The abutting streets and alleys and existing surface improvements and proposed dedications and subdivision improvements.

5. The location of other existing public easements or private street easements.

6. In Hillside Areas, the existing contours of the land at intervals of not more than five feet.

7. The accurate location of any structures on the property.

8. Names or designations for all proposed streets.

9. Such other information as the Advisory Agency determines is necessary to properly consider the proposed division.

## F. Incomplete Map

If at any time during the processing of the Map it is discovered that the Map has been improperly prepared or required pertinent information has not been submitted, the applicant shall be promptly notified in writing by mail of the defect and of further information or correction required The time limits specified shall not begin until the omitted or inaccurate information is furnished in a proper manner.

## G. Additional Reports

In addition to the preliminary parcel map, and when determined by the Superintendent of Building or the City Engineer to be necessary, the following reports shall be submitted to the City Planning Department by the applicant when the property is located in a Hillside Areas.

1. A geologic report prepared by an engineering geologist, as defined in Chapter 9, Article 1of the LAMC, setting forth all relevant geologic data pertaining to the proposed separate parcels and including separately stated conclusions listing any potential hazards to public health, safety or welfare which may exist on the proposed parcels or which could result from grading or building upon the proposed separate parcels

2. A report prepared by a soils engineer, as defined in Division 70 (Grading, Excavations, and Fills) of Article 1 (Building Code) of Chapter 9 (Building Regulations) of this Code, setting forth sufficient engineering data to explain the proposed solutions to:

    a. Any potential geologic hazards disclosed by the geologic report; and

    b. Any potential geologic hazards that could be created by the proposed grading.

## H. Protected Tree Reports for Parcel Maps

No application for a preliminary parcel map approval for a parcel where a protected tree is located will be considered complete unless it includes a report pertaining to preserving the tree. The report shall be prepared by a tree expert and shall evaluate the subdivider's proposals for protected tree preservation, removal, replacement or relocation. In the event the subdivider proposes any grading, land movement, or other activity within the drip line of any protected tree referred to in the report, or proposes to relocate or remove any tree, the report shall also evaluate any mitigation measures proposed by the subdivider and the anticipated effectiveness in preserving the tree.

# SEC. 11.4.2. PRELIMINARY PARCEL MAP STANDARDS

## A. Disapproval of Maps

1. Where a parcel map involves land for which a General Plan, including dwelling unit densities, has been adopted by the Council, and the land is also in a Hillside Areas, the number of lots or parcels on the map shall be limited so that the number of dwelling units permitted by the applicable zoning regulations does not substantially exceed the dwelling unit densities shown on the plan.

2. Where a parcel map includes land upon which either a combination of parking and commercial zones or a combination of parking and industrial zones has been established, the parcel map will not be approved unless each parcel being created substantially conforms to the established ratio of space for parking to space for commercial use or space for parking to space for industrial use as such ratio existed immediately prior to the land division.

3. The Advisory Agency shall disapprove a preliminary parcel map when the property is situated in a Hillside Areas and the Department of Building and Safety or the Bureau of Engineering has submitted a report in writing to the Advisory Agency recommending disapproval of the preliminary parcel map because of any existing or potential geologic hazards lacking satisfactory engineering solutions.

4. The Advisory Agency may disapprove a preliminary parcel map unless the proposed name of each street has been approved by the City Engineer. Advisory Agency approval shall be withheld if the City Engineer has determined that a proposed street name would create confusion, be misleading, be unduly long or carry connotations offensive to good taste and decency.

## B. Lots May Be Increased In Size

1. Where the Advisory Agency finds it necessary in order to promote the general welfare, to provide for a more consistent development for the area, and to preserve property values, it may require that lots or parcels described in a parcel map and located in a Residential Use District be increased in size from that proposed so as to more closely conform to the size of existing contiguous lots or nearby parcels on the same street. However, in no case may the Advisory Agency require such parcels in the aforementioned Use District, other than when a zone includes a Rural-Limited, Estate-Limited 4 or Estate-Limited 5 Form District, to contain an area of more than 20,000 square feet.

2. Where the Advisory Agency finds that a future public easement will be needed on a portion of the lots or parcels for street or other public uses, it may require that the lots or parcels be increased in size from the proposed to provide space for such easement; and in addition, it may impose conditions prohibiting or restricting the erection for buildings or structures on that portion needed for the easement.

## C. Maps Involving Private Road Easements

Whenever a proposed division of land involves one or more parcels that are contiguous or adjacent to a private road easement with the remaining parcel contiguous or adjacent to a dedicated street, only the parcel map need be filed, without requiring the payment of additional fees or the filing of a private street map. The Advisory Agency may approve, conditionally approve, or disapprove the map subject to the applicable provisions of this Article or *Div. 10A.3.* (Private Street Regulations).

## D. Lots In The Very High Fire Hazard Severity Zone

**1.** The Advisory Agency may disapprove a preliminary parcel map for land located in the Very High Fire Hazard Severity Zone because of inadequate fire protection facilities unless:

**a.** The designated area in which buildings are to be erected on each proposed parcel or lot, as shown on the map, is located not more than 1,000 feet from a fire hydrant, the distance to be measured along a route providing reasonable access, as determined by the Fire Chief, for the laying of fire hoses in an emergency; or

**b.** The Fire Chief reports that adequate fire protection exists, or is in the process of being provided, for the parcels or lots.

**2.** Upon proper application to the City Council, and upon recommendation of the Chief Engineer of Waterworks of the Department of Water and Power, the City may provide for contribution toward the cost of installation of water mains and hydrants necessary to comply with this Subsection where the Chief Engineer determines that the cost of such installation is greatly in excess of normal charges for providing like facilities.

## E. Maps Involving Future Streets

In the event that the Advisory Agency determines that certain streets or alleys in a proposed division of land shall be reserved for future public use, they shall be indicated on the preliminary parcel map and offered for dedication as future streets or future alleys prior to recording the parcel map. The applicant shall furnish the Bureau of Right-of-Way and Land an offer of dedication therefor in accordance with the provisions of Subdivision B.1. below.

## F. Maintenance of Accessory Structures

Where the Advisory Agency determines that a proposed parcel map complies with all provisions of these Parcel Map Regulations, but finds that the proposed division of land will result in an accessory building or structure being on a parcel separated from the main building or a residential building being on a parcel without the required off-street parking spaces and, in order to afford the applicant time to properly provide a main building on the same parcel with the accessory structure or building, or to remove same, or to provide the required off-street parking spaces with the residential building, the Advisory Agency may approve the proposed parcel map and the continued use and maintenance of the accessory structures or buildings separated from the main building for

a period of time not to exceed one year and the residential building without the off-street parking spaces for a period of time not to exceed 90 days subject to the following conditions:

1. That as a prerequisite to the filing of the final parcel map with the City Engineer, the owner or owners of record of the subject property shall record in the office of the County Recorder of Los Angeles County, California, a covenant running with the and in which such owner or owners agree to comply with an the conditions imposed by the Advisory Agency in approving the parcel map.

2. That upon approval of the proposed parcel map, in addition to the permanent copy placed on file in the City Planning Department, the Advisory Agency shall furnish a copy of the action to the applicant and to the Department of Building and Safety.

### G. Lots Involving a Common Slope

Whenever two or more lots are to be created on a common slope and the City Engineer or Superintendent of Building determines that condition so dictate, the Advisory Agency may require as a condition of approval of the preliminary parcel map that appropriate deed covenants on a form approved by the City Attorney be recorded which provide to each owner of the common slope a joint right on entry for access of men and equipment, and a joint easement over the slope area to maintain and repair the common slope.

### H. Protected Trees

When a protected tree exists on a proposed parcel, the preservation of the tree at its existing location, its relocation for preservation purposes, or the removal of the tree shall be regulated in the same manner as that provided under subdivision regulations set forth in this Article.

## SEC. 11.4.3. PRELIMINARY PARCEL MAP REVIEW CONSIDERATIONS

### A. Approval

When the Advisory Agency determines that the proposed parcel map complies with all the provisions of these parcel map regulations, and no dedication or subdivision improvement is required, it shall approve the Map.

### B. Conditional Approval

When the Advisory Agency determines that the preliminary parcel map complies with all of the provisions of these parcel map regulations, but that street or alley dedications or subdivision improvements, storm drain easements, sanitary sewer easements or slope easements are necessary, or that grading or construction of an engineered retaining structure as specified in this Section is necessary. It may approve the proposed preliminary parcel map subject to the following conditions being complied with to the satisfaction of the City Engineer:

1. That an offer be made to dedicate such land as is necessary for street or alley purposes in compliance with the applicable street and alley design standards established in *Sec. 11A.1.3.* (Subdivision Design Standards) and such storm drain easements, sanitary sewer easements

and slope easements as are deemed necessary. The offer shall be properly executed by all parties having a record interest, including beneficiaries under deeds of trust as shown by a current preliminary title report prepared by a title company approved by the City Engineer for that purpose. The trustee under the deed of trust shall not be required to execute the dedicatory instrument, unless, in the view of the City Engineer, such execution is necessary to satisfactorily dedicate the land. This report shall be on a form approved by the City Attorney and the City Engineer; be in such terms as to be binding on the owner, heirs, assigns or successors in interest; and shall continue until the City Council accepts or rejects it. The offer shall provide that the dedication will be complete upon acceptance by the City Council. The City Engineer shall approve or disapprove the offer for recordation within ten days after it is filed. The offer shall be recorded by the City Engineer in the Office of the County Recorder upon its approval. If the streets, alleys and easements being offered for dedication are required for immediate public use as streets, alleys and easements, a resolution of acceptance shall thereafter be submitted to the City Council concurrently with the final parcel map in order to complete the dedication. Offers to dedicate that are not required for immediate public use will be retained by the City until such time as acceptance for public use occurs. If an offer is rejected by the City Council, the City Engineer shall issue a release from such offer, which shall be recorded in the Office of the County Recorder.

**2.** When it is determined that additional street dedication for widening will be required from property adjoining that depicted in the preliminary parcel map in order to comply with the applicable street standards provided for in *Sec. 11A.1.3*. (Subdivision Design Standards), the offer of dedication provided for above shall include an agreement as a covenant running with the land that upon completion of the dedication, a one-foot wide portion of the property included within the dedication and abutting such adjoining property shall not be used for access. This agreement shall be in the form of a covenant running with the land and shall be recorded, but shall by its own terms become null and void upon the completion of the dedication of the additional land needed for street purposes from the adjoining property. The City Engineer shall show that portion of the dedication which is subject to the recorded covenant on the District Maps of the City of Los Angeles. As long as the agreement remains in effect, the one-foot strip shall not be used as a means of access to the adjoining property, nor shall any permits be issued by any City Department permitting its use for access purposes.

**3.** That such subdivision improvements as are required be constructed and installed to the satisfaction of the City Engineer or that construction and installation of such subdivision improvements be guaranteed in accordance with the provisions of *Sec. 11A.3.3.*G. (Subdivision Improvements; Guarantees). The subdivision improvements shall be limited to grading and the installation of local drainage and sewer facilities, curbs, gutters, sidewalks, street lights, street trees and roadway surfacing. In addition, the City Engineer may also require such other incidental subdivision improvements as are essential to the proper installation of the required public street or alley improvements. All such subdivision improvements shall be graded and improved in accordance with plans approved by the City Engineer. When the conditions of approval of the preliminary parcel map specify that subdivision improvements are required

to be constructed prior to the grant of any development right, no building permit shall be issued until the subdivision improvements have been constructed or suitably guaranteed in accordance with *Sec. 11A.3.3.*G. (Subdivision Improvements; Guarantees).

4. That if grading or construction of an engineered retaining structure is required by the Advisory Agency to remove potential geologic hazards, such grading or construction shall be completed or guaranteed to the satisfaction of the City Engineer or the Superintendent of Building.

5. When recommended by the Fire Department, the Advisory Agency may as a condition of approval of the preliminary parcel map, require the installation of fire hydrants to the satisfaction of the Fire Department.

6. Upon proper application to the City Council, and upon recommendation of the City Engineer of Waterworks of the Department of Water and Power, the City may provide for contribution toward the costs of installation of water mains and hydrants necessary to comply with this subsection where the Chief Engineer determines that the cost of such installation is greatly in excess of normal charges for providing like facilities.

7. Failure to fulfill all conditions of a conditional approval within one year after the date of such approval will automatically terminate and void the proceedings. Upon application, prior to the expiration of the original one-year period, an extension of time for a period not exceeding one year may be granted by the Advisory Agency. The Advisory Agency's determination on an application for a time extension shall be subject to the appeal provision of *Sec. 13B.7.8.* (Subdivision Appeal).

### 8. Modification of Requirements

The Advisory Agency may modify or waive any dedication or subdivision improvement requirements pursuant to *Sec. 13B.7.5.*F.2. (Preliminary Parcel Map; Scope of Decision; Modification of Requirements).

### 9. Where Parcel Map Includes Land Within Drainage District

Whenever a parcel map, or a portion thereof includes land which is within a Local Drainage District, the provisions and requirements of the ordinance establishing such District shall be complied with.

### 10. Modifications of Approved Preliminary Parcel Maps

The Advisory Agency may grant slight modifications to a preliminary parcel map upon its own initiative or upon a request from a subdivider pursuant to *Sec. 13B.7.5.*H. (Preliminary Parcel Map; Modification of Entitlement).

### 11. Map Identification and Reproduction

Each preliminary parcel map shall be identified with a number assigned by the City Planning Department and the date of filing. The number shall be shown on the recorded parcel map.

## SEC. 11.4.4. PARCEL MAP

### A. Preliminary Parcel Map Requirements

A final parcel map shall be prepared and filed with the City Engineer in compliance with the provisions of this Article. The map shall conform substantially to the approved preliminary parcel map, or the approved tentative tract map which was filed pursuant to the requirements contained in *Sec. 11A.4.1.*C. (General; Parcel Maps - Divisions of Land of Five or More Parcels Not Subdivisions) . The final parcel map shall be accepted by the City Council provided that:

**1.** The necessary subdivision improvements and grading or retaining structure construction, as set forth in the approval of the preliminary parcel map, have been installed and approved by the City, or provided the subdivider executes an Improvement Agreement and submits or agrees to submit:

**a.** Improvement plans; and

**b.** Satisfactory grading or construction plans, where grading or construction of an engineered retaining structure is required in Hillside Areas; and

**c.** Improvement Securities, warranty guarantees, and labor and material payment securities in accordance with provisions of *Sec. 11A.3.3.*G. (Subdivision Improvements; Guarantees).

**2.** All approvals have been obtained from City departments and other public agencies; and

**3.** Any special assessment or bond required to be paid or guaranteed pursuant to Paragraph (c) of Section 66493 of Article 8 (Taxes and Assessments) of Chapter 4 (Requirements) of the Subdivision Map Act has been paid in full, or such payment has been guaranteed.

### B. Final Parcel Map Requirements

**1.** The following information shall be submitted with the parcel map: names, address and telephone number of the record owners, and person preparing the parcel map. The general form and layout of the map, including size and type of lettering, drafting and location of acknowledgment, and other required information shall be determined by the City Engineer. The map shall be prepared on high quality tracing cloth, polyester based film, or other material approved by the City Engineer.

**2.** The map shall show the location of each parcel and its relation to surrounding surveys. The location of any remainder of the original parcel shall be shown, but need not be shown as a matter of survey but only by reference to the existing record boundaries of such remainder if such remainder has a gross area of 5 acres or more.

**3.** Each sheet of the parcel map shall be 18 x 26 inches. A marginal line shall be drawn around each sheet, leaving a blank margin of one inch. The scale of the map shall be such as to show all details clearly. Each sheet shall be numbered, and its relation to other sheets clearly shown.

The parcel map number, scale and north point shall be shown on each sheet. If more than 3 sheets are necessary to show the entire division of land, an index map shall be included on one of the sheets.

4. The exterior boundary of the land included within the subdivision shall be indicated by distinctive symbols and clearly so designated. Each parcel shall be identified by a letter.

5. Where the division of land creates 4 or less parcels, the parcel map may be compiled from recorded or filed data when sufficient survey information exists on filed maps to locate and retrace the exterior boundary lines of the parcel map if the location of at least one of these boundary lines can be established from an existing monumented line.

6. All other parcel maps shall be based upon a field survey made in conformance with the Land Surveyor's Act.

7. The parcel map shall be prepared by a registered civil engineer or licensed land surveyor. A signed Surveyor's Certificate as required by the Subdivision Map Act shall appear on the parcel map.

8. Where there are no dedications being made by the parcel map, a certificate signed and acknowledged by the fee owners only, of the real property being subdivided, consenting to the preparation and recordation of the parcel map, is required.

## SEC. 11.4.5. APPROVAL OF MAP DOES NOT AUTHORIZE VIOLATION OF OTHER LAWS

Neither the approval or conditional approval of any parcel map constitutes or waives compliance with any other applicable provision of this Code, nor does any such approval authorize, nor should it be deemed to authorize, a violation or failure to comply with other applicable provisions of this Code.

## SEC. 11.4.6. MODIFICATION OF RECORDED PARCEL MAPS, REVIEW CONSIDERATIONS

Modifications and amending maps shall be governed by the following limitations.

1. No modifications involving increases in density are allowed that would change the density of a parcel map as approved on appeal by the Appeal Board or the City Council, where such density was the subject of the appeal to the Appeal Board or the City Council.

2. No condition may be modified if it was imposed as a mitigating measure identified in a mitigated or conditional negative declaration or in an Environmental Impact Report.

3. Modifications involving increases in density shall not exceed an increase of one lot or dwelling unit.

    a. For subdivision of fewer than 10 lots or dwelling units, any density increase shall be limited to one lot or dwelling unit; and

**b.** For subdivisions containing 10 or more lots or dwelling units, any increase shall be limited to not more than 10% of that originally approved.

**4.** Modifications involving either increase in the height of structures, or in the elevation of building pads where the elevation of such pads has been specified by the Advisory Agency, shall be limited as follows:

**a.** An increase in the height of structures of not more than 10% above the approved height of such structures; or

**b.** An increase in the elevation of building pads of not more than 5 feet above the approved elevation of such pads.

**c.** Any such increase in height or elevation shall not obstruct the view from surrounding properties.

**d.** A greater increase in the elevation of building pads may be approved if such increase has been determined to be necessary for health and safety reasons by the Department of Building and Safety.

**5.** No modifications are permitted that violate the intent of any of the original conditions of the parcel map approval as that intent is expressed in the findings or otherwise by the decision-maker.

## SEC. 11.4.7. SALES CONTRARY TO PARCEL MAP REGULATIONS ARE VOIDABLE

Any deed of conveyance, sale or contract to sell made contrary to the provisions of these parcel map regulations is voidable to the extent and in the same manner as is provided for violation of Section 66499.32 of Article 2 (Remedies) of Chapter 7 (Enforcement and Judicial Review) of the Subdivision Map Act.

# ARTICLE 12.
# NONCONFORMITIES

# CONTENTS


**Div. 12.1. General Provisions . . . . . 12-5**

Sec. 12.1.1. Purpose . . . . . 12-5
Sec. 12.1.2. Relationship to Zoning District Article Applicability Standards . . . . . 12-5
Sec. 12.1.3. Area of Work . . . . . 12-5
Sec. 12.1.4. Maintenance and Expansion of Nonconforming Buildings . . . . . 12-5
Sec. 12.1.5. Restoration of Damaged Nonconforming Buildings . . . . . 12-6
Sec. 12.1.6. Replacement of Earthquake Hazardous Buildings . . . . . 12-7
Sec. 12.1.7. Lots Affected by Acquisitions for Public Use . . . . . 12-8
Sec. 12.1.8. Calculation of Time . . . . . 12-9
Sec. 12.1.9. Compliance with Other Laws . . . . . 12-9

**Div. 12.2. Nonconforming Form . . . . . 12-10**

Sec. 12.2.1. Lot Size . . . . . 12-10
Sec. 12.2.2. Coverage . . . . . 12-10
Sec. 12.2.3. Amenity . . . . . 12-12
Sec. 12.2.4. Floor Area Ratio & Height . . . . . 12-12
Sec. 12.2.5. Upper-Story Bulk . . . . . 12-13
Sec. 12.2.6. Building Mass . . . . . 12-14

**Div. 12.3. Nonconforming Frontage . . . . . 12-16**

Sec. 12.3.1. Build-To . . . . . 12-16
Sec. 12.3.2. Parking . . . . . 12-21
Sec. 12.3.3. Landscaping . . . . . 12-21
Sec. 12.3.4. Transparency . . . . . 12-22
Sec. 12.3.5. Entrances . . . . . 12-23
Sec. 12.3.6. Ground Story . . . . . 12-23

**Div. 12.4. Nonconforming Character Frontage . . . . . 12-25**

Sec. 12.4.1. Build-to . . . . . 12-25
Sec. 12.4.2. Parking . . . . . 12-25
Sec. 12.4.3. Landscaping . . . . . 12-25
Sec. 12.4.4. Ground Floor Elevation . . . . . 12-25
Sec. 12.4.5. Story Height . . . . . 12-25
Sec. 12.4.6. Articulation . . . . . 12-25
Sec. 12.4.7. Features . . . . . 12-27
Sec. 12.4.8. Entrances . . . . . 12-27
Sec. 12.4.9. Transparency . . . . . 12-27
Sec. 12.4.10. Exterior Materials . . . . . 12-28
Sec. 12.4.11. Roof Design . . . . . 12-28

**Div. 12.5. Nonconforming Development Standards . . . . . 12-29**

Sec. 12.5.1. Pedestrian Access . . . . . 12-29
Sec. 12.5.2. Motor Vehicle Access . . . . . 12-29
Sec. 12.5.3. Bicycle Parking . . . . . 12-30
Sec. 12.5.4. Automobile Parking . . . . . 12-32
Sec. 12.5.5. Transportation Demand Management . . . . . 12-33
Sec. 12.5.6. Plants . . . . . 12-34
Sec. 12.5.7. Fences and Walls . . . . . 12-35
Sec. 12.5.8. Screening . . . . . 12-35
Sec. 12.5.9. Screening . . . . . 12-36
Sec. 12.5.10. Grading . . . . . 12-37
Sec. 12.5.11. Outdoor Lighting and Glare . . . . . 12-37
Sec. 12.5.12. Signs . . . . . 12-38
Sec. 12.5.13. Ridgeline Protection . . . . . 12-39
Sec. 12.5.14. Environmental Protection . . . . . 12-39

**Div. 12.6. Nonconforming Use . . . . . 12-40**

Sec. 12.6.1. Use in a District . . . . . 12-40
Sec. 12.6.2. Use District Standards . . . . . 12-41
Sec. 12.6.3. Citywide Use Standards . . . . . 12-41
Sec. 12.6.4. Use Limitations . . . . . 12-41
Sec. 12.6.5. Conditional Use . . . . . 12-41
Sec. 12.6.6. Specific Nonconforming Use Provisions . . . . . 12-41
Sec. 12.6.7. Orders to Comply . . . . . 12-44

**Div. 12.7. Nonconforming Density . . . . . 12-45**

Sec. 12.7.1. Standards . . . . . 12-45
Sec. 12.7.2. Exceptions . . . . . 12-45

**Div. 12.8. Nonconforming Alternate Typology . . . . . 12-46**

Sec. 12.8.1. Standards . . . . . 12-46
Sec. 12.8.2. Exceptions . . . . . 12-46

# DIV. 12.1. GENERAL PROVISIONS

## SEC. 12.1.1. PURPOSE

It is the intent of the City that no modification should be made to any nonconforming lot, building, structure, site or use that increases the degree of nonconformity with this Zoning Code.

## SEC. 12.1.2. RELATIONSHIP TO ZONING DISTRICT ARTICLE APPLICABILITY STANDARDS

**A.** The provisions of this Article shall be in addition to the Applicability provisions of the following Articles: Article 2 (Form), Article 3 (Frontage), Article 4 (Development Standards), Article 5 (Use) and Article 6 (Density). In the event that there is a conflict or discrepancy between the provisions of this Article and the Applicability provisions of Articles 2 through 6, the provisions of the applicable Article shall supersede.

**B.** *Sec. 12.1.5 (Restoration of Damaged Nonconforming Buildings)* and *Sec. 12.16 (Replacement of Earthquake Hazardous Buildings)* below supersede any other provisions of this Zoning Code.

## SEC. 12.1.3. AREA OF WORK

Where a permit application does not involve an entire site, building or structure, the standards of this Article apply only to the area of work that is the subject of the permit application.

## SEC. 12.1.4. MAINTENANCE AND EXPANSION OF NONCONFORMING BUILDINGS

### A. Maintenance

A nonconforming building or structure may be maintained, repaired, or structurally altered, provided the building conformed to the zoning regulations, if any, at the time it was established.

### B. Additions to Nonconforming Buildings

An addition to a nonconforming building or structure is generally allowed, provided that the project activity does not increase the extent to which the building or structure is nonconforming to any standard in this zoning code and additions conform to the current zoning regulations.

### C. Relocating Nonconforming Buildings

A nonconforming building or structure may not be relocated, in whole or in part, to any other location on the lot unless every portion of the building or structure that is moved is made to conform to all the current regulations of the zone and other applicable current land use regulations, except as otherwise permitted by *Sec. 12.1.7. (Lots Affected by Acquisitions for Public Use)* below.

## SEC. 12.1.5. RESTORATION OF DAMAGED NONCONFORMING BUILDINGS

**A.** A nonconforming building or structure, which is damaged or partially destroyed by any fire, flood, wind, earthquake or other calamity or the public enemy, may be restored and the occupancy or use of the building, structure or part of the building or structure, which existed at the time of the damage or destruction, may be continued or resumed, provided that the total cost of restoration does not exceed 75% of the replacement value of the building or structure at the time of the damage or destruction. A permit for restoration shall be obtained within a period of two years from the date of the damage or destruction. Except as set forth in *Sec. 12.1.5.B.* below, if the damage or destruction exceeds 75% of the replacement value of the nonconforming building or structure at the time of the damage or destruction, no repairs or restoration shall be made unless every portion of the building or structure is made to conform to all regulations for new buildings in the zone in which it is located, and other applicable current use regulations.

**B.** If the damage or destruction of a nonconforming building exclusively for residential use in any zone exceeds 75% of its replacement value at the time of the damage or destruction, the building or structure may be reconstructed provided the following requirements are met.

**1.** The restored or reconstructed building may encroach into any side setback no more than half the width of the required setback in the zone in which it is located, or in other applicable current regulations of this Zoning Code, but in no event more than 3 feet.

**2.** The restored or reconstructed building may encroach in the front and rear setbacks no more than half the width of the required setback in the zone in which it is located, or in other applicable current regulations of this Zoning Code.

**3.** Neither the footing, nor the building or structure projects into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.

**4.** The height shall not exceed the allowable height for new buildings or structures in the zone in which it is located, or in other applicable current regulations of this Chapter.

**5.** A building permit for the reconstruction be obtained within 2 years of the damage or destruction from fire, flood, wind, earthquake, or other calamity, or the public enemy.

# SEC. 12.1.6. REPLACEMENT OF EARTHQUAKE HAZARDOUS BUILDINGS

## A. General

**1.** Except as otherwise provided in this Chapter, a building nonconforming as to height, number of stories, lot area, loading space or parking, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance provisions in Article 1 (Building Code) of Chapter 9 (Building Regulations) of this Code, may be reconstructed with the same nonconforming height, number of stories, lot area, loading space or parking as the original building, provided, however, that reconstruction shall be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction. Provided further, that neither the footing, nor any portion of the replacement building may encroach into any area planned for widening or extension of existing or future streets as determined by the Advisory Agency upon the recommendation of the City Engineer.

**2.** Additionally, a building nonconforming as to use or yards, which is demolished as a result of enforcement of the Earthquake Hazard Reduction Ordinance, may be reconstructed with the same nonconforming use or yards provided that the approval of a Zoning Administrator is obtained as outlined below.

## B. Nonconforming Rights Related to Earthquake Safety Ordinance

A Zoning Administrator may, pursuant to *Sec. 13B.2.1 (Class 1 Conditional Use Permit)*, permit a building, nonconforming as to use or yards, which is demolished as a result of enforcement of the Earthquake Safety Ordinance (Division 68 of Article 1 of Chapter 9 this Code), to be reconstructed with the same nonconforming use or yards as the original building.

### 1. Procedures

#### a. Notification

**i.** Despite the provisions of *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, an application pursuant to this Subsection involving a nonconforming use shall instead notify the owners and occupants of all property within and outside the City within 500 feet of the exterior boundaries of the area subject to the application.

**ii.** An application pursuant to this Subsection involving only a nonconforming yard, when a public hearing is held, the notice shall be given in the same manner as required in *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*.

#### b. Waiver of Public Hearing

**i.** Despite the provisions of *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, the Zoning Administrator may waive the public hearing if the applicant has secured the approval for the reconstruction from the owners of all properties abutting, across the street or

alley from, or having a common corner with the subject property. If that approval is obtained from the surrounding property owners, the Zoning Administrator may waive the public hearing if the Administrator makes the following written findings:

**a)** That the nonconforming use will not have a significant adverse effect on adjoining property or on the immediate neighborhood; and

**b)** That the nonconforming use is not likely to evoke public controversy.

**ii.** An application pursuant to this Subsection involving only a nonconforming yard may be set for a public hearing in accordance with the same procedures as above, if the Zoning Administrator determines that the public interest requires a hearing.

### 2. Supplemental Findings

In addition to the findings otherwise required by *Sec. 13B.2.1. (Class 1 Conditional Use Permit)*, a Zoning Administrator shall also require and find the following:

**a.** That reconstruction be commenced within two years of obtaining a permit for demolition and completed within two years of obtaining a permit for reconstruction; and

**b.** That neither the footing nor any portion of the replacement building encroaches into any area planned for widening or extension of existing or future streets; and

**c.** That the continued nonconforming use of the property or the continued maintenance of nonconforming yards will not be materially detrimental to the public welfare and will not have a substantial adverse impact on or be injurious to the properties or improvements in the vicinity.

## SEC. 12.1.7. LOTS AFFECTED BY ACQUISITIONS FOR PUBLIC USE

### A. Maintenance and Repair of Existing Buildings

**1.** Where a building or structure is located upon a lot portion of which is acquired for any public use, (by condemnation, purchase, dedication, or otherwise) by any governmental entity, or if all or a part of a separate off-street automobile parking area serving such building or structure is acquired for public use, such building or structure may be maintained, and may thereafter be used, maintained or repaired without relocating or altering the same to comply with the area regulations or off-street automobile parking requirements of this Chapter. Further, if such building or structure is partially located upon the area being acquired for public use, it may be relocated upon the same lot or premises or remodeled or reconstructed without observing the required yard adjacent to the new lot line created by such acquisition, and without reducing the number of dwelling units to conform to the area regulations of the zone in which it is located and without observing the off-street automobile parking requirements of this Chapter. The exemptions provided in this Section permit compliance only to the extent that such non–compliance is caused by an acquisition for public use.

2. If only a portion of an existing building or structure is acquired for public use, any new construction, addition, facade alteration, site alteration or renovation of the remainder of said building or structure which was made necessary by said acquisition, shall conform to the provisions of Chapter 9 (Building Regulations). Any portion of the building or structure which does not require any new construction, addition, facade alteration, site alteration or renovation by reason of said acquisition shall not be required to be made to conform to the provisions of Chapter 9 (Building Regulations) unless it would otherwise be required to conform thereto independently of and in the absence of said acquisition of only a portion of the building or structure.

### B. Lot Area

If a lot resulting from the acquisition of all or a portion of a parcel for public use does not comply with the area requirements of the zone in which it is located, or if a legally existing nonconforming lot is further reduced in size because of such acquisition, said lot may be utilized and a building permit shall be issued for any purpose permitted in the zone, so long as the lot is not smaller in size or width than one-half of the minimum lot area or lot width required for the zone.

## SEC. 12.1.8. CALCULATION OF TIME

Whenever a building, structure, use, or site element becomes nonconforming due to a change in the Zoning Map or the text of this Chapter, and a period of time is specified in this Article for the removal of the nonconforming building, structure, use or site element, the period of time is computed from the effective date of such change.

## SEC. 12.1.9. COMPLIANCE WITH OTHER LAWS

Nothing in this Article relieves any person from the obligation to comply with the requirements of any Federal, State or County law.

# DIV. 12.2. NONCONFORMING FORM

## SEC. 12.2.1. LOT SIZE

### A. Lot Area

#### 1. Standards

**a.** Where a lot is nonconforming as to lot area, any building or structure allowed on a conforming lot is allowed on the nonconforming lot, provided that it meets all of the dimensional requirements of the zone except the lot area requirement.

**b.** Where a lot is nonconforming as to lot area, any setback encroachments allowed on a conforming lot are also allowed on the nonconforming lot.

**c.** Where a lot is nonconforming as to lot area, any use permitted in the applicable Use District on a conforming lot is allowed on the nonconforming lot, except that where the applicable Use District requires a lot area,the Use District lot area shall be met.

#### 2. Exceptions

[Reserved]

### B. Lot Width

#### 1. Standards

**a.** Where a lot is nonconforming as to lot width, any building or structure allowed on a conforming lot is allowed on a nonconforming lot, provided that it meets all of the dimensional requirements of the zone except the lot width requirement.

**b.** Where a lot is nonconforming as to lot width, any setback encroachments allowed on a conforming lot are also allowed on the nonconforming lot.

**c.** Where a lot is nonconforming as to lot width, any use permitted in the applicable Use District on a conforming lot is allowed on a nonconforming lot, except that where the applicable Use District requires a lot width,the Use District lot width shall be met.

#### 2. Exceptions

[Reserved]

## SEC. 12.2.2. COVERAGE

### A. Building Coverage

#### 1. Standards

Where a lot is nonconforming as to building coverage, additional building coverage is not allowed. This standard does not prohibit a site alteration that reduces existing building

coverage, or new vertical construction (addition) of a building that does not exceed applicable height or FAR limits.

### 2. Exceptions

#### a. Rural, Estate and House Form Districts

Where a lot is nonconforming as to building coverage on properties in the Rural, Estate and House Form Districts, the building shall not be added to in any manner unless the addition conforms to all the current regulations of the zone and other applicable current land use regulations, except as may be approved or permitted pursuant to a discretionary approval. However, alterations, other than additions to existing buildings, may be made, provided that the changes do not meet the definition of demolition.

## B. Building Setbacks

### 1. Standards

**a.** Where a lot has a building that is nonconforming as to side, rear or alley setbacks, any new building on the lot shall meet the side, rear or alley setbacks and any other applicable standards of the zone.

**b.** Where a building is nonconforming as to side, rear or alley setbacks, it may be expanded, provided that:

**i.** Any addition located in the nonconforming setback shall not encroach into any portion of that setback to a greater extent than the existing nonconforming building encroaches.

**ii.** In no event shall any addition reduce the width of a side setback or the depth of a rear or alley setback to less than 50% of that required by the current setback regulations of the applicable zone and other applicable current land use regulations.

**iii.** The total of all additions made since the building became nonconforming as to side, rear or alley setbacks shall not exceed, in height or length, the height or length of that portion of the adjoining nonconforming building that extends into the same setback.

**c.** Buildings nonconforming as to side, rear or alley setback regulations may conduct ordinary repair and maintenance, be structurally altered, or undergo minor or major renovation, provided the activity does not meet the definition of demolition.

### 2. Exceptions

[Reserved]

#### a. Rural, Estate and House Form Districts

A building nonconforming as to side, rear or alley setbacks on properties in the Rural, Estate and House Form Districts, not including properties in the Coastal Zone which are

not located in a Hillside Area, shall not be added to or enlarged in any manner unless the addition or enlargement conforms to all the current regulations of the zone and other applicable current land use regulations, except as may be approved or permitted pursuant to a discretionary approval.

## SEC. 12.2.3. AMENITY

### A. Lot Amenity Space

#### 1. Standards

Where a lot is nonconforming as to lot amenity space requirements, any area of work associated with new construction, addition or site alteration shall meet the lot amenity space requirements.

#### 2. Exceptions

[Reserved]

### B. Residential Amenity Space

#### 1. Standards

Where a lot is nonconforming as to residential amenity space requirements, any new construction, addition or site alteration shall meet the residential amenity space requirements.

#### 2. Exceptions

[Reserved]

### C. Amenity Design Standards

#### 1. Standards

Where a lot is nonconforming as to amenity design standards requirements, any new construction, addition or site alteration shall meet the amenity design standards requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.2.4. FLOOR AREA RATIO & HEIGHT

### A. Floor Area Ratio (FAR)

#### 1. Standards

Where a building or structure, or combination of multiple buildings and structures, is nonconforming as to floor area ratio, no additional floor area is allowed. This does not prohibit a site alteration, minor or major renovation that does not increase the amount of floor area.

#### 2. Exceptions

**a.** Where a building or structure, or combination of multiple buildings and structures, is nonconforming as to floor area ratio in the Rural, Estate and House Form Districts, not including properties in the Coastal Zone which are not located in a Hillside Area the building or structure shall not be added to in any manner unless the addition conforms to all the current regulations of the zone and other applicable current land use regulations, except as may be approved or permitted pursuant to a discretionary approval. However, alterations, other than additions to existing buildings, may be made provided that the changes do not meet the definition of demolition.

**b.** In Development Standards Districts 5 and 6, existing covered, above-grade parking areas do not count as floor area for the purpose of calculating maximum FAR.

### B. Height in Feet or Stories

#### 1. Standards

**a.** Where an existing building or structure is nonconforming as to the maximum height in either feet or stories, any new construction or addition shall not exceed the maximum height or any other applicable standards of the zone.

**b.** Where an existing building or structure is nonconforming as to the minimum height limit requirement, any new construction or addition shall meet the minimum height limit.

#### 2. Exceptions

Where an existing building or structure is nonconforming only as to maximum height, it may not be added to in any manner, unless the addition conforms to all the current regulations of the applicable zone and other applicable current regulations of this Chapter, provided that the total aggregate floor area included in all the separate additions shall not exceed 50% of the floor area of the ground floor of the building or structure.

## SEC. 12.2.5. UPPER-STORY BULK

### A. Bulk Plane

#### 1. Standards

Where an existing building or structure is nonconforming as to the bulk plane, any new construction, addition or facade alteration shall not exceed the bulk plane.

#### 2. Exceptions

A building that is nonconforming only as to bulk plane regulations may not be added to in any manner, unless the addition conforms to all the current regulations of the applicable zone and other applicable current regulations of this Chapter, provided that the total aggregate floor area included in all the separate additions shall not exceed 50% of the floor area of the ground floor of the building or structure.

### B. Street Step-Back

#### 1. Standards

**a.** Where an existing building or structure is nonconforming as to the maximum stories without street step-back requirement, any new construction, addition or facade alteration shall meet the maximum stories without street step-back requirement.

**b.** Where an existing building or structure is nonconforming as to the minimum street step-back depth requirement, any new construction, addition or facade alteration shall meet the minimum street step-back requirement.

#### 2. Exceptions

[Reserved]

### C. Height Transition

#### 1. Standards

**a.** Where an existing building or structure is nonconforming as to the maximum stories without height transition requirement, any new construction, addition or facade alteration shall not exceed the stories without height transition.

**b.** Where an existing building or structure is nonconforming as to the minimum height transition depth requirement, any new construction, addition or facade alteration shall meet the minimum height transition depth requirement.

#### 2. Exceptions

[Reserved]

## SEC. 12.2.6. BUILDING MASS

### A. Building Width

#### 1. Standards

Where an existing building or structure is nonconforming as to the building width requirement, any new construction, addition or facade alteration shall not exceed the building width requirement.

#### 2. Exceptions

[Reserved]

## B. Facade Width

### 1. Standards

Where an existing building or structure is nonconforming as to the facade width requirement, any new construction, addition or facade alteration shall not exceed the facade width requirement.

### 2. Exceptions

[Reserved]

# DIV. 12.3. NONCONFORMING FRONTAGE

## SEC. 12.3.1. BUILD-TO

### A. Applicable Stories

#### 1. Standards

Where an existing building or structure is nonconforming as to the build-to applicable stories requirement, any new construction or addition shall meet the minimum build-to applicable stories.

#### 2. Exceptions

[Reserved]

### B. Build-to Range and Build-To Width

#### 1. Standards

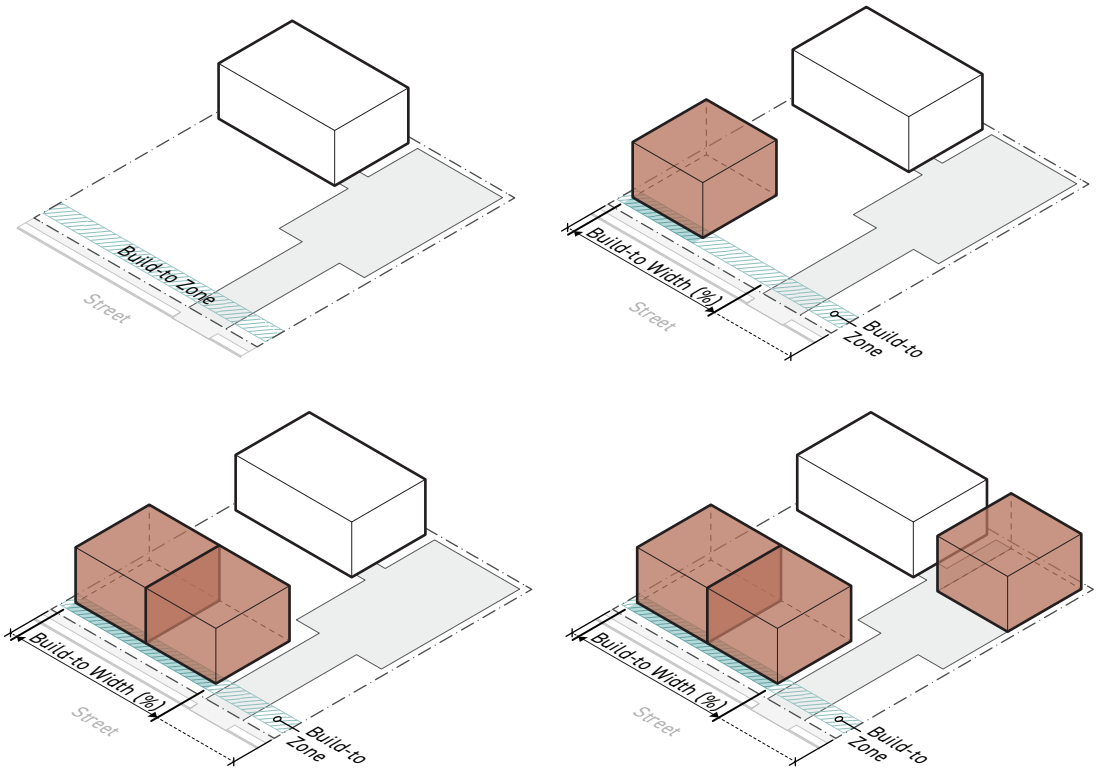
##### a. General

Where an existing building or structure is nonconforming as to the build-to range or build-to width requirements, any new construction or addition shall meet the minimum build-to width between the minimum and maximum build-to range in one of the ways outlined in this Section.

### b. New Construction on an Interior Lot

**i.** All new construction shall occupy the build-to range until the build-to width standard has been met. Each new building does not have to meet the required build-to width for the entire lot.

**ii.** Once the build-to width standard has been met, new buildings may be placed outside of the build-to zone.



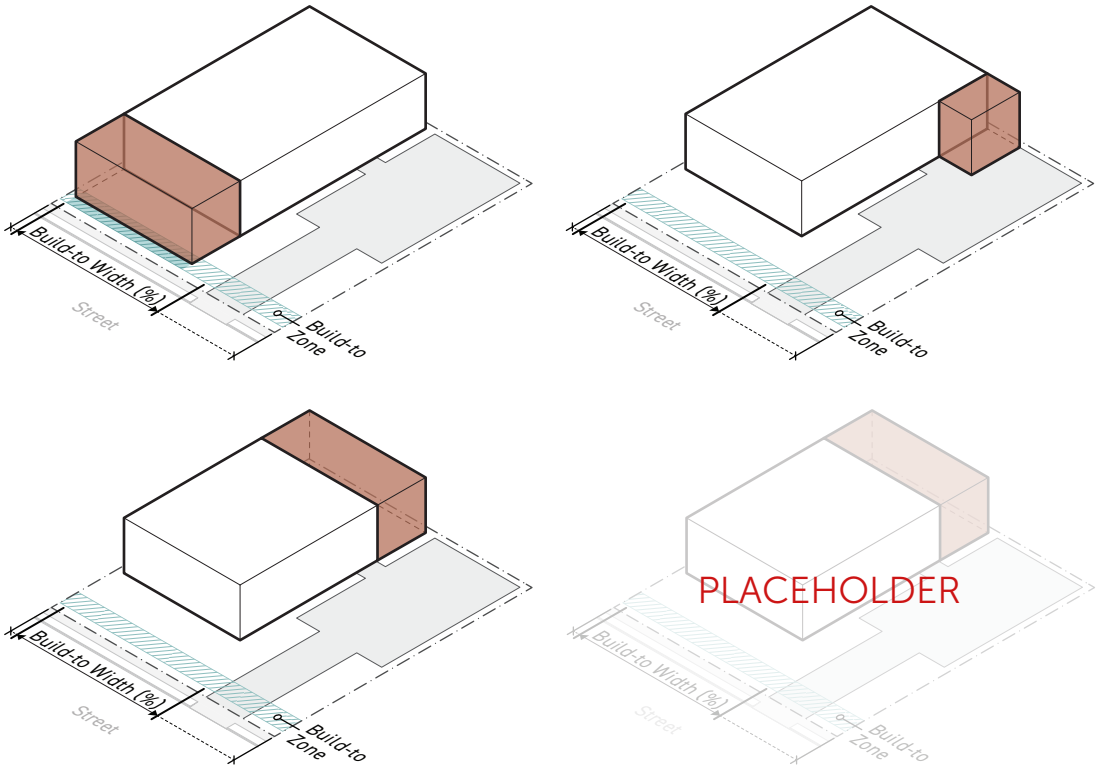
### C. Additions on an Interior Lot

**i.** Any addition to the street-facing facade of a building that is nonconforming as to build-to range or build-to width shall occupy the build-to range. The addition does not have to meet the required build-to width for the entire lot. Additions to the street-facing facade with a maximum floor area of 10% of the existing building footprint are allowed behind the build-to range.

**ii.** Additions that extend a building that is nonconforming as to build-to range or build-to width toward the side lot line are allowed, provided they have a floor area less than 20% of the existing building footprint. Once the build-to width standard has been met, additions of any size that extend the building toward the side lot line are allowed.

**iii.** Additions of any size that extend a building that is nonconforming as to build-to range or build-to width toward the rear lot line are allowed.

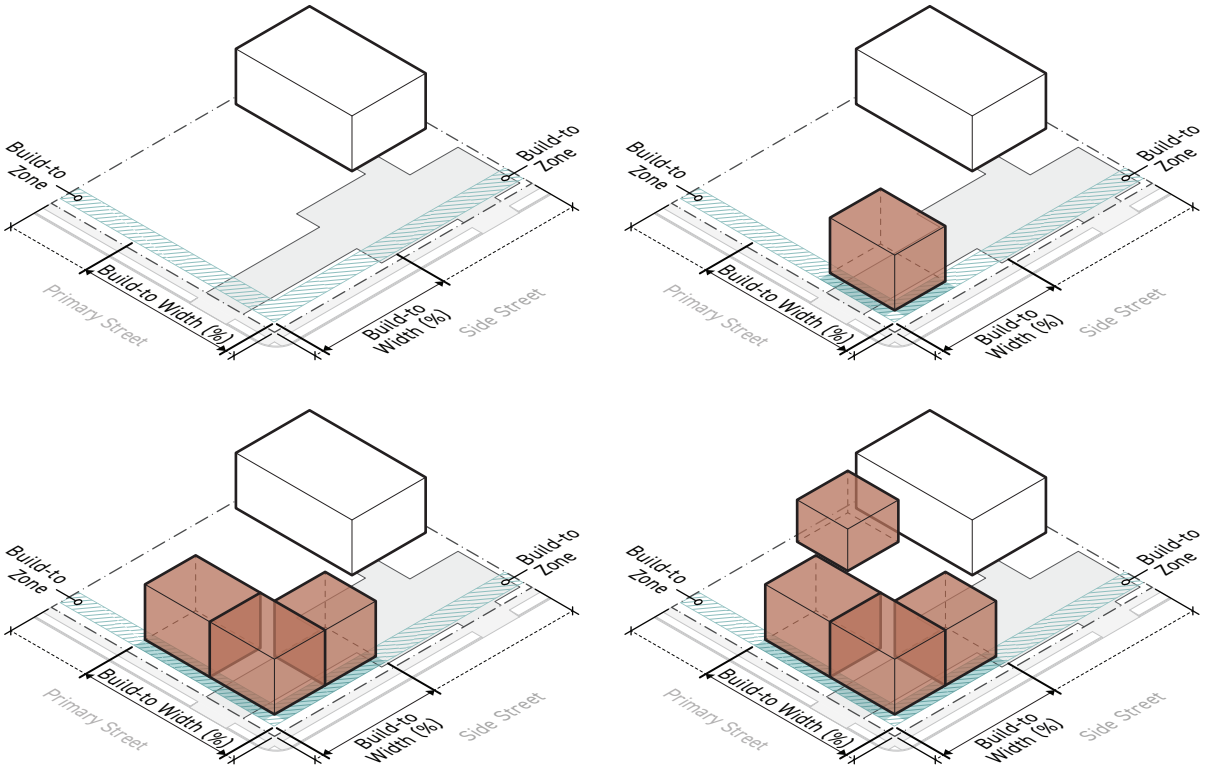
**iv.** Additions on top of a building that is nonconforming as to build-to range or build-to width are allowed, provided they do not increase the existing building footprint by more than 50 square feet.



### d. New Construction on a Corner Lot

**i.** All new construction shall occupy the build-to range until the build-to width standard for both streets has been met.

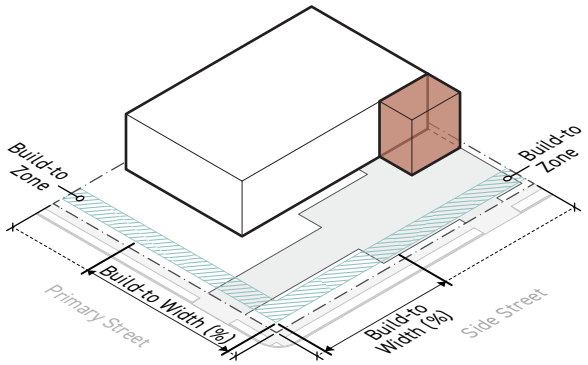
**ii.** Once the build-to width requirement has been met for both streets, new construction may be placed behind the build-to range.



### e. Additions on a Corner Lot

**i.** Any addition to the primary street-facing facade of a building that is nonconforming as to build-to range or build-to width shall be located within the build-to range on the primary street. The addition does not have to meet the minimum build-to width for the entire lot. Street-facing facade additions with floor area no greater than 10% of the existing building footprint are allowed behind the build-to range.

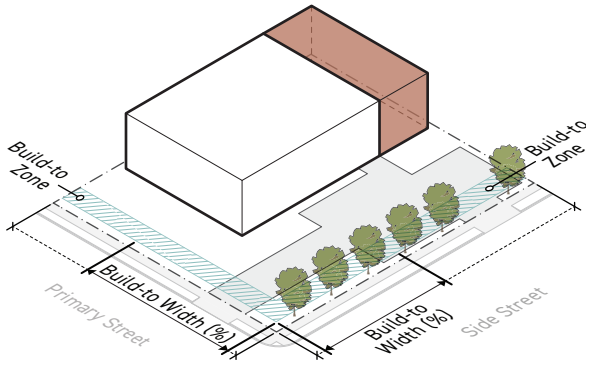
**ii.** Additions that extend a building that is nonconforming as to build-to range or build-to width toward the side lot line are allowed, provided the floor area is no greater than 20% of the existing building footprint. Once the build-to width standard has been met for both streets, side additions of any size that extend the building toward the side lot line are allowed.




**iii.** Additions of any size that extend a building that is nonconforming as to build-to range or build-to width toward the rear lot line and are located behind the build-to range are allowed provided:

**a)** A *planting area (Sec4C.6.4.C.2.)*, at least 6 feet wide, abutting to the side street lot line, is installed across the entire length of the side street frontage where no building occupies the build-to zone. Breaks for pedestrian, bicycle and vehicular access are allowed.

**b)** The planting area shall include *large species trees (Sec.4C.6.4.C.3.a.)* planted at a rate of 1 per 30 feet along the entire length of the planting area.




**c)** Trees should be planted offset from street trees to maximize space for canopy growth.

**iv.** Additions on top of a building that is nonconforming as to build-to range or build-to width are allowed, provided they do not increase the existing building footprint by more than 50 square feet.

#### 2. Exceptions

On lots with existing an existing residential building that is nonconforming as to build-to range or build-to width, new construction of additional dwelling units located in a rear yard that are detached from the existing building are exempt from build-to range and build-to width requirements.

### C. Pedestrian Amenity Modification

#### 1. Standards

Where a building or structure does not meet the build-to width requirement and an existing plaza or similar open space located in the build-to zone does not meet the standards for pedestrian amenity modification, the existing open space may be maintained but not expanded and any additions, new construction, site modifications and facade modifications shall increase conformity with the pedestrian amenity modification standards to the greatest extent feasible.

#### 2. Exceptions

[Reserved]

## SEC. 12.3.2. PARKING

### A. Street Setback

#### 1. Standards

Where an existing building or structure is nonconforming as to the street setback for parking requirement, any new construction, addition, site alteration or major renovation shall meet the minimum required street setback for parking.

#### 2. Exceptions

[Reserved]

## SEC. 12.3.3. LANDSCAPING

### A. Planted Area

#### 1. Standards

Where an existing lot is nonconforming as to the planted area requirement within the frontage yard, any new construction, addition, site alteration or major alteration shall meet the minimum required planted area within the frontage yard.

#### 2. Exceptions

[Reserved]

### B. Allowed Privacy Screen

#### 1. Standards

Where an existing lot is nonconforming as to the allowed privacy screen requirement, any new construction, addition, site alteration or major renovation shall meet the allowed privacy screen requirement.

#### 2. Exceptions

[Reserved]

## SEC. 12.3.4. TRANSPARENCY

### A. General

#### 1. Standards

Where an existing building or structure is nonconforming as to the general transparency requirement for all ground stories or all upper stories, any new construction, addition, facade alteration or major renovation shall meet the general transparency requirement for all ground stories and all upper stories.

#### 2. Exceptions

A blank wall width alternative may be used in lieu of transparency, as provided in *Sec. 3C.4.2*.

### B. Blank Wall Width

#### 1. Standards

Where an existing building or structure is nonconforming as to the blank wall width requirement for blank ground story or foundation walls, any new construction, addition, facade alteration or major renovation shall meet the blank wall width requirement for blank ground story or foundation walls.

#### 2. Exceptions

A blank wall width alternative may be used in lieu of meeting the blank wall standard, as provided in *Sec. 3C.4.2*.

## SEC. 12.3.5. ENTRANCES

### A. Street-Facing Entrance

#### 1. Standards

Where an existing building or structure is nonconforming as to the street-facing entrance requirement, including the entrance space requirement, any new construction, addition, facade alteration or major renovation shall meet the minimum street-facing entrance requirement.

#### 2. Exceptions

[Reserved]

### B. Entry Feature

#### 1. Standards

Where an existing building or structure is nonconforming as to the entry feature requirement, including the entry feature option requirements, any new construction, addition, facade alteration or major renovation shall meet the minimum entry feature requirement.

#### 2. Exceptions

[Reserved]

## SEC. 12.3.6. GROUND STORY

### A. Ground Story Height

#### 1. Standards

Where an existing building or structure is nonconforming as to the ground story height requirement, any new construction, addition or major renovation shall meet the minimum ground story height requirement.

#### 2. Exceptions

[Reserved]

### B. Ground Floor Elevation

#### 1. Standards

Where an existing building or structure is nonconforming as to the ground floor elevation requirement, any new construction, addition or major renovation shall meet the minimum ground floor elevation requirement.

## 2. Exceptions

[Reserved]

# DIV. 12.4. NONCONFORMING CHARACTER FRONTAGE

## SEC. 12.4.1. BUILD-TO

See Sec. 12.3.1. Build-To.

## SEC. 12.4.2. PARKING

See Sec. 12.3.2. Parking.

## SEC. 12.4.3. LANDSCAPING

See Sec. 12.3.3. Landscaping.

## SEC. 12.4.4. GROUND FLOOR ELEVATION

See Sec. 12.3.6.B. Ground Floor Elevation.

## SEC. 12.4.5. STORY HEIGHT

### A. Ground Story Height

See Sec. 12.3.6.A. Ground Story Height.

### B. Upper Story Height

#### 1. Standards

Where an existing building or structure is nonconforming as to the upper story height requirement, any new construction or addition shall meet the minimum upper story height requirement.

#### 2. Exceptions

[Reserved]

## SEC. 12.4.6. ARTICULATION

### A. Base, Middle & Top

#### 1. Standards

Where an existing building or structure is nonconforming as to the base, middle and top requirement, any new construction or addition shall meet all of the minimum base, middle and top requirements.

#### 2. Exceptions

[Reserved]

## B. Base-Top

### 1. Standards

Where an existing building or structure does not meet the base-top requirement, any new construction or addition shall meet the minimum base-top requirement.

### 2. Exceptions

[Reserved]

## C. Horizontal Bands

### 1. Standards

Where an existing building or structure does not meet the horizontal bands requirement, any new construction or addition shall meet the minimum horizontal bands requirement.

### 2. Exceptions

[Reserved]

## D. Vertical Bands

### 1. Standards

Where an existing building or structure does not meet the vertical bands requirement, any new construction, addition or facade alteration shall meet the minimum vertical bands requirement.

### 2. Exceptions

[Reserved]

## E. Articulating Elements

### 1. Standards

Where an existing building or structure does not meet the articulating elements requirement, any new construction, addition or facade alteration shall meet the minimum articulating elements requirement.

### 2. Exceptions

[Reserved]

## SEC. 12.4.7. FEATURES

### A. Prohibited Features

#### 1. Standards

Where an existing building or structure does not meet the prohibited features requirements, any new construction, addition or facade alteration shall meet the prohibited features requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.4.8. ENTRANCES

### A. Street-Facing Entrance

See Sec. 12.3.5.A. Street-Facing Entrance

### B. Entry Feature

See Sec. 12.3.5.B. Entry Feature

### C. Focal Entry Feature

#### 1. Standards

Where an existing building or structure is nonconforming as to the focal entry feature requirements, any new construction, addition or facade alteration shall meet the minimum focal entry feature requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.4.9. TRANSPARENCY

### A. Ground Story

#### 1. Standards

**a.** Where an existing building or structure does not meet the general transparency or blank wall width requirements, see Sec. 12.3.4. Transparency.

**b.** Where an existing building or structure does not meet the window recession, bulkhead, symmetrical lite pattern, horizontal sliding windows or vinyl windows requirements, any new construction, addition or facade alteration shall meet all of the minimum window recession, bulkhead, symmetrical lite pattern, horizontal sliding windows and vinyl windows requirements.

#### 2. Exceptions

[Reserved]

### B. Upper Stories

#### 1. Standards

Where an existing building or structure is nonconforming as to the window recession, symmetrical lite pattern, sill, horizontal sliding windows or vinyl windows requirements, any new construction, addition or facade alteration shall meet all of the minimum window recession, symmetrical lite pattern, sill, horizontal sliding windows and vinyl windows requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.4.10. EXTERIOR MATERIALS

### A. Principal or Accessory Materials

#### 1. Standards

Where an existing building or structure is nonconforming as to the principal materials or accessory materials requirements, any new construction, addition or facade alteration shall meet all of the minimum principal materials and accessory materials requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.4.11. ROOF DESIGN

### A. Roof Form or Roof Materials

#### 1. Standards

Where an existing building or structure is nonconforming as to the roof form or roof materials requirements, any new construction, addition or facade alteration shall meet all of the minimum roof form and roof materials requirements.

#### 2. Exceptions

[Reserved]

# DIV. 12.5. NONCONFORMING DEVELOPMENT STANDARDS

## SEC. 12.5.1. PEDESTRIAN ACCESS

### A. Pedestrian Access Packages

#### 1. Standards

Where an existing lot is nonconforming as to the pedestrian access package requirements, any new construction, addition, site alteration or major renovation shall meet the minimum pedestrian access package requirements.

#### 2. Exceptions

[Reserved]

### B. Pedestrian Accessway

#### 1. Standards

Where an existing lot is nonconforming as to the pedestrian accessway requirements, any new construction, addition, site alteration or major renovation shall meet the minimum pedestrian accessway requirements.

#### 2. Exceptions

[Reserved]

### C. Pedestrian Bridges and Tunnels

#### 1. Standards

Where an existing lot is nonconforming as to the pedestrian bridge and tunnel requirements, any new construction, addition, site alteration or major renovation shall meet the minimum pedestrian bridge and tunnel requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.2. MOTOR VEHICLE ACCESS

### A. Motor Vehicle Access Packages

#### 1. Standards

Where an existing lot is nonconforming as to the automobile access package requirements, any new construction, addition, site alteration or major renovation shall meet the minimum automobile access package requirements.

#### 2. Exceptions

[Reserved]

### B. Motor Vehicle Use Area Design

#### 1. Standards

Where an existing lot is nonconforming as to the motor vehicle use area design requirements, any new construction, addition or site alteration shall meet the minimum motor vehicle use area design requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.3. BICYCLE PARKING

### A. Bicycle Parking Spaces

#### 1. Standards

Where an existing lot is nonconforming as to the bicycle parking spaces, any new construction, addition, site alteration or major renovation shall meet the minimum bicycle parking requirements.

#### 2. Exceptions

[Reserved]

### B. Short-Term Bicycle Parking Design

#### 1. Standards

Where an existing lot is nonconforming as to the short-term bicycle parking design requirements, any new construction, addition, site alteration or major renovation shall meet the minimum short-term bicycle parking design requirements.

#### 2. Exceptions

[Reserved]

### C. Long-Term Bicycle Parking Design

#### 1. Standards

Where an existing lot is nonconforming as to the long-term bicycle parking design requirements, any new construction, addition, site alteration or major renovation shall meet the minimum long-term bicycle parking design requirements.

## 2. Exceptions

[Reserved]

## SEC. 12.5.4. AUTOMOBILE PARKING

### A. Automobile Parking Stalls

#### 1. Standards

**a.** Where an existing lot is nonconforming as to the automobile parking space requirements, any new construction, addition or major renovation shall meet the minimum automobile parking requirements.

**b.** All currently provided parking spaces shall be considered as the required parking for an existing nonconforming use if the parking spaces are less than or equal to the parking required by the applicable Development Standards District.

#### 2. Exceptions

[Reserved]

### B. Alternative Parking Strategies

#### 1. Standards

Where an existing lot is nonconforming as to the alternative parking strategies requirements, any new construction, addition or major renovation shall meet the minimum alternative parking strategies.

#### 2. Exceptions

[Reserved]

### C. Parking Area Design

#### 1. Standards

Where an existing lot is nonconforming as to the parking area design requirements, any new construction, addition or major renovation shall meet the minimum parking area design requirements.

#### 2. Exceptions

[Reserved]

### D. Parking Lot Design

#### 1. Standards

Where an existing lot is nonconforming as to the parking lot design requirements, any new construction, addition or major renovation shall meet the minimum parking lot design requirements.

### 2. Exceptions

[Reserved]

## E. Parking Structure Design

### 1. Standards

Where an existing lot is nonconforming as to the parking structure design requirements, any new construction or addition shall meet the minimum parking structure design requirements.

### 2. Exceptions

[Reserved]

## F. Motor Vehicle Use Area Design

### 1. Standards

Where an existing lot is nonconforming as to the motor vehicle use area design requirements, any new construction, addition, site alteration or major renovation shall meet the minimum motor vehicle use area design requirements.

### 2. Exceptions

The required width and depth of a parking stall may be reduced to accommodate a structure solely supporting a solar energy system if it meets all of the following conditions:

**a.** The structural elements are within 10 inches of a corner of the stall farthest from the access aisle or vehicular access lane.

**b.** For tandem stalls, dimensions are reduced only for the stall farthest from the vehicular access lane.

**c.** The reductions are not applied to an accessible parking stall.

**d.** The parking lot already exists and is not new construction or site alteration."

# SEC. 12.5.5. TRANSPORTATION DEMAND MANAGEMENT

## A. Small, Medium or Large Projects

### 1. Standards

Where an existing building is nonconforming as to the transportation demand management requirements for the applicable floor area, any new construction, addition or major renovation shall meet the minimum transportation demand management requirements for the applicable floor area.

### 2. Exceptions

[Reserved]

## SEC. 12.5.6. PLANTS

### A. Protected Trees

#### 1. Standards

Where an existing lot is nonconforming as to the protected trees requirements, any new construction, addition or site alteration shall meet the minimum protected trees requirements.

#### 2. Exceptions

[Reserved]

### B. Tree Planting

#### 1. Standards

Where an existing lot is nonconforming as to the tree planting requirement, any new construction, addition or site alteration shall meet the minimum tree planting requirement.

#### 2. Exceptions

[Reserved]

### C. Streetscape Requirements

#### 1. Standards

Where an existing lot is nonconforming as to the streetscape requirements, any new construction, addition or major renovation shall meet the minimum streetscape requirements.

#### 2. Exceptions

[Reserved]

### D. Plant Design & Installation Requirements

#### 1. Standards

Where an existing lot is nonconforming as to the plant design and installation requirements, any new construction, addition or site alteration shall meet the minimum plant design and installation requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.7. FENCES AND WALLS

### A. Front Yard Fences and Walls

#### 1. Standards

Where an existing lot is nonconforming as to the front yard fences and walls requirements, any new construction, addition or major renovation shall meet the minimum front yard fences and walls requirements.

#### 2. Exceptions

[Reserved]

### B. Side/Rear Yard Fences and Walls

#### 1. Standards

Where an existing lot is nonconforming as to the side/rear yard fences and walls requirements, any new construction, addition or major renovation shall meet the minimum side/rear yard fences and walls requirements.

#### 2. Exceptions

[Reserved]

### C. Fence/Wall Design & Installation

#### 1. Standards

Where an existing lot is nonconforming as to the fence/wall design and installation requirements, any new construction, addition or major renovation shall meet the minimum fence/wall design and installation requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.8. SCREENING

### A. Frontage Screens

#### 1. Standards

Where an existing lot is nonconforming as to the frontage screen requirements, any new construction, addition, site alteration or major renovation shall meet the minimum frontage screen requirements.

#### 2. Exceptions

[Reserved]

### B. Transition Screens

#### 1. Standards

Where an existing lot is nonconforming as to the transition screen requirements, any new construction, addition, site alteration or major renovation shall meet the minimum transition screen requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.9. SCREENING

### A. Outdoor Storage, Waste Receptacles, Ground-Mounted and Roof-Mounted Equipment

#### 1. Standards

Where an existing lot is nonconforming as to the outdoor storage, waste receptacle or ground-mounted or roof-mounted equipment requirements, any new construction, addition, site alteration or major renovation shall meet the minimum open storage, waste receptacle and ground-mounted and roof-mounted equipment requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.10. GRADING

### A. Grading & Hauling Standards

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

### B. Retaining Walls

#### 1. Standards

Where an existing lot is nonconforming as to the retaining wall requirements, any new construction, addition or site alteration shall meet the minimum retaining wall requirements.

#### 2. Exceptions

*Retaining wall standards (Sec. 4C.9.2.C.)* does not apply to a retaining wall that received a final discretionary approval, as determined by the Director of Planning, from the City under another provision of this Zoning Code prior to the effective date of Ord. No. 176,445 (effective 3/9/05).

## SEC. 12.5.11. OUTDOOR LIGHTING AND GLARE

### A. Outdoor Lighting

#### 1. Standards

Where an existing lot is nonconforming as to the outdoor lighting requirements, any new construction, addition, site alteration or major renovation shall meet the minimum outdoor lighting requirements.

#### 2. Exceptions

[Reserved]

### B. Glare

#### 1. Standards

Where an existing lot is nonconforming as to the glare requirements, any new construction, addition, site alteration or major renovation shall meet the minimum glare requirements.

#### 2. Exceptions

[Reserved]

## SEC. 12.5.12. SIGNS

### A. Rules for All Signs

#### 1. Standards

[Reserved]

#### 2. Exceptions

Any existing nonconforming sign, as defined in *LAMC Section 91.6203 (Signs; Location)*, may be continued, provided that no structural, electrical or mechanical alterations are made to the sign except as permitted in *LAMC Section 91.6206 (Signs; Electrical)*.

### B. Temporary Signs

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

### C. Off-Site Signs

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

### D. On-Site Signs

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

### E. Sign Packages

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

### F. Sign Types

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

## SEC. 12.5.13. RIDGELINE PROTECTION

### A. Ridgeline Protection Levels

#### 1. Standards

[Reserved]

#### 2. Exceptions

[Reserved]

## SEC. 12.5.14. ENVIRONMENTAL PROTECTION

### A. Environmental Protection Measures

#### 1. Standards

Where an existing lot is nonconforming as to the environmental protection measures requirements, any new construction, addition, site alteration or major modification shall meet the minimum environmental protection measures requirements.

#### 2. Exceptions

[Reserved]

# DIV. 12.6. NONCONFORMING USE

## SEC. 12.6.1. USE IN A DISTRICT

### A. General

1. Where an existing use is not allowed in the applicable Use District, the use may be continued, provided the use conformed to the zoning regulations, if any, at the time it was established.

2. Where an existing use is not allowed in the applicable Use District, it shall not be expanded into any other portion of the building in which it is located.

3. Where an existing use is not allowed in the applicable Use District, it may be relocated within the existing building, provided the move does not cause a net increase in the amount of floor area of the nonconforming use.

4. Any change of use shall conform to the current use regulations of the zone.

5. A building or structure or portion or a building or structure, or piece of land, which contained a nonconforming use that has been discontinued for a continuous period of one year or more, shall only be occupied by a use that conforms to the current use regulations of the zone.

### B. General Exceptions

Where a building in any Open Space, Agricultural, Residential, Commercial, Commercial-Mixed, or Public Use District includes an existing nonconforming use, any residential portion of the building may be enlarged, provided that the enlargement does not create an additional dwelling unit or guest room and the addition or expansion meets all other requirements for the applicable zone.

### C. Mandatory Discontinuance of Uses

#### 1. Commercial Uses

In Agricultural and Residential Use Districts, any nonconforming use of a building first permitted in a Commercial Use District shall be discontinued within 5 years from the date the use becomes nonconforming. However, the Zoning Administrator may permit its continuation pursuant to *Sec. 13.4.1. (Conditional Use Permit, Class 1)*.

#### 2. Manufacturing Uses

In Agricultural and Residential Use Districts, any nonconforming use of a building first permitted in an Industrial Use District shall be discontinued within 5 years from the date the use becomes nonconforming.

### D. Commercial Animal Keeping

Nonconforming Animal Farming and Livestock Keeping, or other similar uses, for commercial purposes in any Residential Use District, shall be completely abandoned within 15 years from the date such use became nonconforming.

### E. Use of Land

1. In Agricultural, Residential, and Commercial or Commercial-Mixed Use Districts, a nonconforming use of land where no buildings are utilized in connection with the use or where the only buildings utilized are accessory or incidental to the use, shall be discontinued within 5 years from the date the use becomes nonconforming.

2. A nonconforming use of land which is accessory or incidental to the nonconforming use of a building shall be discontinued on the same date the nonconforming use of the building is discontinued.

## SEC. 12.6.2. USE DISTRICT STANDARDS

Where an existing use does not meet the use district standards requirements, any new construction, addition or major modification shall meet the minimum use district standards requirements.

## SEC. 12.6.3. CITYWIDE USE STANDARDS

Where an existing use does not meet the citywide use standards requirements, any new construction, addition or major modification shall meet the minimum citywide use standards requirements.

## SEC. 12.6.4. USE LIMITATIONS

Where an existing use does not meet the use limitations requirements, any new construction, addition or major modification shall meet the minimum use limitations requirements.

## SEC. 12.6.5. CONDITIONAL USE

## SEC. 12.6.6. SPECIFIC NONCONFORMING USE PROVISIONS

### A. Nonconforming Uses in Industrial Use Districts

The nonconforming use of land in an Industrial Use District, where no buildings are utilized in connection with the use or where the only buildings utilized are accessory or incidental to the use, may be continued, subject to the following limitations.

1. The nonconforming use shall not be added to in any way either on the same or adjoining land beyond the limits of what was originally permitted.

2. The nonconforming use shall be completely enclosed within a building or within an area enclosed on all sides with a solid wall or solid fence of a height sufficient to screen the use from public view, but in no event less than 6 feet in height, within one year from the date the use becomes nonconforming.

3. A building in an Industrial Use District that is nonconforming as to use with no dwelling units or guest rooms shall not be redesigned or rearranged to contain dwelling units or guest rooms.

4. A building in an Industrial Use District that is nonconforming as to use with dwelling units or guest rooms shall not be redesigned or rearranged so as to increase the number of dwelling units or guest rooms in the building.

5. Nonconforming residential uses in Heavy Industrial Use Districts, except for caretakers quarters, shall not permitted to remain beyond 5 years from the date the use became nonconforming.

## B. Nonconforming Oil Wells

1. No well for the production of oil, gas or other hydrocarbon substances, which is a nonconforming use, shall be re-drilled or deepened.

2. Wells for the production of oil, gas or other hydrocarbon substances, which is a nonconforming use, including any incidental storage tanks and drilling or production equipment, shall be completely removed within 20 years from date such use became nonconforming. If said date was subsequent to June 1, 1946; provided, however, a Zoning Administrator may, pursuant to *Section 13.4.1. (Conditional Use Permit, Class 1)*, allow such wells to continue to operate after said removal date, if the Zoning Administrator determines that such continued operation would be reasonably compatible with the surrounding area and in connection therewith may impose such conditions, including time limitations, as they deem necessary to achieve such compatibility.

3. Regardless of *Subsection B*. above, in the Los Angeles City Oil Field, wells for the production of oil, gas or other hydrocarbon substances, which is a nonconforming use, may continue operation provided an application for a Conditional Use Permit, Class 1, was filed with the Office of Zoning Administration on or before November 1, 1986 and was subsequently approved. Any well operator may reapply for Zoning Administrator approval, pursuant to *Sec. 13.4.1. (Conditional Use Permit, Class 1)*, after November 1, 1986 provided the prior approval has not expired.

## C. Equine Keeping

### 1. Nonconforming Lots

Equines may be kept and a stable may be erected or maintained on any lot, as permitted, in a Residential Use District, provided said lot had the area required for the keeping of equines at the time the lot was established.

### 2. Equinekeeping

Equine uses shall be allowed to be continued if, after the legal establishment of the equine use, an adjacent property is granted a building permit to construct a dwelling unit within the 75-foot required distance between an equine use and the adjacent property's dwelling unit. The nonconforming equine use shall be subject to the following limitations.

**a.** The subject lot has been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the adjacent property's dwelling unit.

**b.** The nonconforming equine use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

**c.** The equine enclosure shall not be closer than 35 feet to the habitable rooms of any dwelling unit.

**d.** The equine enclosure shall not be expanded, extended or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the neighbor's dwelling unit.

### 3. Construction of Dwelling Units on Adjacent Property

If, pursuant to *Sec. 13.4.1. (Conditional Use Permit, Class 1)*, the Zoning Administrator grants permission for a dwelling unit on an adjacent property to be constructed closer than 35 feet from a legally existing equine enclosure, the equine enclosure may be considered to be nonconforming if it is relocated not closer than 35 feet from the habitable rooms attached to any dwelling. The nonconforming equine enclosure shall be subject to the requirements of *Subsection B*. above.

### 4. Equinekeeping within 35 feet of a Residential Building

**a.** If an equine use was legally established prior to November 22, 1982, that use shall be allowed to continue, even though the City issued a building permit between November 22, 1982 and July 1, 1986, to construct a residential building on an adjacent lot within the 35-foot required distance between an equine use and the habitable rooms of a residential building on the adjacent lot.

**b.** This provision shall not apply to building permits authorized by the Zoning Administrator, pursuant to *Sec. 13.4.1. (Conditional Use Permit, Class 1)*. This nonconforming equine use shall be subject to the following limitations.

**i.** The subject lot has been designated by an Equine License to stable at least one licensed equine during the 12 months prior to the issuance of the building permit for the residential building on an adjacent lot.

**ii.** The nonconforming equine use shall be discontinued if, during a successive 3-year period, no equine is licensed by the Department of Animal Services to be stabled on the subject lot.

**iii.** The equine enclosure shall not be expanded, extended, or relocated in such a manner as to reduce the nonconforming distance between the enclosure and the habitable rooms of the residential building on an adjacent lot.

## SEC. 12.6.7. ORDERS TO COMPLY

The Department of Building and Safety shall have the authority to issue an order to comply to an owner of any building or structure who is in violation of this Division and advise the owner of the required discontinuance of the nonconforming use of the building or structure. Included in any order shall be a provision advising the owner of the right to apply to the Department of City Planning within 90 days for permission to continue the nonconforming use of the building or structure as provided in this Division, but the failure to include that provision shall not nullify the order or provide a basis for the continued use of the building or structure. The Department of Building and Safety shall record a notice of any order issued pursuant to this Division with the Office of the Los Angeles County Recorder, but the failure to so record shall not nullify the order or provide a basis for the continued use of the building or structure by any owner, purchaser or lessee who was not aware of the order.

# DIV. 12.7. NONCONFORMING DENSITY

## SEC. 12.7.1. STANDARDS

**A.** Nonconforming density may be continued, provided the density conformed to the zoning regulations, if any, at the time it was established.

**B.** A building that is nonconforming as to density may be repaired, structurally altered, or undergo major or minor renovation, provided the changes do not meet the definition of demolition.

**C.** A residential building that is nonconforming as to the area regulations (density) in the Open Space, Agricultural, Residential, Commercial Mixed, or Public Facility Use Districts, may be added on to, provided that the addition does not create any additional dwelling units or guest rooms.

**D.** No additional subdivision is permitted in any district that regulates density on a per lot basis or a per lot area basis.

## SEC. 12.7.2. EXCEPTIONS

A residential use with nonconforming density may be expanded or undergo major or minor renovation, provided that no additional units are added and the addition or renovation meets all other requirements for the applicable zone.

# DIV. 12.8. NONCONFORMING ALTERNATE TYPOLOGY

[Reserved]

## SEC. 12.8.1. STANDARDS

[Reserved]

## SEC. 12.8.2. EXCEPTIONS

[Reserved]

# ARTICLE 14.
# GENERAL RULES

# CONTENTS

**Div. 14.1. General Standards & Measurement . . . . . 14-4**

Sec. 14.1.1. Covered Area (%) . . . . . 14-4
Sec. 14.1.2. Distance, Straight Line . . . . . 14-4
Sec. 14.1.3. Distance, Walking . . . . . 14-5
Sec. 14.1.4. Enclosure . . . . . 14-5
Sec. 14.1.5. Encroachment, Horizontal . . . . . 14-7
Sec. 14.1.6. Encroachment, Vertical . . . . . 14-10
Sec. 14.1.7. Floor Area . . . . . 14-12
Sec. 14.1.8. Frequency . . . . . 14-14
Sec. 14.1.9. Grade Plane . . . . . 14-15
Sec. 14.1.10. Ground Story Determination . . . . . 14-19
Sec. 14.1.11. Lot . . . . . 14-20
Sec. 14.1.12. Lot Line Determination . . . . . 14-20
Sec. 14.1.13. Lot Line-Facing Facade . . . . . 14-23
Sec. 14.1.14. Opacity (%) . . . . . 14-24
Sec. 14.1.15. Parallel or Perpendicular to Street . . . . . 14-24
Sec. 14.1.16. Pedestrian Amenity-Facing Facade . . . . . 14-25
Sec. 14.1.17. Project Activities . . . . . 14-26
Sec. 14.1.18. Story . . . . . 14-28
Sec. 14.1.19. Street-Facing Facade . . . . . 14-29
Sec. 14.1.20. Yard Designation . . . . . 14-30

**Div. 14.2. Glossary . . . . . 14-34**

# DIV. 14.1. GENERAL STANDARDS & MEASUREMENT

## SEC. 14.1.1. COVERED AREA (%)

The measurement of how open an occupiable space is to the sky.

### A. Standards

#### 1. Covered

A space or structure is considered covered if it is covered with a horizontal projection having an area that is less than 75% open to the sky.

#### 2. Uncovered

A space or structure is considered uncovered if it has no horizontal projection covering it or if it is covered with a horizontal projection having an area that is less than 75% open to the sky.

### B. Measurement

**1.** Covered area is a percentage, measured as the total area that is open to the sky divided by the total area of the occupiable space.

**2.** Non-solid roof structures, such as lattice and pergolas, may be measured as open to the sky provided they meet the standard in *Sec. 14.1.1.A.2. (Uncovered)*.

## SEC. 14.1.2. DISTANCE, STRAIGHT LINE

The shortest distance between two points, measured horizontally.

## SEC. 14.1.3. DISTANCE, WALKING

Distance measured as the most direct path of travel for a pedestrian.

### A. Measurement

Walking distance is measured horizontally along the most direct route of travel on the ground in the following manner:

1. Starting at the nearest street-facing entrance accessible to the majority of tenants or residents on the subject lot;
2. In a straight line to the nearest public sidewalk, walkway, street or road;
3. Along a public sidewalk, walkway, street, or road; and
4. In a straight line ending at the nearest pedestrian access point to the destination use.

## SEC. 14.1.4. ENCLOSURE

The measurement of how closed off an occupiable space is to its surroundings.

### A. Standards

#### 1. Enclosed

A space or structure is considered enclosed when it has an enclosure of 66.7% or greater.

#### 2. Enclosed Within Structure

[Reserved]

#### 3. Unenclosed

A space or structure is considered unenclosed when it has an enclosure of less than 66.7%.

#### 4. Open Area

The portion of the perimeter of space or the portion of the projected plane along the perimeter of a space having no obstructing structure within 5' measured outward from the subject space.

#### 5. Solid Area

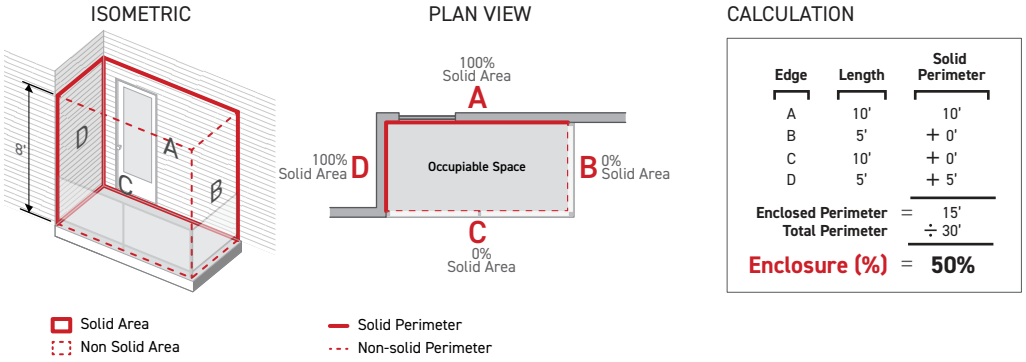
The portion of the perimeter of space or the portion of the projected plane along the perimeter of a space that does not meet the standards for *open area (Sec. 14.1.14.)*.

## B. Measurement

Enclosure is measured as a percentage of open area on an 8-foot tall vertical plane projected along the perimeter of the occupiable space.

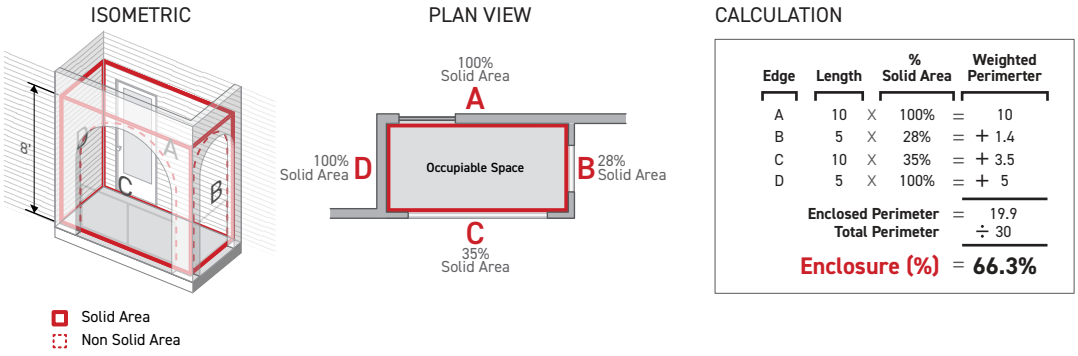
### 1. Solid Perimeter

For structures or spaces that do not mix solid and open area within the height of the projected plane, enclosure shall be calculated as the solid perimeter divided by the total perimeter.




### 2. Weighted Perimeter

For structures or spaces that mix solid and non-solid area within the height of the projected plane, enclosure shall be measured as the sum of all weighted open area for each plane, calculated as the percentage of the open area of each plane multiplied by its portion of the total perimeter.




## C. Exceptions

1. Protective barriers 45 inches in height or less, measured from finished floor elevation, having an opacity *(Sec. 14.1.14.)* of no more than 40% do not count toward enclosed perimeter.

2. Protective barriers 45 inches in height or less, measured from finished floor elevation, that are transparent with a minimum visual light transmittance of 60% and maximum external reflectance of 20% do not count toward enclosed perimeter.

## SEC. 14.1.5. ENCROACHMENT, HORIZONTAL

A structure or assembly that extends horizontally into a space where structures are typically prohibited.

### A. Standards

#### 1. Architectural Details

Building elements attached to or integrated into the structure of a building, not intended for human occupation.

(Examples include: cornices, belt courses, sills, lintels, pilasters, pediments and chimneys)

#### 2. Roof Projections

Roof elements that overhang or cantilever beyond the footprint of a building and do not include posts or columns.

(Examples include: Eaves, roof overhangs, gutters, awnings and canopies)

#### 3. Unenclosed Structures (Ground Story)

Structures having all finished floors and ground surfaces at or below the maximum ground floor elevation listed in Frontage and having a total structure height less than 15 feet, measured from grade.

(Examples include: porch, deck, stoop, landing platforms, gazebo, trellis, arbor, pergola, basketball hoop, volleyball nets)

#### 4. Unenclosed Structures (Above Ground Story)

Structures having finished floors or ground surfaces above the maximum ground floor elevation specified by *Frontage District (Part 3B)* or having a total structure height of 15 feet of greater, measured from surrounding finished grade, and meets the standards for *unenclosed (Sec. 14.4.A.2.)*.

(Examples include: balcony, upper-story light shelves, exterior stairways)

#### 5. Enclosed Projecting Structures

Structures that overhang or cantilever beyond the footprint of the building that meet the definition of enclosed.

Enclosed projecting structures shall have a cumulative length less than 25% of the width of the building. Each story is measured separately.

(Examples include: bay window, oriel window, sleeping porch, overhanging volume, enclosed balcony)

### 6. Mechanical Equipment (Ground Mounted)

Equipment supported by the ground related to privately operated systems, including related wires, conduits, and pipes.

(Examples include: gas meters, water softeners, pool equipment, HVAC equipment, gas tanks, cisterns, wind turbines and solar panels.)

### 7. Mechanical Equipment (Wall Mounted)

Equipment attached to a wall related to privately operated systems, including related wires, conduits, and pipes.

(Examples include: gas meters, electric meters, electrical panels, water heaters, HVAC equipment, and gas tanks.)

### 8. Waste Enclosure

Waste areas and their required screening structures.

(Examples include: trash compactors, garbage, recycling and food waste.)

### 9. Utility Equipment

Equipment related to public or utility operated systems, including related wires, conduits and pipes.

(Examples include: hydrants, transformers, utility cabinets, water utility devices, cable television or phone boxes.)

### 10. Underground Structures

Covered structures located entirely below finished grade.

(Examples include: cellars, basements, parking structures, storm water storage and cisterns.)

### 11. Flatwork

Structures 2.5 feet in height or less, measured from finished grade.

(Examples include: pavement, sidewalks, multi-use paths, patios, low decks, and stairs and ramps that are 2.5 feet in height or less.)

### 12. Fences, Walls, Hedges and Screening

Fences, walls and hedges including allowed frontage yard walls and fences, allowed rear and side yard fences and walls, and required screening may encroach into any required setback up to the lot line, provided that fences and walls in any frontage yard are allowed by the frontage yard fence and wall standards specified by *Frontage District (Part 3B)*.

(diagram needed)

#### 13. Vegetation

Living organisms, absorbing water and organic substances through its roots and synthesizing nutrients.

#### 14. Outdoor Furniture

Permanent or movable furniture including benches, tables, and bike and scooter parking racks may encroach into any required setback up to the lot line.

#### 15. Signs

See *Sec. 4C.12 (Signs)*

### B. Measurement

#### 1. Encroachment

Encroachment is measured as the horizontal distance from the edge of the area where structures are restricted.

#### 2. Distance from Lot Line

Distance from lot line is measured as the horizontal distance from a lot line. Distance from lot line is measured toward the interior of the lot along the full perimeter of the lot line.

### C. Exception

Alterations to existing structures may encroach beyond the limitations of this Code only where such limitations prohibit compliance with California State Accessibility Standards or Fire Code. When greater encroachments are necessary, the encroachment shall extend the minimum amount necessary to achieve compliance.

## SEC. 14.1.6. ENCROACHMENT, VERTICAL

A structure or assembly that extends vertically into a space where structures are typically prohibited.

### A. Standards

#### 1. General

**a.** No vertical encroachments are allowed that contribute to floor area.

**b.** Alterations to existing structures may encroach beyond the limitations of this Code only where such limitations prohibit compliance with California State Accessibility Standards or Fire Code. When greater encroachments are necessary, the encroachment shall extend the minimum amount necessary to achieve compliance.

#### 2. Mechanical Equipment (Roof Mounted)

Equipment supported by a roof related to public or privately-operated systems, including related wires, conduits, pipes and visual screens.

(Examples include: HVAC equipment, cisterns, water tanks, wind turbines, solar panels, solar water heaters, exhaust ducts, smokestacks, wireless masts, communication equipment, satellite dishes, ventilation fans, chimney, flues, vent stacks, generators)

#### 3. Architectural Elements

Building elements attached to or integrated onto the roof of a building, not intended for human occupation.

(Examples include: skylights, steeples, spires, belfries, cupolas, domes, flagpoles, lighting)

#### 4. Vertical Circulation

Enclosed and covered structures used for building circulation and rooftop access.

(Examples include: elevator room, and associated equipment, stairway access to roof)

#### 5. Safety Guards

Vertical barriers required for safety and protection.

(Examples include: fencing, walls, parapets and railing)

#### 6. Unenclosed Structures

Unenclosed areas attached to or integrated onto the roof of a building, intended for human shelter or activity.

(Examples include: shade structures, cabanas, pergolas, rooftop bar, outdoor dinning, permanent seating, beehives, sports courts, and cooking facilities)

#### 7. Flatwork

Constructed objects 2.5 feet in height or less.

(Examples include: decking, walkways, patios and planters, provided they are 2.5 feet in height or less.)

#### 8. Vegetation

Living organisms, absorbing water and organic substances through its roots and synthesizing nutrients.

(Examples include: trees, shrubs, flowers, herbs, vegetables, grasses, ferns, mosses)

#### 9. Signs

See *Sec. 4C.12 (Signs)*

## B. Measurement

### 1. Encroachment

#### a. Height in Feet

For any Form District with a maximum height in feet standard, encroachment is measured as the vertical distance from the maximum allowed height in feet to the topmost point of the encroaching object.

#### b. Height in Stories Only

For Form Districts where height is only regulated in stories, encroachment is measured as the vertical distance from the top of the roof deck to the topmost point of the encroaching object.

### 2. Setback from Roof Edge

Setback from roof edge is measured as the horizontal distance from the outermost edge of the roof structure. Setback from roof edge is measured inward along the full perimeter of the roof structure.

## SEC. 14.1.7. FLOOR AREA

The cumulative amount of interior floor space on a lot.

### A. Measurement

#### 1. General

**a.** Floor area is calculated as the sum of all interior floor space for each story of a building.

**b.** The following areas are included in the calculation of floor area:

**i.** All interior areas within the exterior walls of a building;

**ii.** Any structure that is both enclosed *Sec. 14A.1.4.C.1. (Enclosed)* and covered *Sec. 14A.1.1.B.1. (Covered)*.

**c.** The following are not included in the calculation of floor area:

**i.** Exterior walls.

**ii.** Bicycle parking areas.

**iii.** All automobile parking areas, except for RL Use Districts as specified in *Sec. 14.1.7.A.2.* and Development Standard Districts 5 and 6 as specified in *Sec. 14.1.7.A.3.*.

**iv.** Spaces with ceiling heights less than 7 feet measured from finished floor (examples: floored attic space and space under stairs).

**v.** *Basements (Sec. 14.1.18.B.)* or underground structures (examples: underground parking and cellars)

**vi.** Stairways and elevator shafts.

**vii.** Mechanical equipment that is integral or incidental to the operation of on-site buildings, provided that the equipment does not serve off-site buildings.

#### 2. RL Use Districts

**a.** Any floor or portion of a floor with a ceiling height greater than 14 feet counts as twice the square footage of that area.

**b.** Up to 400 square feet of a detached garage is exempt from the calculation of floor area provided the structure is:

**i.** Separated from the primary structure a minimum of 10 feet; and

**ii.** Located a minimum of 40 feet from a primary street lot line.

**c.** Up to 200 square feet of an attached garage is exempt from the calculation of floor area.

**d.** No more than 400 square feet of garage floor area may be exempt per lot.

**e.** Accessory buildings not exceeding 200 square feet are exempt from the calculation of floor area; provided, the total combined area exempted of all the detached accessory buildings on a lot does not exceed 400 square feet.

### 3. Development Standard Districts 5 and 6

**a.** All covered, above-grade parking areas are included in the calculation of floor area.

**b.** Occupiable space located on the ground story is not included in the calculation of floor area. For the purpose of calculating floor area, occupiable space includes lobbies, meeting rooms, gyms, and occupiable ground floor tenant space. Areas for circulation, restrooms, and storage are not considered occupiable spaces and therefore count toward floor area.

## SEC. 14.1.8. FREQUENCY

### A. Measurement

**1.** Frequency is a ratio measured as the number of required occurrences of an object over a specified distance (displayed as "occurrences : distance" or "occurrences per distance").

**a.** Occurrences of an object is measured as the total quantity of a required object located within the specified distance.

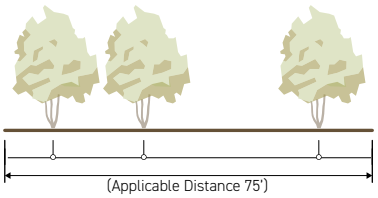
**b.** Specified distance is measured horizontally.

**2.** When calculating the number of required objects over a provided distance that is shorter or longer than that specified in a frequency ratio, divide the required occurrence of an object by the specified distance, then multiply this quotient by the provided distance. Fractional required occurrences may be rounded down to the nearest whole occurrence so long as a minimum of one occurrence is provided.

**3.** Frequency standards do not preclude irregular spacing.

EXAMPLE

(Occurrences)
**Frequency: 1 per 30'**
(Distance)




FORMULA

$$\frac{\text{Applicable Distance (75')}}{\text{Standard Distance (30')}} \times \text{Standard Occurrences (1)} = \textbf{Required Occurrences (3)}$$

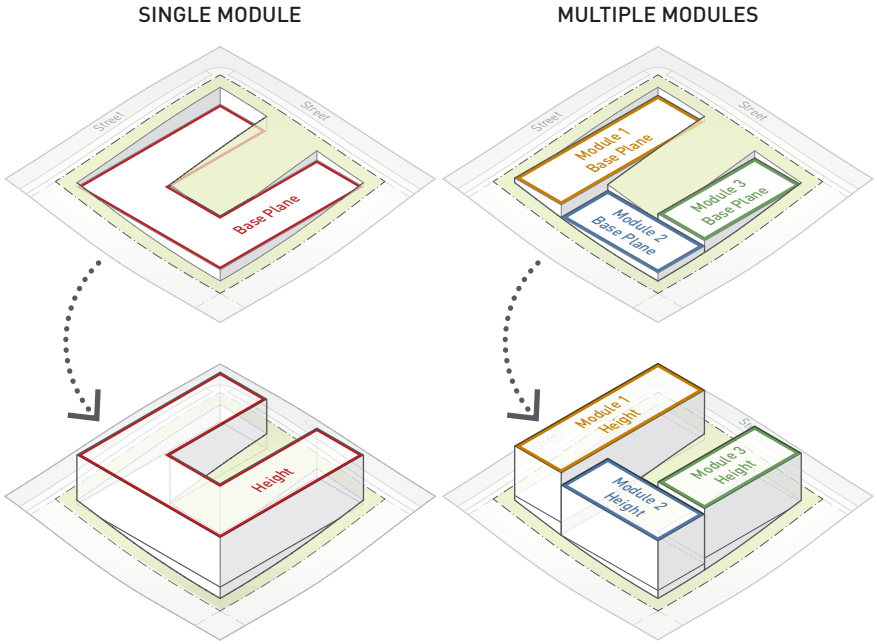
## SEC. 14.1.9. GRADE PLANE

The elevation from which building and structure height is measured.

### A. Measurement

#### 1. General

Grade plane elevation is determined at the footprint of each building. Grade plane elevation for each individual building is established using one or multiple grade plane modules, as determined by the applicant.



## 2. Grade Plane Module

Grade plane elevation for each individual grade plane module is determined by the calculation below:

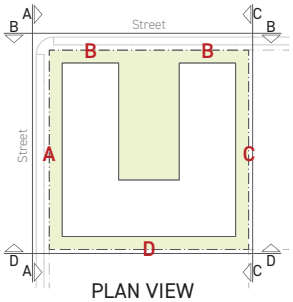
**a.** Measuring each building elevation average grade (see Sec. 14.1.9.A.3.);

**b.** Calculating each building elevation weighted average grade by multiplying each building elevation average grade by the total length of the elevation;

**c.** Summing the total of all weighted average grades calculated in paragraph b) above; then

**d.** Dividing the result by the total length of applicable elevations in the Module.

### SINGLE MODULE

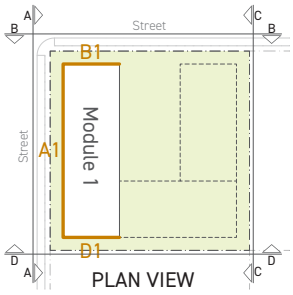



PLAN VIEW

[Avg. Grade Elevation A X Elevation A Length] + [Avg. Grade Elevation B X Elevation B Length] + [Avg. Grade Elevation C X Elevation C Length] + [Avg. Grade Elevation D X Elevation D Length] ÷ [Total Length of Module Elevations] = [Base Plane Elevation]

FORMULA

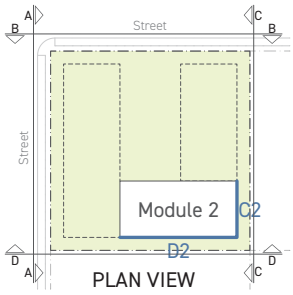
### MULTIPLE MODULE




PLAN VIEW

[Avg. Grade Elevation A1 X Elevation A1 Length] + [Avg. Grade Elevation B1 X Elevation B1 Length] + [Avg. Grade Elevation D1 X Elevation D1 Length] ÷ [Total Length of Module 1 Elevations] = [Module 1 Base Plane Elevation]

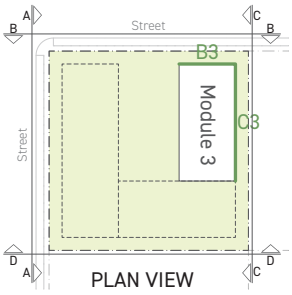
FORMULA




PLAN VIEW

[Avg. Grade Elevation C2 X Elevation C2 Length] + [Avg. Grade Elevation D2 X Elevation D2 Length] ÷ [Total Length of Module 2 Elevations] = [Module 2 Base Plane Elevation]

FORMULA




PLAN VIEW

[Avg. Grade Elevation B3 X Elevation B3 Length] + [Avg. Grade Elevation C3 X Elevation C3 Length] ÷ [Total Length of Module 3 Elevations] = [Module 3 Base Plane Elevation]

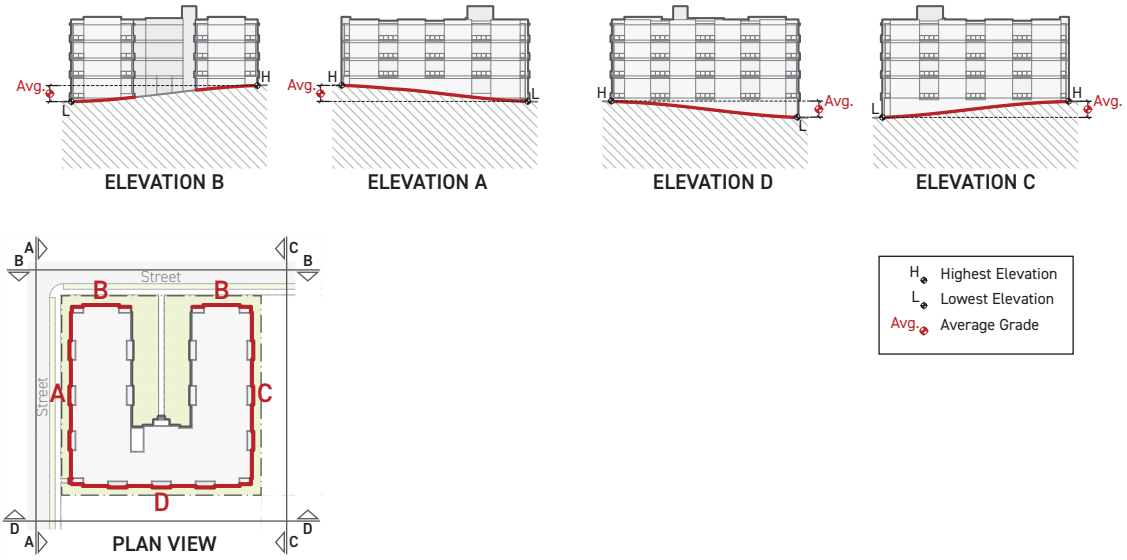
FORMULA

## 3. Building Elevation Average Grade

Building elevation average grade for each individual applicable building elevation (see *Sec. 14.1.9.A.4.*) is determined by:

**a.** Averaging the highest and lowest elevation along original grade or finished grade (whichever is more restrictive) along the base of each applicable facade (see Sec.14.1.9.A.5.).

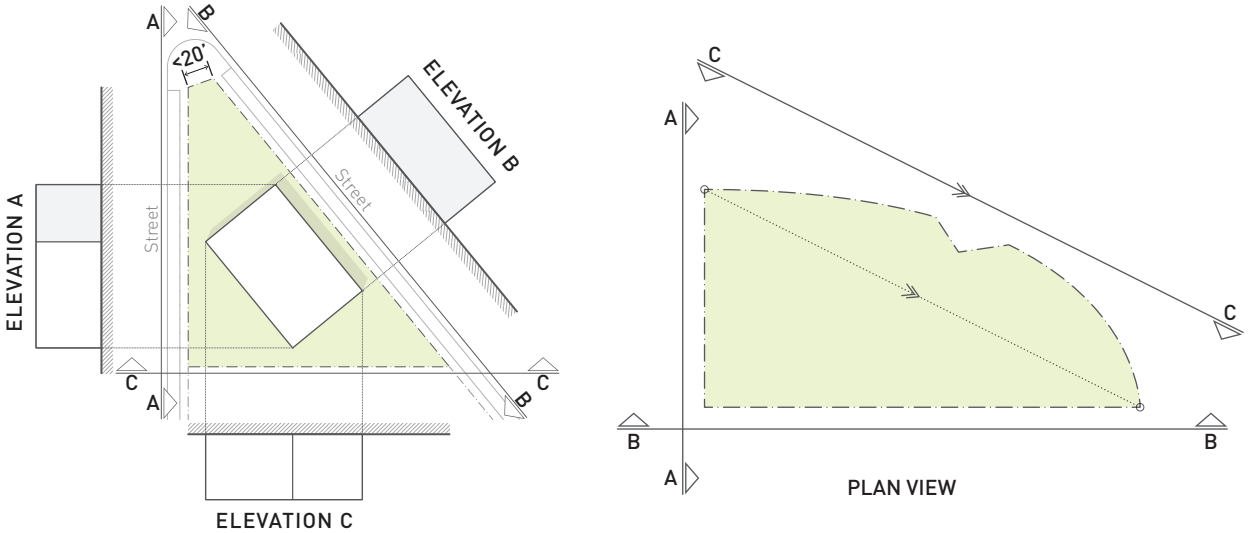
**b.** For the purpose of this section, where a grading plan has been approved by the City, average grade is calculated from the finished grade.




## 4. Applicable Building Elevations

**a.** Building elevations are projected parallel to each lot line greater than 20 feet long.

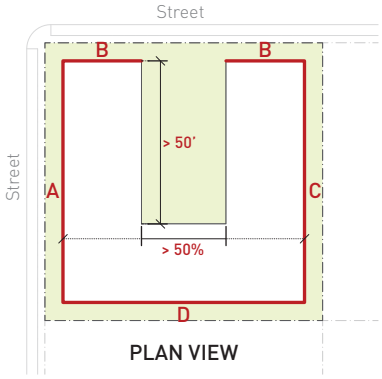
**b.** Building elevations along curved or complex property lines are projected parallel to a line connecting the end points of the curved or complex property line.



### 5. Applicable Facades

**a.** All facades visible from the applicable building elevations (see Sec.14.1.9.A.4.) shall be included in calculating building elevation average grade (see Sec.14.1.9.A.3.).

**b.** Building facades more than 50 feet behind the lot-line facing facade nearest to an associated property line are not included in the calculation of building elevation average grade (see Sec.14.1.9.A.3.), provided they are less than 50% of the total building width.



PLAN VIEW

## B. Standards

Retaining walls and fill cannot be used to raise grade and increase the allowable height of a structure unless established in conformance with a grading plan.

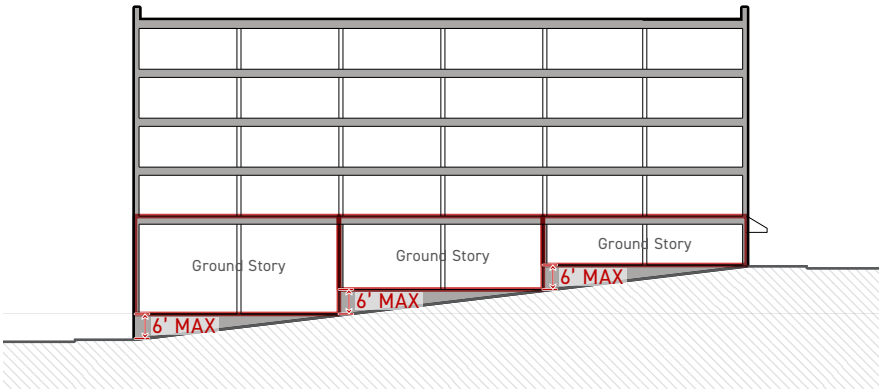
## SEC. 14.1.10. GROUND STORY DETERMINATION

The lowest story of a building or structure having a minimum of 6 feet exposed above finished grade for all portions of its perimeter.

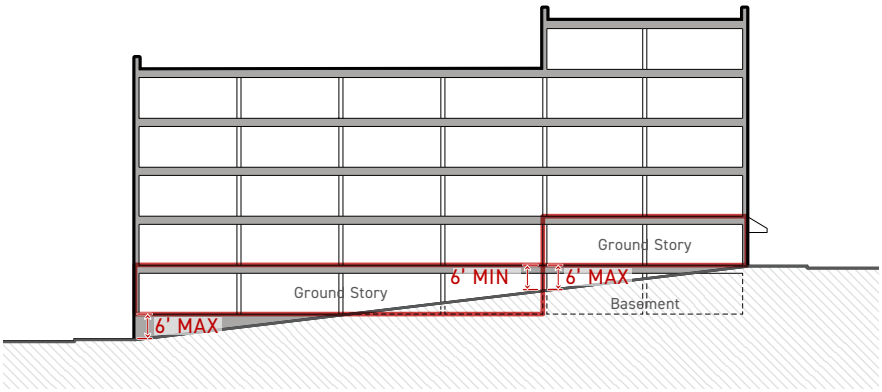
### A. Measurement

Ground story is the first story above grade plane that meets the following standards:

**1.** The finished ground floor elevation shall not be greater than 6 feet above finished grade for any portion of the building perimeter.




**2.** A higher or lower floor may be designated as the ground story for different portions of a building. A ground story shall be exposed above surrounding grade at least 6 feet for all portions of the building perimeter.



## SEC. 14.1.11. LOT

One or more parcels of land identified for the purpose of development.

**A.** A lot may be composed of one or more contiguous parcels.

**B.** All parcels composing a lot shall be owned by the same person or entity.

**C.** For the purpose of a meeting standards associated with an applicable zone, a lot composed of multiple parcels may meet all applicable standards independently for each parcel or the lot may meet the standards treating the collection of contiguous parcels as a single parcel.

**D.** A lot does not include portions of a lot required for land dedication (eg. proposed rights-of-way) with the exception of required street corner dedications. Required street corner dedications are included in all measurements of a lot.

**E.** A lot includes all portions of a lot allocated to city or utility easements

## SEC. 14.1.12. LOT LINE DETERMINATION

### A. General

**1.** A lot line shall have only one designation.

**2.** Each lot line shall have one of the following designations:

**a.** Primary street lot line;

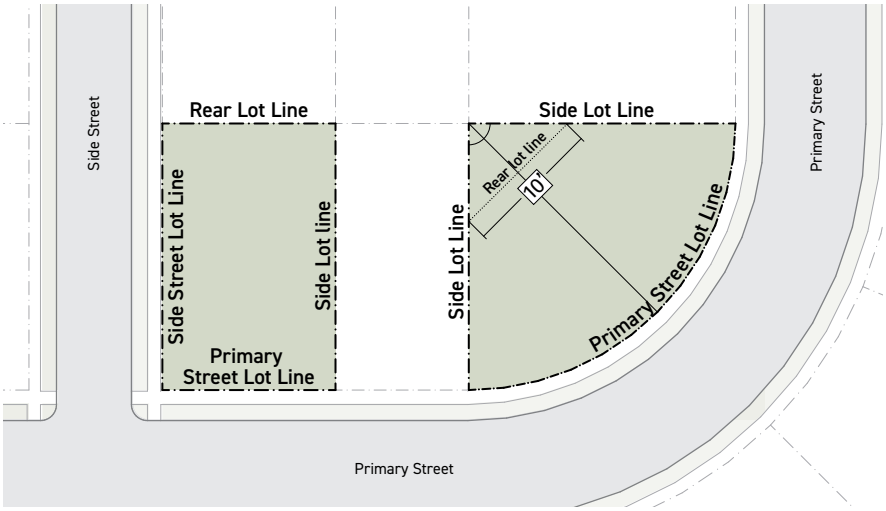
**b.** Side street lot line;

**c.** Side lot line;

**d.** Rear lot line;

**e.** Alley lot line; or

**f.** Special lot line.



## B. Frontage Lot Line

1. A frontage lot line is any lot line required to meet frontage standards.
2. Frontage lot lines include all lot lines with the following designations:
   a. Primary street lot lines,
   b. Side street lot lines, and
   c. Special lot lines.

## C. Primary Street Lot Line

A lot line separating a lot from a primary street right-of-way.

1. Each lot shall have at least one primary street lot line. A lot may have more than one primary street lot line.
2. A primary street may be mapped as outlined in Sec. 1.4.3. (Primary Street Map). When mapped as outlined in Sec. 1.4.3., the lot line abutting the mapped primary street shall always be designated a primary street lot line.
3. For lots that abut multiple streets that have not been mapped as a primary street, a primary street lot line is determined using the following:
   a. The street or streets with the highest classification (Mobility Plan Street Designation);
   b. The established orientation of the block;
   c. The street abutting the longest face of the block;
   d. The street parallel to an alley within the block;
   e. The street that the lot takes its address from;
   f. The primary street lot line designation of adjacent development, either existing or approved; and
   g. Whether the street faces a publicly accessible open space.
4. Where determining the primary street using the above criteria is unclear, primary street lot line may be determined by the Director of Planning according to *Sec. 13B.3.1. (Administrative Review)*.
5. Once designated for a site, a primary street lot line cannot be changed (e.g., a primary street lot line cannot, for purposes of subsequent development, be re-designated a side street lot line) unless all standards of the applicable Zone are met based on the proposed change in street lot line designation.

## D. Side Street Lot Line

A lot line separating a lot from a side street right-of-way. Any street lot line not determined to be a primary street lot line (see Sec.16.2.3.) is considered a side street lot line.

## E. Special Lot Line

1. Any lot line that is not a primary street or side street lot line that has frontage standards identified in a *Dual Frontage District (Div. 3B.8.)* or in the *Daylight Factory/River Character Frontage (Sec. 3B.9.4.)*. Even when a lot line qualifies as a rear lot line, side lot line, all lot lines that qualify as a Special lot line shall be designated as such.

2. Special lot lines include but are not limited to, river lot lines, special alley lot lines and park lot lines.

## F. Side Lot Line

Any lot line not determined to be a primary street, side street, rear, alley or special lot line. When uncertainty exists, a lot line is a side lot line when it is also a side lot line on an abutting lot.

## G. Rear Lot Line

A lot line that is opposite and most distant from a primary street lot line and is approximately parallel to it.

1. A lot may have only one lot line designated as a rear lot line.

2. In the case of a through-lot, a lot may have no rear lot line.

3. When uncertainty exists or where there are multiple primary street lot lines, a lot line is a rear lot line when it is also a rear lot line on an abutting lot.

## H. Alley Lot Line

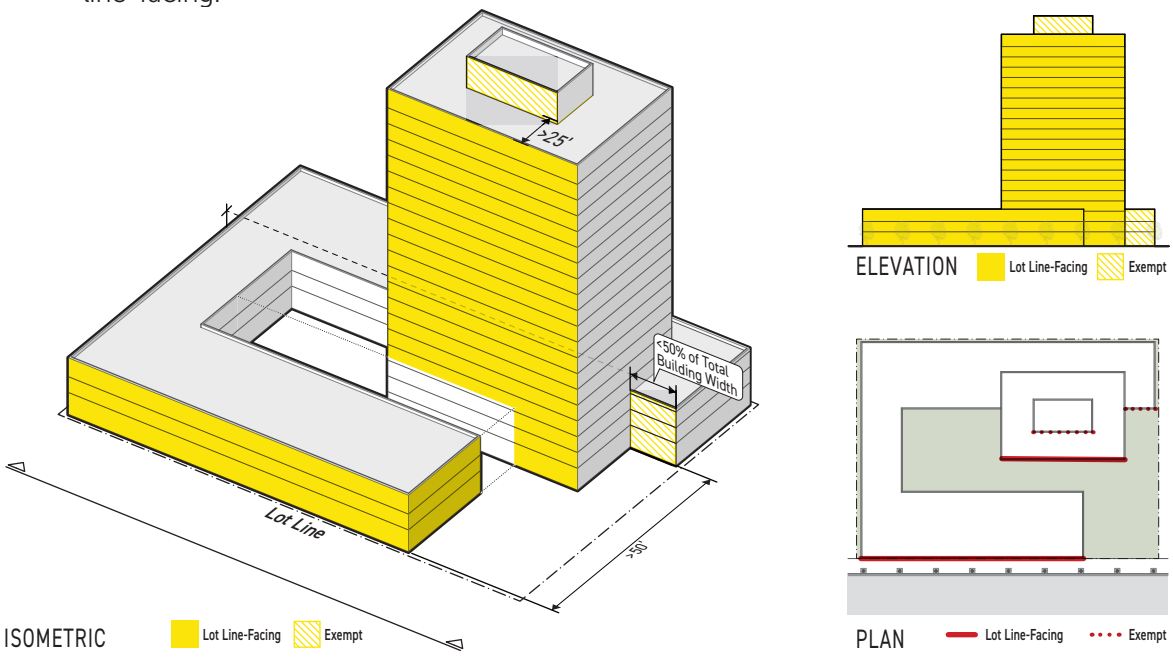
Any lot line separating a lot from an alley right-of-way. Even when a lot line qualifies as a rear lot line, or side lot line, all lot lines that abut an alley right-of-way shall be designated an alley lot line.

## SEC. 14.1.13. LOT LINE-FACING FACADE

The portions of a building facade with no permanent structure located between the building facade and a street lot line.

### A. Measurement

1. All facades visible from a building elevation projected parallel to the lot line are considered lot line-facing.




2. For elevations along curved or complex lot lines, see *Sec. 14-1.1.15. (Parallel or Perpendicular to Street)*.

### B. Exceptions

1. Building facades more than 50 feet from the building facade nearest to the lot line, are not included, provided they are less than 50% of the total building width. The distance from the nearest building face is measured perpendicular to the lot line.

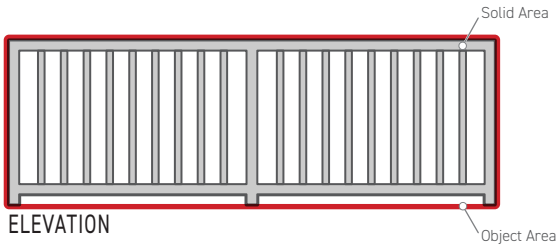
2. Building facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the outer edge of the story below are not included provided the stepped-back facade is less than 10% the total building height.

## SEC. 14.1.14. OPACITY (%)

### A. Measurement

1. Opacity is measured as a percentage, calculated by dividing the solid portion of the object area by the total area of the object.

2. The total area of the object is measured as the smallest regular shape containing all elements of the object or assembly.




FORMULA

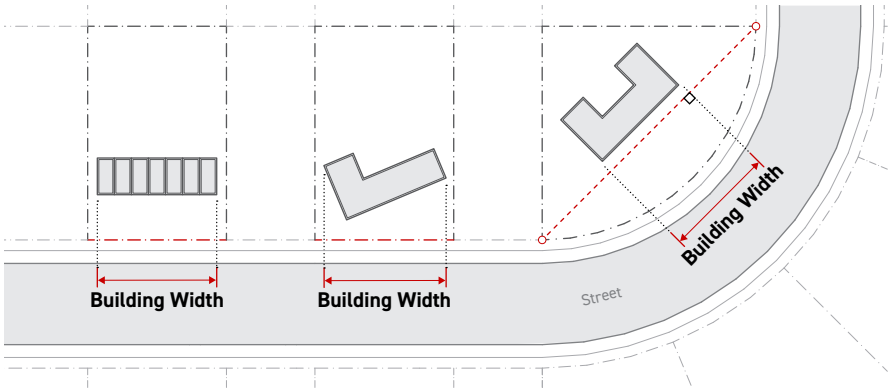
$$\frac{\text{Solid Area}}{\text{Object Area}} = \textbf{Opacity (\%)}$$

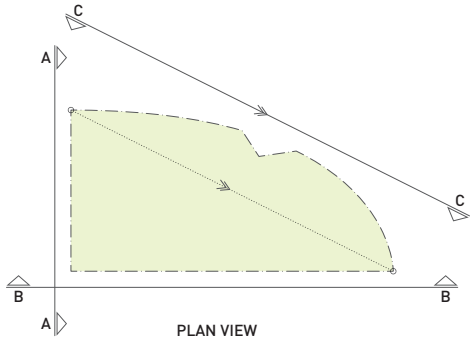
### B. Exception

Any solid permanent structure within a distance of 5 feet from the subject object, measured perpendicular from the object area, renders otherwise non-solid areas solid for the purpose of measuring opacity.

## SEC. 14.1.15. PARALLEL OR PERPENDICULAR TO STREET

Where a street lot line is curved and only abutting one street, standards measured parallel or perpendicular to that street lot line assume the angle of the lot line to be the same as a straight line connecting the endpoints of the curved lot line segment.



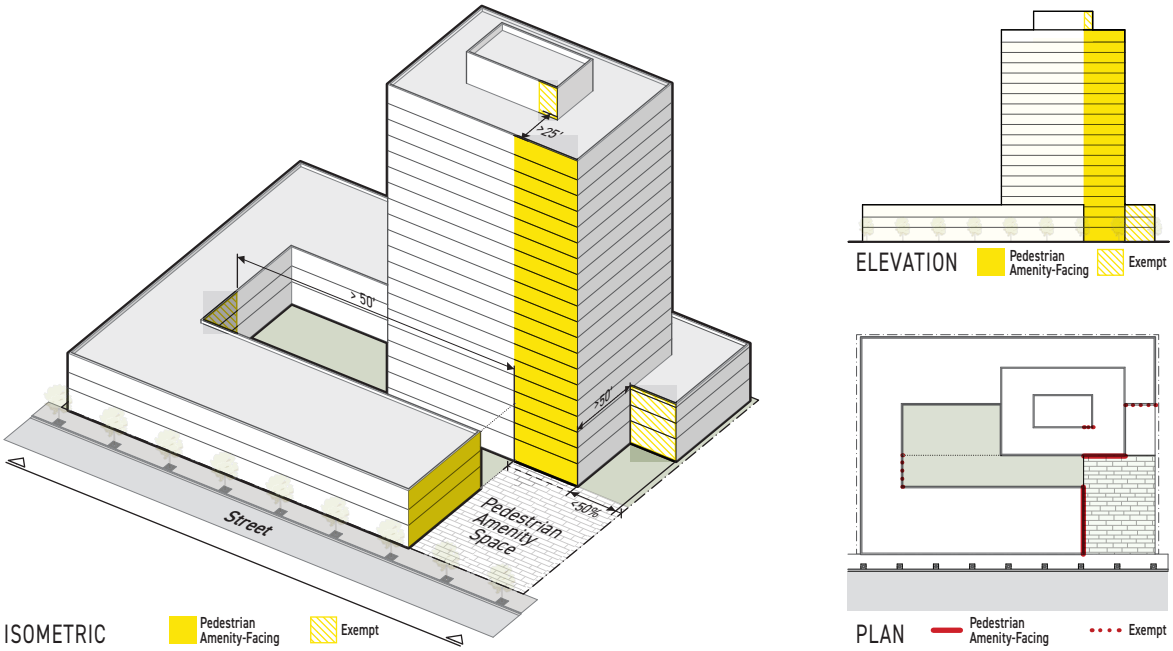



## SEC. 14.1.16. PEDESTRIAN AMENITY-FACING FACADE

The portions of a building facade with no permanent structure located between the building facade and a pedestrian amenity space.

### A. Measurement

All portions of a facade visible from the 3 required building elevations below (Sec. 14.1.16.A.1., 2. and 3.) are considered pedestrian amenity-facing.




1. An elevation from the pedestrian amenity space projected parallel to the frontage lot line,
2. An elevation from the pedestrian amenity space projected perpendicular to the frontage lot line facing to the right of the frontage lot line, and
3. An elevation from the pedestrian amenity space projected perpendicular to the frontage lot line facing to the left of the frontage lot line.
4. For elevations along curved or complex frontage lot lines, see *Sec. 14-1.1.15. (Parallel or Perpendicular to Street).*

### B. Exceptions

1. Building facades more than 50 feet from the pedestrian amenity space are not included, provided they are less than 50% of the total width of the pedestrian amenity space.
2. Building facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the outer edge of the story below are not included provided the stepped-back facade is less than 10% the total building height.

# SEC. 14.1.17. PROJECT ACTIVITIES

## A. Area of Work

That portion or portions of a building or lot consisting of all reconfigured spaces as indicated on the construction documents. Area of Work includes portions of the building or lot where work not initially intended by the owner is specifically required by this Chapter or the Building Code. Area of Work excludes other portions of the building or lot where incidental work entailed by the intended work shall be performed.

## B. Project

The new construction, addition, structural alteration, demolition, reconstruction, rehabilitation, relocation, removal or restoration of the exterior of any building, structure or landscaping and the installation of any sign, fence or wall. Project also includes any use of land or change in use. A project may or may not require a building permit.

## C. Project Activities

### 1. Subdivision

The division of land as defined in *Section 66424 of the Subdivision Map Act*.

### 2. Demolition

The removal of any of the following:

**a.** More than 50% of the perimeter wall framing.

**b.** More than 50% of the roof framing.

**c.** More than 50% of the structural members.

### 3. New Construction

Any work including the construction of a building or structure that is structurally detached from existing buildings and structures on a lot.

### 4. Addition

Any work that increases the floor area or the volume of enclosed space of an existing building, and is structurally attached to the existing building.

### 5. Facade Alteration

Any modification to one of the following:

**a.** The facade of a building,

**b.** The roof or a building,

**c.** A structure attached to the facade, or

**d.** A structure located between the frontage lot line and the facade of a building.

### 6. Site Alteration

Any exterior modification of site landscaping or the lot, including grading, flatwork, and parking lot resurfacing and restriping.

### 7. Relocation

The movement of a building or structure from its existing location to another location.

### 8. Major Renovation

The alteration of the interior of any building or structure that does not expand the building or structure, and for which the aggregate value of the alterations within any 24-month period exceeds 50% percent of the replacement cost of the building or structure, as determined by the Department of Building and Safety.

### 9. Minor Renovation

The alteration to the interior of any building or structure that does not expand the building or structure, provided that the alteration does not qualify as a major renovation. Minor renovation includes interior alterations for fire, life safety and handicapped requirements regardless of scope of work and aggregate valuation.

### 10. Change of use

See "Use, Change of" in *Division 14.2 (Glossary)*.

### 11. Ordinary Maintenance and Repair

Ordinary maintenance and repair is any work done to correct the deterioration, decay of, or damage to a any part of a building, structure or lot, including in-kind replacement, which does not involve a change in the existing design.

## SEC. 14.1.18. STORY

The portion of a building included between the upper surface of a floor and the upper surface of the floor next above, except that the topmost story is that portion of a building included between the upper surface of a floor and the upper surface of the ceiling structure above.

### A. Attic

An attic is not considered a story when less than 50% of the floor area is occupiable space.

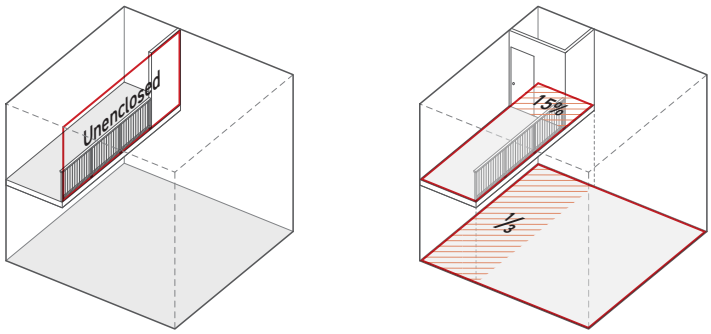
### B. Basement

A basement is not considered a story when it is not exposed more than 6 feet above finished grade at any portion of its perimeter. Any story exposed more than 6 feet above finished grade is considered the ground story for that portion of the building.

### C. Mezzanine

A mezzanine is not considered a story when it meets the following standards:

1. The mezzanine floor area shall not be greater than 1/3 of the floor area of the room or space it is included within,
2. The mezzanine perimeter shall be unenclosed with the exception of the surrounding walls enclosing the room or space it is included within.
3. Within the mezzanine floor area, a maximum of 15% of the mezzanine floor area may be enclosed.

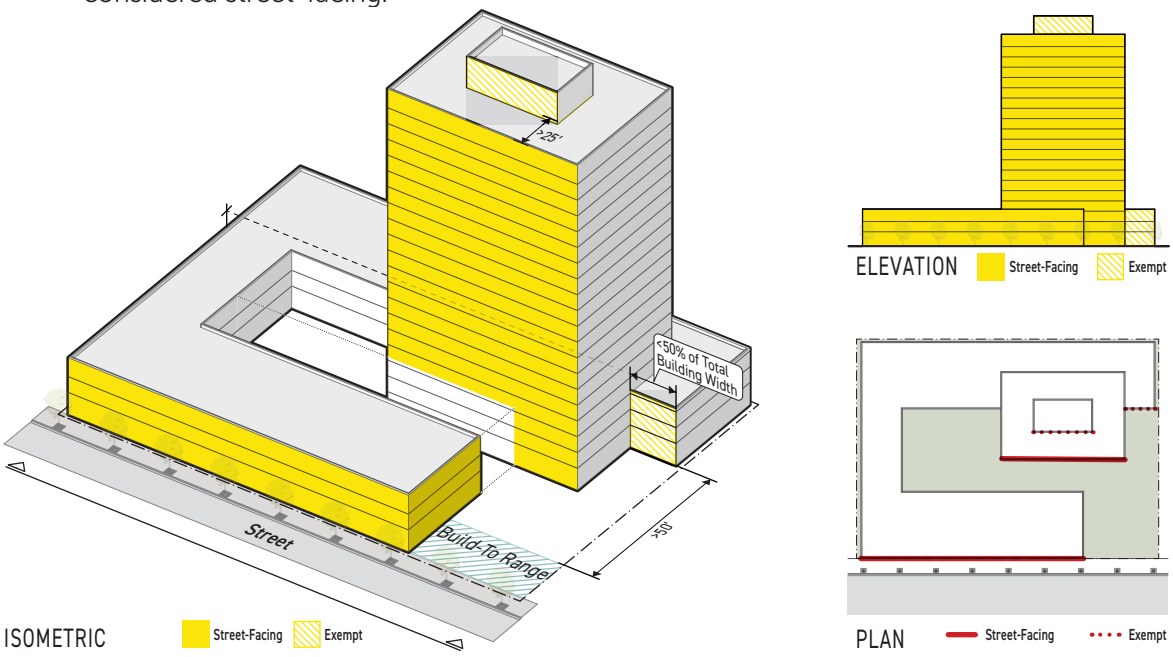


## SEC. 14.1.19. STREET-FACING FACADE

The portions of a building facade with no permanent structure located between the building facade and a street lot line.

### A. Measurement

1. All facades visible from a building elevation projected parallel to the street lot line are considered street-facing.




2. For elevations along curved or complex frontage lot lines, see *Sec. 14-1.1.15. (Parallel or Perpendicular to Street).*

### B. Exceptions

1. Building facades more than 50 feet from the maximum setback in the build-to range are not included, provided they are less than 50% of the total building width.

2. Building facades that are located entirely above the 6th story and are stepped-back more than 25 feet from the outer edge of the story below are not included provided the stepped-back facade is less than 10% the total building height.

## SEC. 14.1.20. YARD DESIGNATION

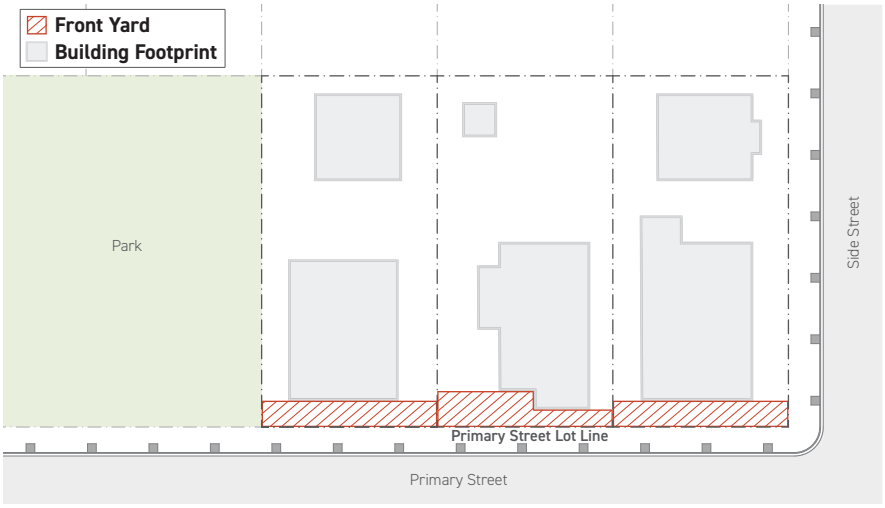
### A. General

1. All portions of a lot between exterior walls of a building and a property line shall be designated as either a front yard, special yard, side street yard, side yard, or rear yard.

2. No portions of a lot may have more than one yard designation.

### B. Front Yard

All portions of a lot between a primary street lot line and a principal structure facing a primary street lot line extending the full width of the lot.




1. No less than 80% of the width of each primary street-facing principal structure shall abut the front yard. Only portions of a building width set at least 15 feet behind the front building facade, measured perpendicular to the primary street lot line, may be excluded.

2. Portions of a lot that meet the criteria for front yard designation shall not be designated as any other yard.

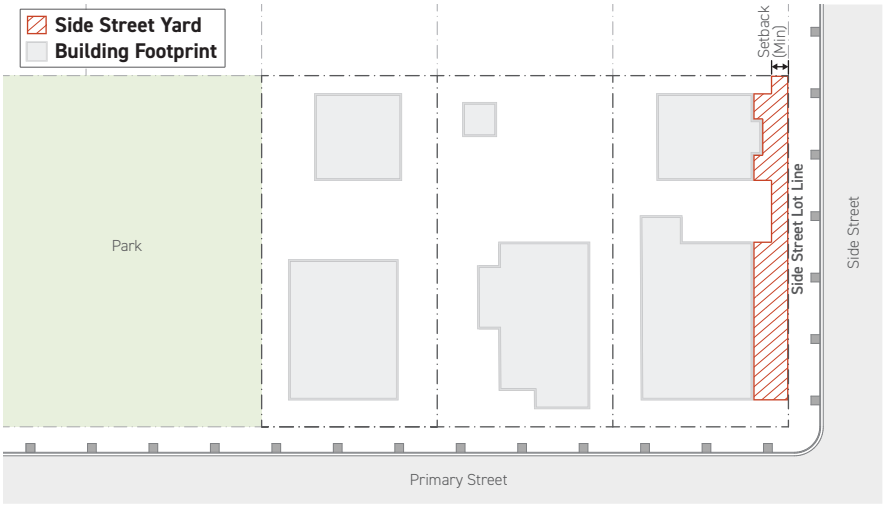
## C. Special Yard

All portions of a lot between a special lot line and a principal structure facing a special lot line extending the full width of the lot.

1. Special yards include but are not limited to river, special alley, and park yards.
2. No less than 80% of the width of principal structures facing the special lot line shall abut the special yard. Only portions of a building set at least 15 feet behind the front building facade, measured perpendicular to the special lot line, may be excluded.
3. For portions of the lot width where no primary structure faces the special lot line, the special yard includes only portions of the lot included in the minimum special lot line setback as specified by *Frontage District (Part 3B)*.
4. Portions of a lot that meet the criteria for special yard designation shall not be designated as a side street yard, rear yard or side yard.

## D. Side Street Yard

The portions of a lot between a side street lot line and a principal structure facing a side street lot line.




1. No less than 80% of the width of each side street-facing principal structure shall abut the side street yard. Only portions of a building width set at least 15 feet behind the front building facade, measured perpendicular to the side street lot line, may be excluded.

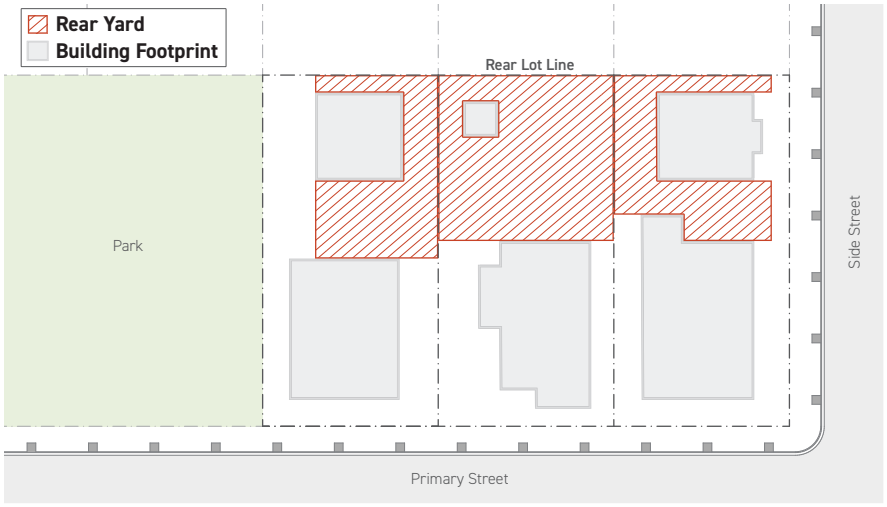
2. For portions of the lot width where no primary structure faces the side street lot line, the side street yard includes only portions of the lot included in the side street setback.

3. Portions of a lot that meet the criteria for side street yard designation shall not be designated as a rear yard or side yard.

[graphic needed]

## E. Rear Yard

The portions of a lot between a rear lot line and a principal structure. Portions of a lot that meet the criteria for rear yard designation shall not be designated as a side yard.




## F. Side Yard

The portions of a lot between a side lot line and a principal structure. All portions of a lot that do not meet the yard designation criteria for any other yard shall be designated as a side yard.

## G. Frontage Yard

Frontage yard is a category of yards referring to all yards that abut a frontage lot line including:

1. Front yards,
2. Side street yards, and
3. Special yards.

# DIV. 14.2. GLOSSARY

## A

**Abandoned Automobile.** Any motor vehicle, which when operated upon a highway is required to be registered by the California Vehicle Code, whose registration has been expired for a period of six months or more. Notwithstanding the foregoing definition, a motor vehicle stored within a permitted building or structure shall not be considered to be an abandoned automobile.

**Abutting.** To touch or have a common boundary with.

**Abut or abutting.** To touch or have a common boundary with.

**Above-Grade.** [Reserved]

**Above-Grade.** Located at or higher than the surrounding finished grade.

**Access.** A means of approaching or entering a place.

**Access, Motor Vehicle.** [Reserved]

**Access, Pedestrian.** [Reserved]

**Accessory Building.** A detached subordinate building, the use of which is customarily incidental to that of the primary building or the primary use on the lot.

**Accessory Dwelling Unit (ADU).** An attached or detached residential dwelling unit that provides complete independent living facilities for one or more persons and is located on a lot with a proposed or existing primary residence. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same lot as the single-unit or multi-unit dwelling is or will be situated. ADUs include efficiency units as defined in Section 17958.1 of the Health and Safety Code, manufactured homes as defined in Section 18007 of the Health and Safety Code, and Movable Tiny Houses.

**Accessory Living Quarters.** An accessory building used solely as the temporary dwelling of guests of the occupants of the premises; such dwelling having no kitchen facilities and not rented or otherwise used as a separate dwelling unit.

**Accessory Material.** Building products used as an exterior wall finish material to accent or support the primary material.

**Accessory Use.** A use, which is customarily incidental to that of the main building or the main use of the land and which is located on the same lot with a main building or main use.

**Active space.** [Reserved]

**Acts.** The Federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act.

**Adaptable Parking.** [Reserved]

**Adaptive Reuse Incentive Areas Specific Plan.** Building located in the Adaptive Reuse Incentive Areas Specific Plan, Ordinance No. 175,038.

**Adaptive Reuse Project.** Any change of use to dwelling units, guest rooms, or joint living and work quarters, or any change in commercial use to another commercial use, in all or any portion of any eligible building according to *Sec. 9.4.5.B. (Applicability, Downtown Adaptive Reuse Projects)* and *Sec. 9.4.6.B. (Applicability, Citywide Adaptive Reuse Projects)*, as long as the commercial use is allowed in the zone. An adaptive reuse project includes a change of an existing use to new uses that are accessory to dwelling units, guest rooms, or joint living and working quarters so long as the accessory uses are consistent with the definition of "accessory use" set forth in Article 14 of this Chapter, and are permitted in the zone.

**Addition.** An extension or increase in floor area or height of a building or structure.

**Addition.** Addition is the expansion of an existing building or structure, with or without other alterations to the building or structure.

**Addition, Major.** One or more additions or expansions to an existing building or site within any consecutive 3-year period that increases the floor or site area of an existing building or site by 50% or more, but not including additions to an existing building in a 1L or 2L Density District where the floor area of the existing building and any additions total no more than 1,500 square feet.

**Addition, Minor.** One or more additions or expansions to an existing building or site that does not exceed the thresholds for a major addition.

**Adjacent.** Located abutting or beside with no similar structure type located between.

**Adult Education Classes in Private Home.** The occasional use of any dwelling unit for educational programs conducted by an accredited university.

**Adult Entertainment Business.** Defined to include Adult Arcade, Adult Bookstores, Adult Cabaret, Adult Motel, Adult Motion Picture Theater, Adult Theaters, Massage Parlor, or Sexual Encounter Establishment and each shall constitute a separate adult entertainment business even if operated in conjunction with another adult business at the same establishment.

**Advisory Agency.** See *Sec. 13A.1.9.* (Advisory Agency).

**Advisory Agency.** The Director of Planning, which is designated as the Advisory Agency for the City pursuant to the Subdivision Map Act (see Sec. 13B.8.1.).

**Affordable Housing Incentives Guidelines.** The guidelines approved by the City Planning Commission, pursuant to Section 13.3.5 (Policy Action) of this Chapter, under which Housing Development Projects for which a Density Bonus above 35% has been requested are evaluated for compliance with the requirements of this Division.

**Affordable Housing Incentive Program.** An Incentive Program established in Division 9.2 of this Chapter to increase the production of affordable housing, consistent with City policies.

**Aggrieved Person.** Any person or entity with standing to appeal an action on an application filed under this Code under California law, or as provided in the provisions of this Code relating to a particular appeal.

**Aggrieved Person.** Any person who, in person or through a representative, appeared at a hearing on the application for a Coastal Development Permit, or appeal hearing in connection with the decision or action appealed, or who, by other appropriate means prior to a hearing, informed the permit issuing authority, or appeal body of the nature of his or her concerns or who for good cause was unable to do either. "Aggrieved person" includes the applicant for a Coastal Development Permit.

**Agricultural Waste.** All plant materials generated from the growing and harvesting of agricultural crops, vegetables, and fruits.

**Airport.** Any runway landing area or other facility designed, used, or intended to be used either publicly or privately by any person for the landing and taking off of aircraft including all the necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces. Infrequent Helicopter Landings are not included in this definition.

**Alcohol Sales, Off-Site Consumption.** The sale or dispensing of beer, wine, and other alcoholic beverages, associated with a business and its operations. Such establishments are licensed or seeking a license to sell or otherwise dispense alcoholic beverages for off-site or off-sale consumption as defined by the California State Alcoholic Beverage Control Act.

**Alcohol Sales, On-Site Consumption.** The sale or dispensing of beer, wine, or other alcoholic beverages, associated with a business and its operations. Such establishments are licensed or seeking a license to sell or otherwise dispense alcoholic beverages for on-site or on-sale consumption as defined by the California State Alcoholic Beverage Control Act.

**Alcoholic Beverage Manufacturing.** Any facility where beer, wine, or other alcoholic beverages are processed and prepared commercially for consumption.

**Alley.** A public way, other than a street or highway, providing a means of vehicular access to abutting property.

**Alley Lot Line.** [Reserved]

**Alley Lot Line-Facing Facade.** [Reserved]

**Allowed Privacy Screen.** Fences, walls and hedges allowed in a frontage yard.

**Allowed Setback Encroachment.** [Reserved]

**Alteration.** Any exterior change or modification of a building, structure, Landscaping, Natural Feature or lot within a Historic Preservation Overlay Zone including but not limited to changing exterior

paint color, February 28, 2020 REVISED RECOMMENDATION DRAFT 208 removal of significant trees or Landscaping, installation or removal of fencing, and similar Projects, and including street features, furniture or fixtures.

**Alternative Financial Service.** Any for-profit lending facility offering small, unsecured, short-term loans, or a use that primarily consists of check cashing services for a fee. This definition also includes any business where articles of personal property may be left as security in exchange for a loan of money. Examples include pawnshops, precious metal buyback centers, short-term credit lenders, title loan centers, and similar establishments.

**Alzheimer's and Dementia Housing.** Residential housing that is licensed by the California Department of Social Services and provides 24-hour care for people suffering from Alzheimer's disease or other disorders resulting in dementia. The residential units shall be Guest Rooms only. The housing may be a component of an Eldercare Facility.

**Ambulance Service.** Any establishment primarily engaged in providing both emergency and non-emergency medical transport services. The vehicles are typically equipped with lifesaving equipment operated by medically trained personnel. The office component of any Ambulance Service use is included in the Office definition.

**Amenity Design Standard.** [Reserved]

**Amenity Space, Residential.** An area which is designed and intended to be used by occupants of residential units for recreational, domestic, or vocational purpose.

**Amenity Space, Lot.** An area on a lot that is open-air and designated to be used for active or passive recreation, including common open space, private open space, pedestrian amenity space and privately owned public space. See *Sec. 2.2.3.3. (Lot Amenity Space)*.

**American Standard for Nursery Stock.** [Reserved]

**Animal Care, Sales and Services.** Any facility designed or arranged to provide services or retail products for the care of domestic animals. Examples include veterinary clinics and facilities engaged in the retail sale, grooming, daycare, or training of household pets.

**Animal Farming.** The raising of animals such as alpacas, cattle, donkeys, goats, mules, sheep, swine, domestic animals, or similar livestock typically for eggs, fiber, meat, milk, or other products. Activities may include day-to-day care, selective breeding, raising, and selling of animals. This definition includes, but is not limited to, aquaculture farms, ranches, and feedlots.

**Animal Keeping Enclosure.** Any structure or fence which establishes the perimeter of an animal keeping and maintenance area.

**Animal Keeping Structure.** Any structure which has a roof and may have one or more sides and is used in whole or in part for the housing or shelter of animals.

**Animal Keeping, Domestic.** The keeping of common household domestic pets readily classifiable as being customarily incidental and accessory to a permitted residential use when no commercial

activity is involved, including, but not limited to, cats, dogs, guinea pigs, hamsters, fish, fowl, lizards, rabbits, reptiles, small amphibians, and snakes.

**Animal Keeping, Wild.** The keeping of any wild, exotic, dangerous, or non-domestic animal or reptile. This use, in no event, shall include the following wild animals: bear, civet, coyote, eagle, eland, elephant, elk, giraffe, gnu, gorilla, hyena, hippopotamus, jaguar, leopard, lion, lynx, moose, orangutan, puma, rhinoceros, sea lion, tiger, venomous reptile, vulture, walrus, wart hog, wolf or yak.

**Animal Products Processing.** Any facility engaged in one or more of the following: dressing or dyeing furs; preparing processed meats and meat byproducts; preparing, tanning, and finishing hides and skins; refining or rendering animal fat, bones, and meat scraps; and slaughtering animals.

**Apartment.** Same as dwelling unit.

**Apartment Hotel.** A residential building designed or used for both two or more dwelling units and six or more guest rooms or suites of rooms.

**Apartment House.** A residential building designed or used for three or more dwelling units or a combination of three or more dwelling units and not more than five guest rooms or suites of rooms.

**Apiary.** The place where bees are kept and maintained, usually in a collection of hives or colonies.

**Appeal Board (Subdivision Approval).** "For purposes of Subdivision Appeals, the Appeal Board is: The Area Planning Commission where the map is located for any parcel map or tentative map that: (a) creates or results in less than 50,000 gross square feet of nonresidential floor area; or (b) creates or results in fewer than 50 dwelling units, guest rooms, or combination of dwelling units and guest rooms; or (c) involves a lot with fewer than 65,000 square feet of lot area; or (d) where specifically provided by this Chapter or Chapter 1. Otherwise, the City Planning Commission" [Is this already in Art. 13?]

**Appealable Area.** The area identified in Sec. 30603 of the Public Resources Code. The area that meets this criteria includes, but is not limited to, the area shown on the "Post-LCP Certification Permit and Appeals Jurisdiction Map" certified by the Coastal Commission in accordance with the provisions of Sec. 13576 of Title 14 of the California Code of Regulations and attached as an exhibit in each certified coastal specific plan.

**Appealable Development.** In accordance with Sec. 30603(a) of the Public Resources Code, any development that constitutes a major public works project or a major energy facility, or any development located in the Appealable Area.

**Applicant.** The person or entity who files an application. If the application is approved, the "applicant" includes any successor or assignee of the original applicant.

**Applicable Stories.** The number of stories that are required to meet build-to standards.

**Application.** An application for any process described in Article 13 of this Chapter.

**Approving Authority.** The initial decision maker and appeal body, including the Director of Planning, City Engineer, Zoning Administrator, City Planning Commission, Area Planning Commission, Board of Public Works, City Council or other applicable decision-making person or body within the City, which has the authority to approve a Coastal Development Permit pursuant to this Section or by reason of jurisdiction over other permits and approvals sought in conjunction with an application for a Coastal Development Permit.

**Architectural Element.** [Reserved]

**Architectural Feature.** [Reserved]

**Area Median Income (AMI).** The median income in Los Angeles County as determined annually by the California Department of Housing and Community Development (HCD) or any successor agency, adjusted for household size.

**Area Planning Commission.** [Reserved]

**Articulating Element.** [Reserved]

**Assembly.** [Reserved]

**Assisted Living.** Residential housing that is licensed by the California Department of Social Services and provides assistance to people 62 years of age or older who require assistance with two or more non-medical activities of daily living as defined in the Department of Social Services licensing requirements. The residential units may consist either of Dwelling Units or Guest Rooms. Full time medical services shall not be provided on the premises. The housing may be a component of an Eldercare Facility.

**At-Grade.** [Reserved]

**At-Risk Affordable Unit.** Any residential dwelling unit that receives government assistance under prescribed federal, State, and/or local programs, or any combination of rental assistance and is eligible to convert to market rate due to termination (opt-out) of a rent subsidy contract, prepayment of a subsidized mortgage, or expiration of rental restrictions. these assistance programs include, but are not limited to, Housing Choice Vouchers [formerly Section 8], project-based rental assistance, subsidized mortgage programs (e.g., FHA), or expiring rent/deed restrictions with the use of State or local funding programs, including Community Redevelopment Agency Covenants.

**Attic.** The space between the ceiling framing of the top story and the underside of the roof structure.

**Auditorium.** Any facility for performing arts, motion pictures, other media arts or presentations before an audience, and with a total seating capacity equal to or greater than 1,200 on the site. Examples include multiplex theaters and concert halls. Facilities with a total seating capacity no greater than 1,200 are included in the Theater definition. This definition does not include Adult Entertainment Businesses.

**Auto Dismantling.** Any property or place where the business of an automobile dismantler, as defined by California Vehicle Code Section 220, is conducted.

**Automobile Access.** [Reserved]

**Automobile Parking Space.** [Reserved]

**Automotive Repair Garage.** All retail or wholesale uses which are enumerated in the definition for "Automotive repair" in Section 12.03 (Definitions) of Chapter 1 (General Provisions and Zoning) of this Code, and, in addition, includes all testing, installation of vehicle equipment or accessories, and the application of paint, sprayed coloring, or other types of covering or the recovering of any part of a vehicle interior or exterior. Included in this definition are smog testing shops whether for test only or for repairs, window tinting or replacement shops, application of vinyl or similar covering materials, installation of parts or accessories on the site of a parts store, and all other similar uses.

**Automotive Use.** Any Vehicle Repair use or Vehicle Sales and Rental use as listed in the Use Table in Article 6.

**Avenue.** Any street designated as an Avenue I, II, or III on the Citywide General Plan Circulation System maps of the Mobility Plan Element.

**Average Natural Slope.** The average of the ungraded slopes at selected contours within a given parcel of land divided by its area as computed from either the City's Engineer's topographic maps or a topographic map prepared by a California registered civil engineer or California licensed land surveyor. Regardless of which map is used, calculations cannot be derived or interpolated from a map that originally had contour intervals of greater than 25 feet for subdivisions or greater than five feet for parcel maps. Average natural slope shall be computed by the following formula:

$$S = \frac{C \times L}{A} \times 100$$

Where:

S = average natural slope in%.

C = contour interval in feet, at no greater than 25-foot intervals for subdivisions or 5-foot intervals for parcel maps, resulting in at least 5 contour lines.

L = total accumulated length of all contours of interval "C" in feet.

A = the area being considered in square feet.

Slopes may be computed only by the entire subdivision or parcel map area. The calculation "L" (contour lengths) and "A" (area in square feet) can be computed by 500-foot grid increments, as shown on the City Engineer's topographic maps. The "L" for each grid increment shall be added to the "L" for every other grid increment and the "A" for each grid increment shall be added to the "A" for every other grid increment to determine the "L" and the "A" for the entire subdivision or parcel map, prior to calculating the average natural slope for that subdivision or parcel map. In

any matter where the average natural slope is used to calculate density pursuant to *Sec. 11A.1.3.* (Design Standards) or *Sec. 11A.4.1.* (General), the subdivision file shall contain copies of all maps and all calculations so that the figures can be verified. All maps and all calculations are required to be submitted at the time of the filing of a subdivision application or the application is deemed incomplete.

**Awning Sign.** A sign painted, sewn, or otherwise adhered to the material of an awning as an integrated part of the awning itself.

## B

**Backyard Beekeeping.** The keeping or maintenance of an apiary in a hive as an accessory use.

**Banned Features.** [Placeholder - replaced with "Prohibited Features"]

**Banquet Hall.** Any facility leased or rented for private parties and other various social or business gatherings, typically for large numbers of people. Examples include, but are not limited to, formal dinners, receptions, reunions, business meetings, and club meetings.

**Base-Top.** The base-top articulation requirement is composed of two separate and coordinated articulating elements designed to visually break a building facade up into two separately legible layers.

**Base, Middle & Top.** The base, middle top articulation requirement is composed of three separate and coordinated articulating elements designed to visually break a building facade up into three separately legible layers.

**Basement.** An occupiable portion of a building located below a ground story.

**Bed and Breakfast Facility.** A building or portion thereof which is used as a temporary lodging place for fewer than thirty consecutive days and which does not contain more than five guest rooms and one kitchen.

**Bee.** Any stage of life of the common domestic honey bee (Apis Mellifera).

**Bicycle Corral.** [Reserved]

**Bicycle Parking.** [Reserved]

**Bicycle Share Station.** [Reserved]

**Bisecting Line.** A line that equally divides the angle created by the projection of intersecting lot lines of a lot adjoining the street of a corner lot as illustrated in Diagram C of this article.

**Blank Wall Width.** The portions of ground story building facades that do not include any transparent area meeting the standards in Sec. 3C.5.1. (General).

**Board.** The respective Historic Preservation Board as established by this Division.

**Board.** The Board of Building and Safety Commissioners.

**Boarding or Rooming House.** A dwelling containing a single dwelling unit and not more than five guest rooms or suites of rooms, where lodging is provided with or without meals, for compensation.

**Boulevard.** Any street designated as a Boulevard I or II on the Citywide General Plan Circulation System maps of the Mobility Plan Element of the General Plan.

**Buffer.** A planting area with a wall, fence, or hedge, intended to provide a space between one use and another use, one Use Class and another Use Class, or one use and the public right-of-way.

**Build-to Range.** The area on a lot between the minimum setback and the maximum setback specified for a district.

**Build-to Width.** The cumulative building width required to occupy the build-to range, based on the width of the lot at the street, alley or special lot line.

**Building.** A covered and enclosed structure that is intended for human occupation.

**Building Break.** The minimum distance structures shall be separated to in order to establish them as separate buildings for the purpose of measuring building width. *(see Sec.2.2.6.2)*

**Building Coverage.** The area of a lot covered by buildings or structures.

**Building Coverage.** The area of a site covered by structures.

**Building Entrance.** [Reserved]

**Building, Existing.** [Reserved]

**Building Facade.** See Facade.

**Building Face.** The general outer surface, not including cornices, bay windows or architectural projections, of any exterior wall of a building.

**Building Frontage.** The projection of the exterior building walls upon the street used for street frontage, as measured perpendicular to the edge of the street. For walls that are not parallel to the street, the building frontage shall be measured along the wall that, other than open parking spaces, has direct and unimpeded access to the street.

**Building Setback.** The area on a lot not intended for buildings and structures, includes primary street setbacks, side street setbacks, side setbacks, rear setbacks, alley setbacks, and special lot line setbacks. [File under Setback?]

**Building Setback.** The area on a site not intended for buildings and structures except where expressly allowed as an exception, including primary street setbacks, side street setbacks, side setbacks, rear setbacks, alley setbacks, and special lot line setbacks.

**Building Site.** Any parcel of land which conforms to the definition of lot.

**Building or Structure Area.** The area of a site occupied by a building or structure, measured horizontally.

**Building Width.** The width of any structure or collection of structures on a site.

**Bulk Plane.** A imaginary sloping plane that rises inward over the lot that limits building height based on its proximity to site lot lines.

**Bulk Plane.** A series of planes that limit the allowable volume of space a building or structure can occupy.

## C

**California State Accessibility Standards.** [Reserved]

**California State Fire Code.** [Reserved]

**Caliper.** [Reserved]

**Canopy.** [Reserved]

**Canopy Sign.** A sign attached to a canopy.

**Car Wash.** Any facility engaged in cleaning, washing, or waxing automotive vehicles, such as passenger cars, trucks, vans, and trailers.

**Carpool.** A vehicle carrying two to five persons to and from work on a regular schedule.

**Caretaker Unit.** A Dwelling Unit designed for and used solely by a watchman or caretaker (including his or her family) on the same lot of an industrial development or use that requires a 24-hour supervision.

**Cargo Container.** Any container (refrigerated or non-refrigerated) that permits the storage and protection of cargo, and which may be transported by ship, rail or truck without intermediate loading and unloading of the contents of the container.

**Cargo Container Storage Yard.** An open-air site or facility, the primary use of which is the keeping of empty cargo containers, and equipment, and may have as accessory uses the storage of container chassis and truck cabs, repair facilities, warehouses, and offices associated with the movement or storage of cargo containers.

**Categorically Excluded Development.** A development, which is excluded from the Coastal Development Permit requirements pursuant to a categorical exclusion order adopted by the Coastal Commission that February 28, 2020 REVISED RECOMMENDATION DRAFT 259 sets forth the specific categories of development that qualify for the exclusion within a specific geographic area, and which establishes that those categories of development in the specified geographic areas will have no potential for significant adverse effects, either individually or cumulatively on coastal resources or on public access to or along the coastline.

**Ceiling.** [Reserved]

**Ceiling Height.** [Reserved]

**Cemetery.** As defined by the California Health and Safety Code. Examples include burial parks, columbariums, and mausoleums.

**CEQA.** The California Environmental Quality Act, California Public Resources Code, Div. 13, Sec. 21000 et seq., including as it may be amended from time to time.

**CEQA Clearance.** Any determination, finding or certification authorized or required under CEQA to approve a Project in compliance with CEQA. CEQA Clearances include, but are not limited to, (i) a determination that an approval does not require CEQA review, in whole or in part, either due to the applicability of an exemption or because the City action is not a Project, (ii) a finding that the City may adopt a Negative Declaration or a Mitigated Negative Declaration, (iii) the certification of an Environmental Impact Report, or (iv) a finding that a Project was adequately assessed in a prior adopted Negative Declaration or certified Environmental Impact Report, including through the use of an addendum.

**CEQA Guideline.** The California Code of Regulations, Title 14, Chapter 3, Sec. 15000, et seq., including as they may be amended from time to time.

**Certificate of Appropriateness.** An approved certificate issued for the construction, Additions over established thresholds, Demolition, reconstruction, Alteration, removal, or relocation of any publicly or privately owned building, structure, Landscaping, Natural Feature, or lot within a Historic Preservation Overlay Zone that is identified as a Contributing Element in the Historic Resources Survey for the zone, including street features, furniture or fixtures.

**Certificate of Compatibility.** An approved certificate issued for the construction of a new building or structure on a lot, Demolition, or building replacement of an element, identified as Non-Contributing, or not listed, in the Historic Resources Survey for the zone.

**Certified Farmers' Markets.** A location where agricultural products are sold by producers or certified producers directly to consumers or to individuals, organizations, or entities that subsequently sell or distribute the products directly to end users, as defined in Section 1392.2, Title 3, of the California Code of Regulations.

**Chamfered Corner.** An architectural feature at corner of a building adjacent to a street intersection where a tertiary building face transitions between two otherwise intersecting primary building faces at an angle between 30 and 60 degrees measured from both primary building faces.

**Channel Letters.** Individually cut letters, numbers or figures, illuminated or non-illuminated, affixed to a building or structure.

**Change of Use.** See "Use, Change of" in this Division.

**Character Frontage.** [Reserved]

**Chemical Product Manufacturing.** Any facility producing basic chemicals or manufacturing products by predominantly chemical processes. Examples include, but are not limited to, basic chemicals, such as acids, alkalies, organic chemicals, and salts; chemical products to be used in further manufacture, such as dry colors, pigments, and synthetic fibers; and finished chemical products to be used for ultimate consumption or as materials or supplies in other industries, such as fertilizers, explosives, and paints. The production of products such as asphalt coatings and petroleum lubricating oils are included in the Petroleum and Coal Product Manufacturing definition. The production of plastic and natural rubber products are included in the Plastic and Rubber Product Manufacturing definition

**Childcare Facility.** [Reserved]

**Chipping and Grinding Facility.** Any facility which temporarily stores and/or processes source-separated green waste and/or wood waste by means of chipping, grinding, mixing and/or screening to produce a material of varying particle size. The material produced by the above described processes may be used as ground cover, biofuel, wood chips, animal bedding, worm food or other similar uses. This definition shall not include any chipping and/or grinding of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**City.** The City of Los Angeles, California

**City Council.** [Reserved]

**City Engineer.** [Reserved]

**City Planning Commission.** [Reserved]

**Circulation Areas.** [Reserved]

**Civil Engineer.** The Registered Civil Engineer employed by the owner or by the subdivider to prepare the Subdivision Maps and improvement plans.

**Clear Height.** Clear height is measured as the vertical dimension of the occupiable portion of an architectural feature at the narrowest point.

**Circulation.** [Reserved]

**Circulation, Building.** [Placeholder - move to rest of Building definitions?]

**Circulation, Motor Vehicle.** [Placeholder - move to rest of Motor Vehicle definitions?]

**Civic.** Any facility that provides for display, preserving, or enjoyment of heritage, history, and the arts or any municipal building. Examples include, but are not limited to, city hall, cultural centers, libraries, museums, and observatories.

**Clear Depth or Clear Width.** Clear depth is the horizontal dimension of the occupiable portion of an architectural feature at the narrowest point. Depth is typically measured perpendicular to the street lot line while width is typically measured parallel to the street lot line.

**Clear Height.** Clear height is the vertical dimension of the occupiable portion of an architectural feature at the shortest point.

**Coastal Bluff.** The upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff face, the bluff line or edge shall be defined as that point nearest the cliff beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the cliff edge. The termini of the bluff line, or edge along the seaward face of the bluff, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the bluff line along the inland facing portion of the bluff. The minimum length of bluff line or edge used in making these determinations is 500 feet.

**Coastal Development.** Any of the following on land, in or under water: the placement or erection of any solid material or structure; the discharge or disposal of any dredged material or of any gaseous, liquid, solid or thermal waste; the grading, removing, dredging, mining or extraction of any materials; any change in the density or intensity of use of land, including, but not limited to, subdivisions pursuant to the Subdivision Map Act (commencing with California Government Code Sec. 66410), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of the land by a public agency for public recreational use; any change in the intensity of use of water or of access to the water; construction, reconstruction, demolition or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations, which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Sec. 4511 of the Public Resources Code).

**Coastal Zone.** That land and water area within the City as specified on maps prepared by the California Coastal Commission, copies of which are on file with the Department of City Planning and the Office of City Engineer. Such "coastal zone" extends seaward to the City's outer limit of jurisdiction, and generally extends inland 1000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone extends inland 1000 yards.

**Coastal Zone.** That land and water area specified on the maps cited in Sec. 30103 of the Public Resources Code, extending seaward to the State's outer limit of jurisdiction, including all offshore islands, but with some additional criteria for special areas as specified in Sec. 30103.5 and 30166 of the Public Resources Code.

**Collector Street.** Any street designated as a Collector Street on the Citywide General Plan Circulation System maps of the Mobility Element of the General Plan.

**Commercial Filming.** [Reserved]

**Commercial/Industrial Conversion Project.** An existing building used exclusively for commercial or industrial purposes, or both, proposed for conversion to a condominium or stock cooperative to be used exclusively for such purposes through approval of a tract or parcel map. For purposes of this definition, the term "existing" means that the building was constructed prior to 1945, or if it was built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

**Commercial/Industrial to Residential Conversion Project.** An existing building used exclusively for commercial or industrial purposes, or both, proposed for conversion to a condominium, stock cooperative or community apartment to be used exclusively for residential purposes through approval of a tract or parcel map. For purposes of this definition, the term "existing" means that the building was constructed prior to 1945 or, if it was built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

**Commercial Tenant Size.** The maximum floor area permitted per commercial tenant space.

**Community Apartment Project.** The same as defined by Section 11004 of the California Business and Professions Code.

**Community Care Facility, Licensed, 6 or fewer persons.** Any facility, place or building licensed by the State of California that is maintained and operated as a residential facility or as a social rehabilitation facility to provide non-medical residential care, day treatment, adult day care, or foster family services for persons in need of services, supervision or assistance essential for sustaining the activities of daily living, as defined in the Health and Safety Code. This definition applies when there are six or fewer persons being served.

**Community Care Facility, Licensed, 7 or more persons.** Any facility, place or building licensed by the State of California that is maintained and operated as a residential facility or as a social rehabilitation facility to provide non-medical residential care, day treatment, adult day care, or foster family agency services for persons in need of services, supervision or assistance essential for sustaining the activities of daily living, as defined in the Health and Safety Code. This definition applies when there are seven or more persons being served.

**Community Center.** Any building or group of buildings used to provide cultural, educational, recreational, or social services, which is not operated for profit.

**Community Land Trust.** A California nonprofit corporation that: (1) has no part of its net earnings inuring to the benefit of any member, founder, contributor, or individual; (2) is neither sponsored by, controlled by, nor under the direction of a for-profit organization; (3) has a corporate membership of adult residents of a particular geographic area as described in the bylaws of the corporation; (4) has a board of directors that: (A) includes a majority of members who are elected by the corporate membership; (B) includes representation by persons occupying and/or leasing any structural improvements on the land; and (C) includes representation by persons residing within the geographic area specified in the bylaws of the corporation who neither lease land from the corporation nor occupy structural improvements controlled by the corporation; (5) acquires and retains parcels of land, primarily for conveyance under long-term ground leases; (6) transfers

ownership of many or all of the structural improvements located on such leased parcels to the lessees; and (7) retains a preemptive option to purchase such structural improvements at a price determined by formula that is designed to ensure that the improvements remain affordable to low and moderate income households in perpetuity.

**Community Plan Implementation Overlay (CPIO).** A document established by Community Plan Area, or other Plan Area, defining applicable Public Benefits Incentives Programs available, amount of Floor Area awarded for Public Benefits Incentives programs, applicable Local Affordable Housing Incentive Program sets, and other items relating to the administration of this Article.

**Compaction.** The densification of a fill by mechanical means.

**Composting Facility.** Any facility which processes source-separated organic materials to a stabilized state through controlled biological decomposition where the resultant material is beneficial to plant growth or soil structure when used as a soil amendment. Materials may initially be chipped, shredded, and/or screened on site prior to being composted. Composting may be conducted in an in-vessel system or in the open, such as windrow composting or aerated static pile composting. This definition shall not include any composting of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Computer and Electronic Product Assembly.** Any facility involved in the assembly of computer and electronic products, electrical equipment, appliances, and electronic product components; these facilities may also test and repair such products and components. Examples include, but are not limited to, the assembly of appliances, communications equipment, computers, computer peripherals, lighting fixtures, and similar electronic products. Manufacturing of Computer and Electrical Equipment is included in the Machinery and Fabricated Metal Manufacturing definition.

**Common Indoor Amenity Space.** [Placeholder - move to Amenity Space?]

**Common Lot Line.** A lot line shared by two lots.

**Common Outdoor Amenity Space.** [Placeholder - move to Amenity Space?]

**Concealed Parking.** [Reserved]

**Condominium.** The same as defined by Section 783 of Chapter 1 (Estates in General) of Title 2 (Estates in Real Property) Part 2 (Real or Immovable Property) of Division 2 (Property) of the California Civil Code.

**Construction, New.** The construction of a new building, structure or site element, such as a parking lot.

**Contributing Building.** [Reserved]

**Contributing Element.** Any building, structure, Landscaping, Natural Feature identified on the Historic Resources Survey as contributing to the Historic significance of the Historic Preservation Overlay Zone, including a building or structure which has been altered, where the nature and extent of the Alterations are determined reversible by the Historic Resources Survey.

**Controlled Drilling Site.** That particular location within an oil drilling district in an "Urbanized Area" upon which surface operations for the drilling, deepening or operation of an oil well or any incidental operation are permitted under the terms of this section, subject to the conditions prescribed by written determination by the Zoning Administrator.

**Convention Center.** Any publicly owned building or group of buildings used for conferences, exhibitions, and trade shows.

**Core Hole, Temporary Geological Exploratory.** A seismic test hole or exploratory core hole used or intended to be used exclusively for geological, geophysical, and other exploratory testing for natural gas, oil, or other hydrocarbon substances.

**Corner Lot.** A Lot adjoining the intersection of two or more streets.

**Correctional or Penal Institution.** Any facility generally designed for the confinement, correction, and rehabilitation of adult and/or juvenile offenders sentenced by a court.

**Cosmetic, Pharmaceutical Drug and Soap Manufacturing.** Any facility where organic and inorganic raw materials are transformed by a chemical process for the formulation of cosmetics, pharmaceutical drugs, and soaps. Examples include, but are not limited to, eye and facial makeup preparations; fingernail polishes; and manufacturing of deodorants, cleaning shampoos, hair colors, lipsticks, medications, perfumes, and skin moisturizers.

**Counseling and Referral Facility.** A facility which provides counseling services and subsequently refers applicants to appropriate licensed social service agencies offering professional remedial assistance. Counseling and referral services may be offered in one or more of the following areas: welfare, housing, employment, health, education, legal matters, job development, consumer action, recreation, family problems, juvenile problems, probation, and neighborhood improvement. The facility may also administer the implementation of government funded programs established to provide low-income housing, job development classes and recreation.

**Covered Area.** An area on a lot that is not open to the sky. See *Sec 14.1.1. (Covered Area)*.

**Creative Media Office.** Any administrative and technical support facility for motion picture, television, video, sound, computer, and other communications media production. Examples include, but are not limited to, administrative and production offices, post-production facilities, special effects and optical effects units, and film laboratories.

**Crown Sign.** A type of sign located on the facade of the uppermost portion of buildings over 150 ft.

**Curbcut.** [Reserved]

**Cultural.** Anything pertaining to the concepts, skills, habits, arts, instruments or institutions of a given people at any given point in time.

**Cultural Heritage Commission.** [Reserved]

**Curing Facility.** Any composting facility, where additional and/or final biological stabilization is attained after most of the readily metabolized material has been decomposed, and where no chipping, grinding, or screening of material takes place. This definition shall not include any curing of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

## D

**Dance Hall.** Any establishment open to the public which provides space dedicated to dancing.

**Day Care Facility.** Any facility that provides nonresidential care to children when licensed as a Day Care Facility by the State of California, or any facility that provides nonresidential care to adults, in a group setting on less than a 24-hour basis. Preschools are included in this definition.

**Decision Maker.** The agency or official charged with rendering a formal recommendation or decision on an application subject to Article 13 of this Chapter. For purposes of Sec. 13B.11.1 (Environmental Review Procedures), the "decision maker" is the decision-making body, as defined by the CEQA Guidelines.

**Deeply Low Income Households.** Persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size.

**Demolition.** Demolition is the removal of more than 50% of the perimeter wall framing or the removal of more than 50% of the roof framing.

**Demolition.** The removal of more than 50% of the perimeter wall framing, the removal of more than 50% of the roof framing, or the substantial removal of the exterior of a facade in the Street-Visible Area.

**Density Bonus.** A density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan granted pursuant to *Article 9 (Public Benefit Systems)*.

**Density Bonus Procedures.** Procedures to implement the City's Density Bonus program developed by the Departments of Building and Safety, City Planning and Housing.

**Department.** The Department of City Planning, unless otherwise indicated. Reference: City Charter, Sec. 550.

**Department.** The Department of Building and Safety.

**Department of Building and Safety.** [Reserved]

**Design Review Board.** [Reserved]

**Destroyed.** Damaged so as to not be habitable as determined by the Department of Building and Safety.

**Developer.** The owner of the Project and, if different from the owner, any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities which develops or causes to be developed the residential housing project and, if applicable, provides off-site affordable units, together with their successors and assigns, but does not include a lender, any governmental entity or the general contractor working for any developer.

**Development.** A development is any construction project requiring a building permit.

**Development.** The construction of new non-residential floor area.

**Development.** On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of the use of land, including, but not limited to, subdivisions pursuant to the Subdivision Map Act (commencing with Sec. 66410 of the California Government Code), and any other division of land, including parcel maps and private street divisions, except where any land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting February 28, 2020 REVISED RECOMMENDATION DRAFT 249 of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg- Nejedly Forest Practice Act of 1973 (commencing with Sec. 4511 of the California Public Resources Code). As used in this definition, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

**Development Project.** The construction of, addition to, or alteration of, any building or structure, or a change of use of an existing building or structure that requires a building permit and that results in an increase in floor area, or a net increase in average daily vehicle trips as determined by using trip generation factors promulgated by the Department of Transportation for the purpose of effectuating *Sec. 5C.1.1. (Project Review Thresholds)*.

**Digital Display.** A sign face, building face, or any building or structural component that displays still images, scrolling images, moving images, or flashing images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology that is either independent of, attached to, integrated into, or projected onto a building or structural component, and that may be changed remotely through electronic means.

**Dimensional Standard.** [Reserved]

**Directly Accessed.** [Reserved]

**Director.** The Director of the Department of City Planning, or the Director's designee.

**Director of Planning.** [Placeholder - see Director above]

**Disabled Person.** A person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of an impairment or, anyone who has a record of having that type of an impairment.

**Disaster.** Fire, flood, wind, earthquake, or other calamity, act of God or the public enemy.

**Disaster.** Fire, flood, wind, earthquake, or other natural or man-made disaster.

**Distance, Straight Line.** [Reserved] See *Sec. 114.1.2. (Distance, Straight Line)*.

**Distance, Walking.** [Reserved] See *Sec. 114.1.3. (Distance, Walking)*

**Display.** [Reserved]

**Divided-lite.** [Reserved]

**Door Frame.** [Reserved]

**Door Opening.** [Reserved]

**Dormitory Room.** A guest room designed, intended or occupied as sleeping quarters by more than two persons. Every 100 square feet of superficial floor area in a dormitory room shall be considered as a separate guest room.

**DOT.** Los Angeles Department of Transportation [Abbreviations?]

**Drilling and Production Site in the Los Angeles City Oil Field Area.** Locations within an oil drilling district in the "Los Angeles City Oil Field Area" upon which surface operations for the drilling, deepening or operation of an oil well or any operation incident thereto, are permitted under the terms of Sec. 8.2.4. (Oil Drilling Districts), subject to the conditions prescribed by written determination by the Zoning Administrator.

**Drip Line.** A line which may be drawn on the ground around a tree directly under its outermost branch tips and which identifies that location where rainwater tends to drip from the tree.

**Drive Lanes.** [Reserved]

**Drive-Through Eating and Drinking Establishment.** Any establishment which dispenses food for consumption on or off the premises to an individual in a vehicle.

**Drive-Through Service.** Any establishment which provides a service or transaction in a vehicle that does not include food for consumption.

**Drive-Thru Facility.** [Reserved]

**Driveway.** [Reserved]

**Dual Frontage.** [Reserved]

**Dwelling or Dwelling Unit.** A group of two or more rooms, one of which is a kitchen, designed for occupancy by one household for living and sleeping purposes.

## E

**Eating and Drinking Establishment.** Any establishment primarily engaged in the sale of prepared, ready-to-consume meals or drinks for consumption. Examples include, but are not limited to, bakeries, coffee shops, ice cream shops, fast-food establishments, restaurants, snack bars, and tea rooms.

**Easement.** A right given to a person or entity to trespass upon or use land owned by another.

**Economically Disadvantaged Area.** A zip code that includes a census tract or portion thereof in which the median annual household income is less than $40,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties upon the U.S. Census Bureau issuing updated Median Annual Household income data by census tract in the American Community Survey.

**Efficiency Dwelling Unit.** A room located within any Residential Use used or intended to be used for residential purposes which has a kitchen and living and sleeping quarters combined therein, and which complies with the Health and Safety Code Section 17958.1.

**Egress.** [Reserved]

**Eldercare Facility.** A facility which provides residential housing for persons 62 years of age and older, and which combines two or more of the following housing types: Senior Independent Housing, Assisted Living Care Housing, Skilled Nursing Care Housing, and/or Alzheimer's and Dementia Care Housing. A minimum of 75 percent of the floor area, exclusive of common areas, shall consist of Senior Independent Housing and/or Assisted Living Care Housing.

**Elevation.** [Reserved]

**Eligible Housing Development.** A Housing Development, as defined in this Subsection, that includes on-site Restricted Affordable Units, as defined in this Subsection, at a rate that meets or exceeds the minimum requirements to satisfy the TOC Incentives, as determined by the Department of City Planning and as set forth in Section 9.2.02 of this Chapter.

**Emergency.** A sudden, unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property or essential public services.

**Emergency Homeless Shelter.** [Reserved]

**Employment Centers Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Employment Centers Incentive of Section 9.4.03.

**Enclosed.** Having a perimeter with an enclosure of 66.7% or greater. See *Sec. 14.1.4 (Enclosure)*.

**Enclosure.** See *Sec.14.1.4 (Enclosure)*.

**Encroachment.** [Reserved]

**Encroachment, Horizontal.** [Reserved] See *Sec.14.1.5 (Encroachment, Horizontal)*.

**Encroachment, Vertical.** [Reserved] See *Sec.14.1.6 (Encroachment, Vertical)*.

**Entry Feature.** Improved design standards applied to an entrance along the public way.

**Environmental Protection Standards.** [Reserved]

**Environmentally Sensitive Habitat Area.** Any officially mapped area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an Ecosystem and which could easily be disturbed or degraded by human activities and developments, and any area identified as a wetland, an environmentally sensitive habitat or as a Sensitive Coastal Resource Area, in a certified Local Coastal Program, a certified land use plan or a certified specific plan.

**Eligible Housing Developments.** [Reserved]

**Enclosed.** A structure or space having 25% or less open area along its perimeter. (*see Sec.16.1.4 for Enclosure measurement*).

**Enlargement.** [Reserved] See expansion.

**Equine.** Any horse, pony, donkey, burro, or mule which is 12 months of age or older and is issued a current Equine License by the City Department of Animal Services. An animal which is under 12 months of age and is the offspring of or is unweaned and being nursed by a female equine lawfully kept on the property where said animal is kept shall not be considered an equine and shall be allowed by right on said property.

**Equine Enclosure.** Any structure or fence which establishes the perimeter of an equine keeping and maintenance area.

**Equinekeeping, Commercial.** Any commercial facility for the keeping, breeding, raising, training, or boarding of horses.

**Equinekeeping, Non-Commercial.** A detached accessory building which has a roof and may have one or more sides and is used in whole or in part for the housing or shelter of an equine or equines owned by the occupants of the premises and not kept for renumeration, hire or sale.

**Existing Uses.** [Reserved]

**Expansion.** [Reserved]

**Exterior Face.** [Reserved]

**External Reflectance.** [Reserved]

**Extremely Economically Disadvantaged Area.** A zip code that includes a census tract or portion thereof in which the median annual household income is less than $32,000 per year, as measured and reported by the U.S. Census Bureau in the 2010 U.S. Census and as updated by the parties

upon the U.S. Census Bureau issuing updated Median Annual Household income data by census tract in the American Community Survey.

**Extremely Low-Income Households.** Annual income of a household that does not exceed the amount designated for that category as defined in Section 50106 of the Health and Safety Code.

## F

**Facade.** The above-grade, non-roof portions of exterior building envelope.

**Facade, Primary.** [Reserved]

**Facade Alteration.** Facade alteration is any exterior modification of the facade of a building or structure. See. *Sec. 14.1.17.C.5. (Facade Alteration, Project Activities)*.

**Facade Area.** [Reserved]

**Facade Area, Ground Story.** [Reserved]

**Facade Area, Upper Story.** [Reserved]

**Facade Break.** The minimum recess in a street facing facade that is required to establish a single street-facing building length as separate facades for the purpose of measuring facade width. *(see Sec.2.2.6.3)*

**Facade Width.** The horizontal dimension of street facing facade not including a facade break. (see Sec.2.2.6.3)

**Facade Width.** The width of a street-facing building facade that is uninterrupted by a facade break.

**Family Day Care Home.** A Dwelling Unit that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a Large Family Day Care Home or Small Family Day Care Home.

**Family Day Care Home, Large.** A Family Day Care Home for 9 to 14 children, including children under the age of 10 years who reside at the home, as set forth in Health and Safety Code Section 1597.465.

**Family Day Care Home, Small.** A Family Day Care Home for 8 or fewer children, including children under the age of 10 years who reside at the home, as set forth in Health and Safety Code Section 1597.44.

**Farming (Plant Cultivation).** The cultivation of berries, flowers, fruits, grains, herbs, mushrooms, nuts, ornamental plants, seedlings, or vegetables for use on-site or for sale or distribution off-site or on-site.

**Fast-Food, Free Standing.** Any building designed for restaurant use by a single tenant or multiple tenants that share the same kitchen, which stands alone on its own lot or is free standing within a

shopping center, and which dispenses prepared food over a counter or by way of drive-through service for consumption on or off the premises, and which has the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers.

**Fast-Food Establishment.** Any establishment which dispenses food for consumption on or off the premises, and which has the following characteristics: a limited menu, items prepared in advance or prepared or heated quickly, no table orders, and food served in disposable wrapping or containers.

**Feasible.** Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

**Fence.** A constructed vertical barrier of wood, masonry, wire, metal, or other manufactured material or combination of materials erected to enclose, screen, or separate areas. A fence differs from a wall in not having a solid foundation along its whole length.

**Fill.** The depositing of soil, rock, or other earth materials by artificial means.

**Final Map.** A map prepared in accordance with the provisions of Div. 13.10 of this Chapter and with any applicable provisions of the Subdivision Map Act, designed to be recorded in the Office of the County Recorder of Los Angeles.

**Financial Services.** Financial institutions that provide retail banking services. This classification includes only those institutions engaged in the on-site circulation of money, including credit unions and bail bond brokers. Check-cashing businesses and payday lenders are included in the Alternative Financial Services definition.

**Finished Floor.** [Reserved]

**Finished Grade.** [Reserved]

**Finished Ground Floor Elevation.** [Reserved]

**Finished Ground Surface.** [Reserved]

**Fire Protection.** Such fire hydrants and other protective devices as required by the Chief Engineer of the Fire Department.

**Fire Stairs.** [Reserved]

**First Public Road Paralleling the Sea.** That road nearest to the sea, as defined in Sec. 30115 of the Public Resources Code, which: (a) is lawfully open to uninterrupted public use and is suitable for that use; (b) is February 28, 2020 REVISED RECOMMENDATION DRAFT 260 publicly maintained; (c) is an improved, all-weather road open to motor vehicle traffic in at least one direction; (d) is not subject to any restrictions on use by the public except when closed due to an emergency or when closed temporarily for military purposes; and (e) does, in fact, connect with other public roads, providing a continuous access system, and generally parallels and follows the shoreline of the sea

to include all portions of the sea where the physical features, such as bays, lagoons, estuaries and wetlands cause the waters of the sea to extend landward from the generally continuous coastline.

**Flatwork.** Any constructed object 2.5 feet in height or less measured from surrounding grade, including pavement.

**Flood Hazard.** A hazard to land or improvements due to overflow water having sufficient velocity to transport or deposit debris, scour the surface soil, dislodge or damage buildings, or erode the banks of water courses.

**Floor Area.** Floor area is the total area of floor space within a building or structure meeting the definitions of covered and enclosed. See *Sec. 14.1.7 (Floor Area)*.

**Floor Area, Gross.** That area in square feet confined within the outside surface of the exterior walls of a building, as calculated by adding the total square footage of each of the floors in the building, except for that square footage devoted to vehicle parking and necessary interior driveways and ramps.

**Floor Area Ratio (FAR).** Floor area ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot that the building is located on. See *Sec.2C.4.1. Floor Area Ratio (FAR))*.

**Focal Entry Feature.** Improved design standards applied to the primary entrance along the public way.

**Food and Beverage Store.** Any establishment primarily involved in the retail sale of food and beverages for off-site consumption. Examples include, but are not limited to, meat markets, produce markets, and other grocery stores.

**Food and Drink Manufacturing.** Any facility in which processed livestock and agricultural products are transformed into food or drink products for eventual consumption. The food and beverage products manufactured in these facilities are typically sold to wholesalers or retailers for distribution to consumers. Tobacco product manufacturing is included in this definition. Examples include, but are not limited to, animal food manufacturing; beverage manufacturing; dairy product manufacturing, ice manufacturing; fruit and vegetable preserving, grain and oilseed milling; specialty food manufacturing, seafood product preparation and packaging, and sugar and confectionery product manufacturing. Animal slaughtering is included in the Animal Products Processing definition. Breweries, distilleries, and wineries are included in the Alcoholic Beverage Manufacturing definition.

**Foundation Wall.** The above-grade portion of a facade that is located below the finished ground floor.

**Fraternity/Sorority Housing.** A single structure or set of structures in which members of a fraternity, sorority, or similar social organization affiliated with a college or university take residence.

**Freight Terminal.** Any facility intended for freight pick-up, transfer, or distribution by ground or water, including any related facility used in connection with such activities. Examples include, but are not limited to, freight, railroad, and trucking yards.

**Freeway.** A highway that the owners or those in possession of abutting lands have no right or easement of access to or from their abutting lands or that owners have only limited or restricted right or easement of access, and that is declared to be a freeway, in compliance with the Streets and Highways Code of the State of California.

**Frequency.** See *Sec.14.1.8 (Frequency)*.

**Frontage District.** See *Part 3B. (Frontage Districts)*.

**Frontage Lot Line.** [Reserved]

**Frontage Road.** A street lying adjacent and approximately parallel to and separated from a freeway, and which affords access to abutting property.

**Front Yard.** See *Sec. 14.1.20. (Yard Designation)*.

**Frontage Yard Fences and Walls.** A wall, fence, or hedge intended for front yards where a sense of privacy and enclosure is desired. See *Sec. 4C.7.1. (Frontage Yard Fences and Walls)*.

**Fueling Stations.** Any facility that retails vehicular fuels, including diesel, gasoline, or alternative fuels.

**Funeral and Related Services.** Any facility engaged in the provision of services involving the care, preparation, or arrangement of human or animal remains, and conducting memorial services. Examples include crematoriums, funeral homes, mortuaries, and pet crematoriums. Cemeteries are not included in this definition.

**Furniture and Related Products Manufacturing.** Any facility that makes furniture and related articles, such as mattresses, window blinds, cabinets, and fixtures. The processes used in the manufacture of furniture include the cutting, bending, molding, laminating, and assembly of such materials as wood, metal, glass, plastics, and rattan. This definition does not include facilities that so lely bend metal, cut, and shape wood, or extrude and mold plastics.

**Future Street or Alley.** Any real property which the owner has offered for dedication to the City for street or alley purposes, but which has been rejected by the City Council of the City of Los Angeles, subject to the right of the Council to rescind its action and accept by resolution at any later date and without further action by the owner, all or part of the property as a public street or alley. [Move to Street?]

## G

**General Light Manufacturing.** Any facility that makes a wide range of products that cannot readily be classified into other specific Light Industrial definitions. Examples include, but are not limited to, billboard manufacturing, medical equipment and supplies manufacturing; and toy manufacturing.

**General Plan.** A General Plan is a comprehensive declaration of purposes, policies and programs for the development of the city, which includes, where applicable, diagrams, maps and text setting forth objections, principles, standards and other features, and which has been adopted by the City Council. See *Div. 13C.1.* (Administrative Definitions).

**General Storage.** The use of any facility or an open area of land for the storage of goods, material, machinery or equipment, but not any storage that is ancillary to a principal use of the premises. Examples include, but are not limited to, building materials sales yards, contractor's equipment storage yards, and lumber yards.

**Geological Exploratory Core Hole.** [Reserved]

**Glare.** [Reserved]

**Glazing.** [Reserved]

**Golf Course.** An area of land laid out for the game of golf with a series of holes each including tee, fairway, and putting green and often one or more natural or artificial hazards.

**Grade.** The elevation or contour of the ground surface of a site.

**Grade, Finished.** Grade as established after a grading permit or where no grading permit is required, the original grade.

**Grade, Original.** Grade as established before a grading permit. Original grade does not include fill material or retained soil established without a grading permit.

**Grade Plane.** The elevation from which building and structure height is measured. See *Sec. 14.1.9. (Grade Plane)*.

**Grade, Surrounding.** The elevation of grade measured along the outside perimeter or an object, assembly, or structure.

**Grading.** Grading is any cut or fill, combination of cut and fill, or recompaction of soil, rock or other earth materials.

**Green Waste.** All yard trimmings and/or leaves, grass clippings, agricultural wastes and vegetative landscaping materials generated from the maintenance of yards, parks or other similar facilities.

**Green Waste and Wood Waste Facility.** Any facility which receives Green Waste and/or Wood Waste for chipping and grinding, composting, curing, or mulching. This definition does not include any chipping and grinding, composting, curing, or mulching conducted for noncommercial, nonprofit purposes.

**Grocery Story Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Full-Service Grocery Store Incentive of Section 9.4.03.

**Gross Vehicle Weight Rating.** The maximum weight a vehicle can carry, including driver, passengers, and cargo

**Ground Floor.** The floor surface associated with the ground story.

**Ground Floor Elevation.** The finished floor height associated with the story of a building having its finished floor elevation nearest to the finished ground surface.

**Ground Passenger Terminal.** Any facility such as a bus or train station, where ground transport regularly load and unload passengers.

**Ground Story.** See *Sec. 14.1.10. (Ground Story Determination)*.

**Ground Story Facade Area.** The portion of an above-grade building facade located on the ground story.

**Ground Story Height.** The floor-to-floor height of the story of a building having its finished floor elevation nearest to the finished ground surface.

**Ground Surface.** [Reserved]

**Groundcover.** [Reserved]

**Guest Room.** Any habitable room except a kitchen, designed or used for occupancy by one or more persons and not in a dwelling unit.

**Gun Sales.** Any establishment that sells firearms, ammunition, handguns, rifles, and related accessories.

**Gym.** Any commercial facility primarily intended for physical exercise. Amenities may include game courts, lap pools, exercise studios, saunas, steam rooms, and strength-training equipment. Examples include, but are not limited to, health clubs, self-defense gyms, rock climbing centers, and yoga studios.

## H

**Habitable Space.** Any occupiable space designed and intended for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces, and similar areas are not considered habitable spaces.

**Hauling.** [Reserved]

**Hazardous Waste Facility.** Any facility utilized for the storage, treatment, and disposal of hazardous waste as defined in the California Health and Safety Code Section 25117.1.

**Health Center Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Health Center Incentive of Section 9.4.03.

**Hearing Officer.** Any Department of City Planning planner conducting a public hearing on behalf of the Director or the City Planning Commission.

**Heavy Industrial Uses.** See *Div. 5D.2. (Definitions, Use)*.

**Hedge.** [Reserved]

**Height in Feet.** The vertical dimension of a building or structure, measured in feet. (see Sec.2.2.4.2)

**Height in Feet.** The maximum height in feet of a building or structure.

**Height in Stories.** The height of a building measured in stories. See *Sec. 2C.4.3. (Height in Stories)*.

**Height Transition.** A reduction in the maximum height allowance of buildings and structures for a limited depth along non-street lot lines. *(see Sec.2.2.5.3)*

**Height Transition Depth.** [Reserved]

**Helicopter Landings, Infrequent.** Any single location or premises used for infrequent helicopter landings as regulated by Section 7.9.7.

**Heliport.** [Reserved]

**High-Rise Sign.** A sign located at least 100 feet above grade and attached to the wall of a building.

**Hillside Area.** Lots identified as being in a Hillside Area, as established in *Sec.1B.2.6.* (Hillside Area Map).

**Historic.** Any building, structure, Landscaping, Natural Feature, or lot, including street features, furniture or fixtures, which depicts, represents or is associated with persons or phenomena which significantly affect or which have significantly affected the functional activities, heritage, growth or development of the City, State, or Nation.

**Historic-Cultural Monument.** Any building, structure, Landscaping, Natural Feature, or lot designated as a City Historic- Cultural Monument.

**Historic Preservation Overlay Zone (HPOZ).** Any area of the City containing buildings, structures, Landscaping, Natural Features or lots having Historic, architectural, Cultural or aesthetic significance and designated as a Historic Preservation Overlay Zone under the provisions of this Division.

**Historic Resources Survey.** A document, which identifies all contributing and non-contributing buildings, structures and all contributing Landscaping, Natural Features and lots, individually or collectively, including street features, furniture or fixtures, and which is certified as to its accuracy and completeness by the Cultural Heritage Commission.

**Historical Property Contract.** A contract between an Owner or Owners of a Historical-Cultural Monument or a Contributing Element and the City, which meets all requirements of Sec. 50281 and 50282 of the California Government Code and Sec. 19.140 et seq. of the Los Angeles Administrative Code.

**Historical Vehicle Collection.** One or more vehicles, as defined by Sections 5004(a)(1), (2) and (3) of the California Vehicle Code, special interest vehicles, as defined by Section 5051(b) of the California Vehicle Code, out-of-production vehicles of historical importance, as determined by the Zoning Administrator or parts cars, as defined in Section 5051(c) of the California Vehicle Code, which are collected, restored, or maintained for non-commercial hobby or historical purposes.

**Hive.** A structure that houses a bee colony.

**Home Occupation.** An occupation carried on by the occupant or occupants of a Dwelling Unit as an Accessory Use. For Dwelling Units where Home Occupation is conducted, the Home Occupation shall be considered a Residential Use for zoning purposes.

**Home-Sharing.** [Reserved]

**Homeless Shelter.** A facility operated by a "provider," other than a "community care facility" as defined in the California Health and Safety Code Section 1502, which provides temporary accommodations to homeless persons or families and which meets the standards for shelters contained in Title 25, Division 1, Chapter 7 of the California Code of Regulations. The term "temporary accommodations" means that a homeless person or family will be allowed to reside at the shelter for a time period not to exceed six months. For the purpose of this definition, a "provider" shall mean a government agency or private non-profit organization which provides, or contracts with recognized community organizations to provide, emergency or temporary shelter for the homeless, and which has been certified by the Housing and Community Investment Department of the City of Los Angeles to meet all applicable requirements as such which are contained in the California Health and Safety Code and the California Code of Regulations.

**Horizontal Bands.** A continuous band of material running horizontally across a facade.

**Horizontal Storage.** A device that holds the bicycle upright by wheel contact shall hold at least 180 degrees of wheel arc. [standard, not definition]

**Hospice.** Any facility focused on providing medical care, pain management, and emotional and spiritual support for terminally ill individuals. Additional services provided may include, but are not limited to, short-term inpatient care, short-term respite care, speech-language pathology, and grief and loss counseling for patients, family, and friends.

**Hospital.** A health facility licensed by the State that provides 24-hour inpatient care, including the following basic services: medical, nursing, surgical, anesthesia, laboratory, radiology, pharmacy, dietary services.

**Hotel.** A building designated or used for or containing six or more guest rooms, or suites of rooms, which may also contain not more than one dwelling unit, but not including any institution in which human beings are housed or detained under legal restraint. Hotel uses include, but are not limited to, Short-Term Rentals.

**Hours of Operation.** The hours in which a business is open to the public.

**House of Worship.** Any facility which is used primarily for religious activities and religious worship. Examples include, but are not limited to, chapels, meditation centers, mosques, religious meeting rooms, religious retreats, synagogues, or temples.

**Household.** One or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.

**Household Living.** Residential occupancy of at least one dwelling unit by a household.

**Household Moving Rental Truck.** Any motor vehicle which is displayed, stored or offered for rental without a driver, used and maintained solely for the transportation of property, primarily used for the do-it-yourself movement of personal or household goods by private individuals on a short-term basis, having only two axles, and equipped with a body of no more than 22 feet in length measured at the vehicle chassis nor more than 12 feet in height measured from the surface upon which the involved truck rests. Such vehicle may exceed 5,600 pounds in registered net weight.

**Housing Development.** The construction pursuant to a building permit or the proposed conversion to condominium ownership pursuant to a final subdivision tract map submitted for approval of any Apartment House, Apartment Hotel, multiple dwelling or group dwelling, residential condominium development or cooperative apartment home having five or more Dwelling Units.

**Housing Development Project.** The construction of five or more new dwellings units, the addition of five or more residential dwelling units to an existing building or buildings, the remodeling of a building or buildings containing five or more residential dwelling units, or a mixed use development containing residential dwelling units. For the purpose of establishing the minimum number of five dwelling units, Restricted Affordable Units shall be included and density bonus units shall be excluded.

## I

**Illuminated Architectural Canopy Sign.** An enclosed illuminated canopy that is attached to the wall of a building with the face of the sign approximately parallel to the wall and with the message integrated into its surface. [Move to Sign?]

**Illuminated Canopy Sign.** A sign integrated into an enclosed internally illuminated canopy that is attached to the wall of a building. [Move to Sign?]

**In-Vessel Composting.** A process in which compostable material is enclosed in a drum, silo or similar structure where the environmental conditions are controlled and the compostable material is aerated and mechanically agitated. This process allows for accelerated decomposition.

**Incentive.** The granting of additional development potential through a Local Incentive Maximum or a modification to a development standard or requirement of this Chapter.

**Incidental.** [Reserved]

**Individual with a Disability.** As defined under the Acts, a person who has a physical or mental impairment that limits one or more major life activities, anyone who is regarded as having that type of impairment or, anyone who has a record of that type of impairment.

**Inflatable Device.** A sign that is a cold air inflated object, which may be of various shapes, made of flexible fabric, resting on the ground. Inflatable devices are restrained, attached, or held in place by a cord, rope, cable or similar method. The term inflatable device shall not include any object that contains helium, hot air or a lighter-than-air substance.

**Infrequent Use.** [Reserved]

**Ingress.** [Reserved]

**Inoperable Vehicle.** Any motor vehicle or trailer which is incapable of immediate and sustained movement for which it was designed.

**Instructional Services.** See *Div. 5D.2. (Definitions, Use)*.

**Integrated Parking.** Structures with 50% or less of the gross floor area devoted to vehicular use area.

**Interim Motel Housing Project.** An Interim Motel Housing Project is the physical re-purposing or adaptation of an existing transient residential structure, such as a motel, Hotel, Apartment Hotel, Transient Occupancy Residential Structure, or Hostel, for use as Supportive Housing or Transitional Housing for persons experiencing homelessness or those at risk of homelessness. The Local Public Agency determines who qualifies as experiencing homelessness or is at risk of homelessness.

**Interim Use.** [Reserved]

**Interior.** All enclosed and covered areas included within surrounding exterior walls of a building.

**Interior Walls.** [Reserved]

**Inundation.** Ponded water or water in motion of sufficient depth to damage property due to the presence of the water or to deposit of silt.

## J

**Joint Living and Work Quarters.** The conversion of an existing building to a residential occupancy of one or more rooms or floors used as a Dwelling Unit with adequate work space reserved for, and regularly used by, one or more persons residing there, as defined in the Health and Safety Code. For the purposes of this use, an existing building is a building for which a building permit was issued prior to April 1, 1994.

**Joint Public and Private Development.** A project on City-owned land that involves a cooperative arrangement between a private sector entity or a non-governmental organization and the City.

**Junior Accessory Dwelling Unit (JADU).** A unit that is no more than 500 square feet in size and contained entirely within a single-family residence. A Junior Accessory Dwelling unit may include separate sanitation facilities, or may share sanitation facilities with the existing structure.

**Junk Yard Facility.** Any property where the business of a junk dealer, as defined by either Section 21601 of the California Business and Professions Code or Section 103.305 of the Los Angeles Municipal Code, is conducted - other than wholly within an enclosed building. In addition, a junk yard shall include property used for the storage of impounded, abandoned, partially dismantled, obsolete or wrecked automobiles - other than wholly within an enclosed building. This definition does not include Historical Vehicle Collection. This definition does not include the acceptance or sale by bona fide automobile parts retail dealers of used parts (including tires or batteries) tendered

in exchange for, or in part payment of new or previously rebuilt, reconstructed or remanufactured automobile parts.

## K

**Kennels.** Any site on which four (4) or more dogs, at least four (4) months of age, are kept. This definition does not include Pet Shops.

**Kitchen.** Any room or any portion of a Dwelling Unit, whether an enclosing subdivision thereof or otherwise, used or intended or designed to be used for cooking and preparing food except a Light Housekeeping Room or that portion of a Recreation Room in a multiple residential use, or in an accessory building appurtenant thereto, containing the facilities for the cooking and preparation of food.

## L

**LAMC.** Los Angeles Municipal Code. [Abbreviations?]

**Landing Platforms.** The portion of a floor adjacent to an elevator, ramp, stair or door, designed to provide a stable space to stand.

**Landscape.** Any modification to the visible features of a site including; non-building structures, standalone fences and walls, site furniture, flatwork, ground treatments, vegetation, changes to terrain, stormwater management feature, outdoor lighting, water feature, and outdoor access and circulation.

**Landscape Plan.** [Reserved]

**Landscaping.** The design and organization of landforms, hardscape, and softscape, including individual groupings of trees, shrubs, groundcovers, vines, pathways, arbors, etc.

**Large Species Tree.** A tree with a minimum 30 foot canopy spread at maturity.

**Leachates.** Any liquid which has come into contact with or percolated through composting or curing materials and contains extracted or dissolved substances therefrom, or any other liquid which has been generated by the decomposition process.

**Legislative Approval.** Any action that formulates a rule of general applicability that applies to all future cases. These typically require an action by the City Council, such as those as set forth in Div. 13B.1 (Legislative Action) of this Article.

**Legislative Decision.** See Sec. 13A.2.1.B. (Applicability; Procedural Categories).

**Light Housekeeping [Guest] Room.** Any guest room which is designed and used as a bedroom and for the cooking and preparing of food, in conformance with the provisions of Section 91.8116 of the Building Code, Chapter 9 For the purpose of applying the lot area and automobile parking

space requirements of the various zones, each Light Housekeeping Room shall be considered as a separate Guest Room. [Move to Guest Room?]

**Live Entertainment.** Any activity provided for the enjoyment, recreation, relaxation, diversion or other similar purpose performed by a person or persons who are physically present and where such performances is to patrons who are also physically present. Examples include dance performances, musical acts, sporting events, shows featuring comedians, magicians, or actors, and other similar productions.

**Live/Work.** A residential occupancy of one or more rooms or floors used as a Dwelling Unit with adequate work space reserved for, and regularly used by, one or more persons residing there and non-residential employees. A Live/Work unit combines both residential and non-residential uses within a single unit.

**Livestock Keeping.** See *Div. 5D.2. (Definitions, Use)*.

**Living Wall.** A system permanently attached to the exterior building facade supporting vegetation with its growing medium and integrated irrigation system.

**Loading.** [Reserved]

**Loading Area.** Areas designed and intended for the loading and unloading of goods to and from *commercial vehicles*.

**Loading Space.** An off-street space or berth on the same lot with a building, or contiguous to a group of buildings, for the temporary parking of a commercial vehicle while loading or unloading merchandise or materials, and which abuts upon a street, alley or other appropriate means of access.

**Local Coastal Program (LCP).** The City's land use plans and other applicable general plan elements, zoning ordinances, zoning district maps, and proposed implementing actions, which when taken together, meet the requirements of, and implement the provisions and policies of, the California Coastal Act of 1976.

**Local Public Agency.** An agency, identified on a list maintained by the Department of City Planning, that funds Supportive Housing and Transitional Housing for persons experiencing homelessness or at risk of homelessness.

**Local Street.** A street providing access to abutting property and serving local traffic, as distinguished from through traffic.

**Local Street.** Any street other than a Collector Street, Avenue or Boulevard, or freeway providing access to abutting property and serving local as distinguished from through traffic.

**Lodging.** Any visitor-serving facility that provides accommodations in guest rooms or units for compensation, including, but not limited to, Short-Term Rentals.

**Long-Term Bicycle Parking.** [Reserved]

**Lot.** A parcel of land conforming to the standards for identifying a lot contained in *Section 14.1.11 (Lot)*, and which is identified on a *final tract map (Div. 11.3.)* or a parcel map recorded in the Office of the County Recorder with a separate and distinct letter or number.

**Lot - Air Space.** A division of the space above or below a lot as defined in *Article 14* (General Definitions & Measurements) with a finite width, length, and upper and lower elevation occupied or to be occupied by a use, building or portion thereof, unit group of buildings or portions thereof, and accessory buildings or portions thereof or accessory uses. An air space lot shall be identified on a final map or a parcel map recorded in the office of the County Recorder with a separate and distinct number or letter.

An air space lot shall have such access to a street or private street by means of one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

**Lot Area.** The amount of land area within the boundaries of a lot.

**Lot Line.** The boundaries of a lot. See *Sec. 14.1.12. (Lot Line Determination)*.

**Lot Line-Facing Facade.** [Reserved]

**Lot line, Alley.** See *Sec. 14.1.12.H. (Alley Lot Line, Lot Line Determination)*.

**Lot line, Frontage.** See *Sec. 14.1.12.B. (Frontage Lot Line, Lot Line Determination)*.

**Lot line, Primary Street.** See *Sec. 14.1.12.C. (Primary Street Lot Line, Lot Line Determination)*.

**Lot line, Rear.** See *Sec. 14.1.12.G. (Rear Lot Line, Lot Line Determination)*.

**Lot line, Side.** See *Sec. 14.1.12.F. (Side Lot Line, Lot Line Determination)*.

**Lot line, Side Street.** See *Sec. 14.1.12.D. (Side Street Lot Line, Lot Line Determination)*.

**Lot line, Special.** See *Sec. 14.1.12.E. (Special Lot Line, Lot Line Determination)*.

**Lot Tie.** Multiple parcels can be grouped together as a lot for the purpose of development. See also *Sec. 14.1.11. (Lot)*.

**Lot Width.** The length of primary street lot lines bounding a lot.

**Lower Income Households.** As defined in Sec. 50079.5 (Definitions) of the California Health and Safety Code.

**Lower Income Households.** Annual income of a household that does not exceed the amount designated for that category as defined in Section 50079.5 of the Health and Safety Code.

## M

**Machinery and Fabricated Metal Manufacturing.** Any facility in which fabricated metal is transformed into intermediate or end products. Important fabricated metal processes are forging, stamping, bending, forming, and machining, used to shape individual pieces of metal; and other processes, such as welding and assembling, used to join separate parts together. Examples include, but are not limited to, machine shops; manufacturing of architectural and structural metals, batteries, electronic products, and vehicles and vehicle parts.

**Main Traveled Roadway of a Freeway.** The portion of a freeway, including interchange roadways connecting one freeway with another, which is designed for the movement of large volumes of vehicular traffic, efficiently and safely at high speed, but not including service roadways, landscape areas, or ingress or egress ramps connecting the freeway with other streets.[Measurement?]

**Maintenance.** [Reserved]

**Maintenance and Repair.** See "Maintenance and Repair, Ordinary" below.

**Maintenance and Repair, Ordinary.** Any work done to correct the deterioration, decay of, or damage to any part of a building, structure or lot, including in-kind replacement, which does not involve a change in the existing design, materials, or exterior paint color.

**Maintenance and Repair Services.** Any facility engaged in the maintenance or repair of industrial, business, or consumer machinery, equipment, or products. Examples include, but are not limited to, carpet cleaning and dry-cleaning plants; maintenance and repair of household appliances, furniture, office equipment, and similar items. Vehicle maintenance and repair is included in the Light Vehicle Repair and Heavy Vehicle Repair definition.

**Major Transit Stop.** [Reserved]

**Majority.** A majority number of the members of the respective body, not the majority of members present.

**Marquee Sign.** A sign displayed on the periphery of a marquee.

**Massage Therapy.** Any facility where massage, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body is administered by a medical practitioner, chiropractor, physical therapist, or similar professional person licensed by the State of California.

**Maturity.** [Reserved]

**Mechanical and utility equipment.** [Reserved]

**Mechanical Exhaust Outlets.** [Reserved]

**Medical Facility.** An outpatient health facility that provides direct medical services to patients who remain less than 24 hours. Examples include, but are not limited to, dental, doctor, and optometry offices or clinics.

**Mezzanine.** An intermediate level within a story of a building. *(For Mezzanine Standards see Sec. 14.1.19.C. (Mezzanine, Story)*.

**Ministerial Action.** Any action involving only the nondiscretionary application of objective standards, including the processes described in *Sec. 13A.2.1.B. (Applicability, Procedural Categories)*.

**Ministerial Decision.** See Sec. 13A.2.1.B. (Applicability; Procedural Categories).

**Mobile Medical Clinic.** A vehicle, or portable structure transported by a vehicle, easily transportable in one or more sections, which is used to primarily provide diagnostic, preventive medical services, or blood collection services on a temporary basis in any one location.

**Mobile Recycling Center.** A receptacle, usually a trailer, for the collection of recyclable materials that is drawn by motor power and bears a valid state license.

**Mobilehome.** As defined by Section 18008 of the California Health and Safety Code.

**Mobilehome Park.** Any lot or portion of a lot used to provide rental or lease sites for two or more individual manufactured homes, mobilehomes, park trailers, or recreational vehicles.

**Mobilehome Site.** That portion of a Mobilehome Park set aside and designated for the occupancy of manufactured homes, mobilehomes, park trailers, or recreational vehicles and including the area set aside or used for parking and accessory buildings or structures such as awnings, cabanas or ramadas.

**Model Dwelling.** A one-family residential unit having all the following characteristics:

1. The unit is constructed on a proposed lot or in a proposed building previously designated as a model dwelling site by the Advisory Agency in a subdivision or a multiple unit development for which the Advisory Agency has approved or conditionally approved a tentative map, but for which a final map has not yet been recorded.
2. The proposed lot upon which the unit is constructed is recognized as a legal building site for the duration of the model dwelling permit.
3. No Certificate of Occupancy for such unit has been issued by the Superintendent of Building.
4. Where applicable, temporary access to the lot is permitted over future streets previously restricted to public access.
5. The unit is intended to be temporarily used as an example of the dwellings which have been built or are proposed to be built in the same subdivision or multiple dwelling development.

**Moderate Income Households.** Annual income of a household that does not exceed the amount designated for that category as defined in Section 50052.5 of the Health and Safety Code.

**Module.** [Reserved]

**Monument Sign.** A freestanding sign that is erected directly upon the original grade or finished grade, or that is raised no more than 12 inches from the existing or artificially created grade to the bottom

of the sign, and that has a horizontal dimension equal to or greater than its vertical dimension. See *Sec. 4C.11.6.C.e. (Monument Sign)*.

**Motel.** An auto-oriented Hotel that provides rooms with limited amenities and direct access to an open parking area. Also called a motor court or motor lodge.

**Motor Vehicle.** A self-propelled devise designed for transporting persons or property with the ability to reach speeds over 20 miles per hour.

**Motor Vehicle Access.** [Reserved]

**Motor Vehicle Use Area.** An area designed and intended for use by motor vehicles. See *Sec. 4C.14. (Definitions, Development Standards)*.

**Mulch.** A woody vegetative material used as a nonnutritive ground cover to control erosion, improve water retention and retard weed growth.

**Mulching Facility.** Any facility which receives, temporarily stores and processes primarily source-separated carbonaceous wood waste and/or yard trimmings into a mulch. Examples of such materials include clean wood waste, tree and shrub trimming, leaves and other high carbon, low nitrogen material which decompose at a slow rate and have little leachate or odor-causing potential. Processing of such materials is achieved by chipping and screening to attain a uniform particle size and may include limited aging of the material to achieve a desired appearance. This definition shall not include any mulching of green waste and/or wood waste conducted for noncommercial, nonprofit purpose.

**Mullion.** [Reserved]

**Muntins.** [Reserved]

## N

**Native Plants.** [Reserved]

**Natural Feature.** Any significant tree, plant life, geographical or geological feature identified individually or collectively on the Historic Resources Survey as contributing to the Cultural or Historical significance of the Historic Preservation Overlay Zone.

**Nature Conservation Area.** An area designed for the conservation, protection, enhancement, and management of public land. Examples include, but are not limited to, ecological preserves, marine preserves, natural resource preserves, and water conservation areas.

**New Construction.** New construction is the construction of a new building or structure.

**Non-Contributing Element.** Any building, structure, Natural Feature, lot, or Landscaping, that is identified in the Historic Resources Survey as a Non-Contributing element, or not listed in the Historic Resources Survey.

**Non-Residential Project.** A development project that does not contain any dwelling units, guest rooms, joint living and work quarters, Live/Work units, or any other type of Lodging.

**Nonconforming Building or Structure.** A nonconforming building or structure is a structure, or portion of a building or structure that does not conform to the regulations of this Chapter and that lawfully existed at the time the regulations with which it does not conform became effective.

**Nonconforming Site or Lot.**

**Nonconforming Use.** A nonconforming use is the use of a building, structure, or land that does not conform to the regulations of this Chapter and which lawfully existed at the time the regulations with which it does not conform became effective.

**Nonmetallic Mineral Product Manufacturing.** Any facility with the purpose of transforming mined or quarried nonmetallic minerals, such as clay, gravel, sand, stone, and refractory materials using processes that include grinding, mixing, cutting, shaping, and honing. Examples include, but are not limited to, the manufacturing of clay products and refractory, cement and concrete products, glass and glass products, lime and gypsum products, and other nonmetallic mineral products.

## O

**Occupiable Space.** Any area designed and intended for human occupancy with a minimum clear height of 7.5 feet.

**Office.** Any place where office activities such as administrative, professional, or clerical operations are performed. This definition does not include medical offices. Examples include, but are not limited to, dry labs, architectural, legal, accounting, engineering, therapists, and consulting offices.

**Official Police Garage.** City-approved vendors of vehicle towing and storage services that support the public safety mission of the Los Angeles Police Department (LAPD) and Department of Transportation (DOT).

**Off-Site Sign.** A sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is generally conducted, sold, manufactured, produced, offered or occurs elsewhere than on the premises where the sign is located.[Move to Sign?]

**Oil and Gas Extraction.** Any facility which operates or develops oil and gas fields. Such activities may include exploration for crude petroleum and natural gas; drilling wells; and all other activities in the preparation of crude oil up to the point of shipment from the producing property. Examples include, but are not limited to, the production of crude petroleum and natural gas; sulfur recovery from natural gas; and recovery of hydrocarbon liquids.

**Oil Well.** Any well or hole already drilled, being drilled or to be drilled into the surface of the earth which is used or intended to be used in connection with coring, or the drilling for prospecting for or producing petroleum, natural gas or other hydrocarbon substances, or is used or intended to be used for the subsurface injection into the earth of oil field waste, gases, water or liquid substances,

including any such existing hole, well or casing which has not been abandoned in accordance with the requirements of Article 7 of Chapter 5 of this Code except that "Oil Well" shall not include "Temporary Geological Exploratory Core Hole" as defined in Article 14 (Rules & Definitions).

**Oil Well Class A.** Any oil well drilled, conditioned arranged, used or intended to be used for the production of petroleum.

**Oil Well Class B.** Any oil well drilled, conditioned, arranged, used or intended to be used only for the subsurface injection into the earth of oil field waste, gases, water or liquid substances.

**On-Site Sign.** A sign that is other than an off-site sign.

**Opacity (%).** See *Sec. 14.1.14 (Opacity %)*.

**Open Area.** The measurement of the permeability of an object or assembly. *(For Measurement see Sec.XX)*

**Open Space.** [Reserved]

**Open Space Depth.** [Reserved]

**Open Storage.** [Reserved]

**Open to the Sky.** Having no intervening structure between the finished floor or ground surface and the sky.

**Original Art Mural.** A one-of-a-kind, hand-painted, hand-tiled, or digitally printed image on the exterior wall of a building that does not contain any commercial message. For definition purposes, a commercial message is any message that advertises a business conducted, services rendered, or goods produced or sold.

**Outdoor Amenity Space.** [Reserved]

**Outdoor Dining.** Any Covered or Uncovered portion of an Eating and Drinking Establishment which is unenclosed and which is used primarily for the consumption of food or drinks by the patrons of the Eating and Drinking Establishment. This definition includes Outdoor Dining areas that are on or above the ground floor, but does not include Rooftop Dining.

**Outdoor Equipment.** [Reserved]

**Outdoor Lighting.** [Reserved]

**Outdoor Room.** [Reserved]

**Owner.** Any person, association, partnership, firm, corporation or public entity identified as the holder of title on any property as shown on the records of the City Engineer or on the last assessment roll of the County of Los Angeles, as applicable. For purposes of this Chapter, "Owner" also refers to an appointed representative of an association, partnership, firm, corporation, or public entity which is a recorded owner.

## P

**Parcel.** A piece of land with defined boundaries intended for the purpose of ownership

**Parcel Map.** A map showing a division of land other than those divisions which require a Final Tract Map as defined by the Subdivision Map Act.

**Parcel Map.** A map showing a division of land other than those divisions, which require a Final Map as defined by the Subdivision Map Act.

**Parking.** Any facility intended for the parking of vehicles as a principal use. Examples include parking structures and surface parking lots. Vehicle storage is not included in this definition.

**Parking Area.** [Reserved]

**Parking Garage.** Structures with 50% or more of their floor area dedicated to parking uses. See *Sec. 4C.4.5. (Parking Structure Design)*.

**Parking Space.** [Reserved]

**Parking Stall.** [Reserved]

**Parking Structure.** For the purpose of parking structure design, parking structure includes parking garages and integrated parking structures. See *Sec. 4C.4.5. (Parking Structure Design)*.

**Parking Structure, Integrated.** Structures with less than 50% of their floor area dedicated to parking uses. See *Sec. 4C.4.5. (Parking Structure Design)*.

**Parking Structure Facade.** [Reserved] See *Sec. 4C.4.5. (Parking Structure Design)*.

**Parks & Open Space.** See *Div. 5D.2. (Definitions, Use)*.

**Parkway.** [Reserved]

**Paseo.** [Reserved]

**Pedestrian Access.** [Reserved]

**Pedestrian Accessway.** [Reserved]

**Pedestrian Amenity Modification.** The width of pedestrian amenity space in the build-to range that is allowed to count toward the build-to width requirement.

**Pedestrian Amenity Space.** [Reserved]

**Pedestrian Amenity Space-Facing Facade.** See *Sec. 14.1.16. (Pedestrian Amenity-Facing Facade)*.

**Pedestrian Connection.** [Reserved]

**Pedestrian Facilities.** Site improvements designed and intended for pedestrian foot traffic including but not limited to sidewalks, walkways and crosswalks. See *Sec. 4.1.2. (Pedestrian Facilities)*.

**Pedestrian Passageway.** [Reserved]

**Pedestrian Sign.** A small sign attached perpendicular to the building facade that hangs from a bracket or support extending more than 1 foot from the outside wall of the building. [Move to Sign?]

**Permanent Structure.** [Reserved]

**Permit.** Any license, certificate, approval, or other entitl-ement for use granted, conditionally granted, or denied by any public agency, which is subject to the provisions of this Section.

**Perpendicular Line.** A straight line between the point on a sign face that is closest to the street and the point where the line intersects the street lot line at a 90 degree angle, as illustrated in Diagram C of this article.

**Perennial.** A plant that lives more than two years, including woody species and other plants that do not die back annually.

**Person.** An individual, joint venture, joint stock company, partnership, association, club, company, corporation, business trust, organization or the manager, lessee, agent, servant, officer or employee of any of them.

**Personal Services.** Any establishment providing a commercial service, such as hair styling, spa treatments, or cleaning, for the personal needs of customers.

**Petroleum and Coal Product Manufacturing.** Any facility which transforms crude petroleum and coal into usable products. Examples include, but are not limited to, grease and petroleum lubricating oils manufacturing, tar roofing and asphalt manufacturing, and refineries.

**Plant.** [Reserved]

**Plant Type.** [Reserved]

**Planting Area.** The area on a lot designated and designed for plants.

**Planting Hole.** [Reserved]

**Plastic and Rubber Product Manufacturing.** Any facility that manufactures goods by processing plastic materials and/or raw rubber.

**Pole Sign.** A freestanding sign that is erected or affixed to one or more poles or posts and that does not meet the requirements of a monument sign or a pillar sign.

**Preferential Parking.** Parking spaces, designated or assigned through use of a sign or painted space markings for Carpools or Vanpools, that are provided in a location more convenient to the entrance for the place of employment than parking spaces provided for single-occupant vehicles.

**Preliminary Parcel Map.** Refers to a map made for the purpose of showing the design of a proposed subdivision creating 4 or fewer parcels, 4 or fewer condominiums, or 4 or fewer units in a community apartment project or stock cooperative, and showing the existing conditions in and around it and need not be based upon an accurate or detailed final survey of the property.

**Prepare.** Whenever this Chapter directs an agency or official to prepare a document, this means that the agency or official may actually prepare the document or cause the document to be prepared by its staff, consultants, or other authorized third parties.

**Primary Metal Manufacturing.** Any facility which smelts or refines ferrous and nonferrous metals. Examples include, but are not limited to, aluminum, iron, and steel foundries and mills.

**Primary or Side Street.** [Placeholder - move to Street?]

**Primary Street Lot Line.** [Placeholder - move to Lot Line?]

**Principal Material.** The building product used as the exterior wall finish material for the great majority of the exterior building facade.

**Principal Use.** The main permitted use of land or structures as distinguished from an accessory use.

**Privacy Screens.** [Reserved]

**Private.** [Reserved]

**Private Club.** Any facility organized solely for the promotion of some common interest and which is accessible to club members and their guests only. Examples include, but are not limited to, business, fraternal, political, and social organizations.

**Private Road Easement.** A parcel of land not dedicated as a public street, over which a private easement for road purposes is proposed to be or has been granted to the owners of property contiguous or adjacent to the road that intersects or connects with a public street, or a private street; in each instance the instrument creating such easement shall be or shall have been duly recorded or filed in the Office of the County Recorder of Los Angeles.

**Private Street.** An ingress/egress easement, roadway, walkway, or other right-of-way open to travel by pedestrians, non-motorized vehicles, or motor vehicles that is not a public street or way, whether or not the instrument creating it has been recorded or filed in the Office of the Recorder of Los Angeles County.

**Private Street.** A private road easement as defined herein which has been determined by the Advisory Agency or the Director of Planning to be adequate for access and for the purposes set forth in this Article, or in Div. 10A.3. (Private Street Regulations).

**Private Street.** A private road easement as defined herein which has been determined by the Advisory Agency or the Director of Planning to be adequate for access and for the purposes set forth in this Chapter, Article 7 (Division of Land Regulations), or Article 8 (Private Street Regulations) of Chapter 1 (General Provisions and Zoning) of this Code.

**Problem Areas.** Those portions of the City of Los Angeles determined by resolution of the Board of Public Works to be actually or potentially dangerous by reason of geological conditions, being subject to inundation or overflow by stormwater, or because of any other potentially dangerous condition, including but not limited to areas subject to rapid spread of fire.

**Producing Zone.** A reservoir or series of reservoirs of sufficient thickness and productivity of hydrocarbons as to form an economic source of supply and which is segregated from other reservoirs or series of reservoirs by natural boundaries or barriers to such an extent as to make its separate development either economically or mechanically desirable in accordance with good oil field practice.

**Project.** New construction, addition, structural alteration, demolition, reconstruction, rehabilitation, relocation, removal or restoration of the exterior of any building, structure or landscaping and the installation of any sign, fence or wall. Project also includes any use of land or change in use. A project may or may not require a building permit. See *Sec. 14.1.17.B. (Project Activities)*.

**Project Activities.** See *Sec. 14.1.17. (Project Activities)*.

**Project Adjustment.** See *Div. 13C.1. (Definitions, Administration)*.

**Project Compliance.** See *Div. 13C.1. (Definitions, Administration)*.

**Project Review Thresholds.** [Reserved]

**Project Site.** The physical site on which a development project is located.

**Protected Tree.** See LAMC Sec. 46.01 (Defnition), LAMC Sec. 46.02. (Requirements for Public Works Permits to Relocate of Remove Protected Trees and Shrubs) and Sec. 11.1.4.P. (Division of Land; Protected Tree Regulations).

**Protected Tree.** "Protected Trees" as defined in Section 46.01 (Definition) of Article 6 (Preservation of Protected Trees) of Chapter 4 (Public Welfare) of this Code.

**Protection Levels.** [Reserved]

**Protective Barrier.** A building component or assembly located at or near the open sides of elevated occupiable space floor surfaces that are designed to reduce the risk of fall from the occupiable space. (Examples include: guardrails, railings and parapets)

**Public Art Installation.** A facility, amenity or project that does not contain any commercial message and which is either an "approved public arts project" as defined by Section 19.85.4 of the Los Angeles Administrative Code or approved pursuant to Section 91.107.4.6 of the Los Angeles Municipal Code. For definition purposes, a commercial message is any message that advertises a business conducted, services rendered, or goods produced or sold.

**Public Benefits Incentive Program.** An Incentive Program established in Division 9.4 of this Chapter to promote the production of improvements, facilities, resources, and services beyond affordable housing for the benefit and enjoyment of the general public.

**Public Facilities Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Public Facilities Incentive of Section 9.4.03.

**Public Facility.** [Reserved]

**Public Project.** Any development initiated by the Department of Public Works or any of its bureaus, any development initiated by any other department or agency of the City, and any development initiated or to be carried out by any other governmental agency which is required to obtain a local government permit. Public Project shall not include any development by any department or agency of the City or any other governmental entity which otherwise requires action by or approval of the City Planning Commission, Area Planning Commission or the Office of Zoning Administration, or any development by any department or agency of the City or any other government entity for which a permit from the Department of Building and Safety is required. Public Project shall also not include any development on tidelands, submerged lands, or on public trust lands, whether filled or unfilled. (Definition Amended by Ord. No. 173,268, eff. 7/1/00, Oper. 7/1/00.)

**Public Project.** Any development initiated by the Department of Public Works or any of its bureaus, any development initiated by any other department or agency of the City, and any development initiated or to be carried out by any other governmental agency that is required to obtain a local government permit. Public Project shall not include any development by any department or agency of the City or any other governmental entity that otherwise requires action by or approval of the City Planning Commission, Area Planning Commission, or the Office of Zoning Administration, or any development by any department or agency of the City or any other government entity for which a permit from the Department of Building and Safety is required. Public Project shall also not include any development on tidelands, submerged lands, or on public trust lands, whether filled or unfilled. Wetland. Lands within the Coastal Zone, which may be covered periodically or permanently with shallow, water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens.

**Public Realm.** [Reserved]

**Public Right-of-Way.** See "Right-of-Way" in this Division.

**Public Right-of-Way Buffer.** A planting area with a wall, fence, or hedge, located along a public right-of-way, and typically intended for screening of surface parking lots, utilities, heavy commercial uses, and industrial uses.

**Public Safety Facility.** Any government facility that provides public safety services. Examples include, but are not limited to, fire stations and police stations.

**Public Way.** A street, alley or other parcel of land leading to a street or public right-of-way, that has been deeded, dedicated, or otherwise permanently appropriated to the public for public use that has a clear width and height of not less than 10 feet.

**Public Way.** Any street, channel, viaduct, subway, tunnel, bridge, easement, right-of-way or other way in which a public agency has a right of use.

## Q

**Qualified Permanent Supportive Housing Project.** The construction of, addition to, or remodeling of a building or buildings offering Supportive Housing; located in a zone in the 15 Density District, or a Density District allowing greater density, and where all of the total combined dwelling units or guest rooms, exclusive of any manager's units, are affordable. For the purposes of this subdivision, affordable means that rents or housing costs to the occupying residents do not exceed 30 percent of the maximum gross income of Extremely Low, Very Low or Low Income households, as those income ranges are defined by the United States Department of Housing and Urban Development (HUD) or any successor agency, as verified by the Housing & Community Investment Department (HCIDLA). A minimum of 50 percent of the total combined dwelling units or guest rooms is occupied by the Target Population.

**Quasi-Judicial Approval.** These actions apply rules to specific facts and are subject to procedural due process principles. These include the processes described in Div. 13B.2. (Quasi-Judicial Review), 13B.4. (Specific Plan Implementation), and 13B.5. (Quasi-Judicial Relief) of this Article.

**Quasi-Judicial Decision.** See Sec. 13A.2.1.B. (Applicability; Procedural Categories).

**Queueing.** [Reserved]

## R

**Railway Facility.** Any facility related to a freight railway; or a railway yard, maintenance, or fueling facility related to a passenger or freight railway.

**Rear Lot Line.** [Placeholder - move to Lot Line?]

**Reasonable Accommodation.** Providing an Individual with a Disability or developers of housing for an Individual with a Disability, flexibility in the application of land use and zoning regulations or policies (including the modification or waiver of certain requirements), when it is necessary to eliminate barriers to housing opportunities.

**Reconstruction.** [Reserved]

**Reconstruction.** The act or process of reproducing by new construction the exact form, features and details of a vanished building, portion of a building, structure, landscape, Natural Feature, or object as it appeared at a specific period of time, on its original or a substitute lot.

**Recreation Room, Accessory.** See *Div. 5D.2. (Definitions, Use)*.

**Recreation, Indoor.** Any commercial facility engaged in providing indoor sports and recreation services. Examples include, but are not limited to, bowling alleys, indoor skating rink facilities, and indoor skydiving.

**Recreation, Outdoor.** Any commercial facility engaged in providing outdoor sports and recreation services. Examples include, but are not limited to, outdoor batting cages, skateboard parks, and tennis courts.

**Recreational Vehicle.** As defined by Section 18010 of the California Health and Safety Code.

**Recyclable Materials.** Items or materials to be recycled or reused, including but not limited to yard waste, paper, plastic, glass, metal, newspaper, and cardboard.

**Recycling Area or Room.** See *Div. 5D.2. (Definitions, Use)*.

**Recycling Center.** Any recycling collection or buyback site, recycling sorting facility, or other recycling oriented site which does not do any processing other than mechanical compaction to reduce the volume of recyclable containers for economy of storage.

**Recycling Center Operator or Junk Dealer.** See *Div. 5D.2. (Definitions, Use)*.

**Recycling Chute.** Any vertical smooth shaft used to convey recyclable materials from the upper floors of a building to a recyclable storage bin or room at the bottom end of the chute.

**Recycling Collection or Buyback Center.** Any facility, including Reverse Vending Machines, where Recyclable Materials are deposited or redeemed for monetary value, and which may include baling or crushing operations for the purposes of efficiency of storage and transfer (volume reduction), but shall not include sorting or processing activities for other than temporary storage purposes.

**Recycling Materials Processing Facility.** Any facility which accepts Recyclable Materials for sorting and processing on the site. For the purpose of this definition, processing shall mean the process of changing the physical characteristics of a Recyclable Material, including the shredding, smelting, grinding and crushing of cans, bottles, and other materials, for other than temporary storage purposes.

**Recycling Materials Sorting Facility.** Any facility which accepts commingled or source-separated Recyclable Materials of various types, which are separated on the site using a manual or automated system. For the purpose of this definition, source-separated Recyclable Materials are those which are separated from the waste stream at their point of generation for the purpose of recycling. This may include baling or crushing operations for the purposes of efficiency of storage and transfer (volume reduction), but shall not include processing activities for other than temporary storage purposes.

**Reflective Symmetry.** [Reserved]

**Rehabilitation.** The act or process of returning a property to a state of utility, through repair or Alteration, which makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its Historical, architectural and Cultural values.

**Relocation.** Relocation is the movement of a building or structure from its existing location to another location.

**Renovation, Major.** Major renovation is the alteration of the interior of any building or structure that does not expand the building or structure, and for which the aggregate value of the alterations within any 24-month period exceeds 50% percent of the replacement cost of the building or structure, as determined by the Department of Building and Safety. Any structural alteration (a change that would prolong the life of the supporting members of a building or structure, such as bearing walls, columns, beams or girders) is included in this definition.

**Renovation, Minor.** Minor renovation- is any alteration that does not impact the exterior of the building, including interior alterations for fire, life safety and handicapped requirements. A structural alteration (a change that would prolong the life of the supporting members of a building or structure, such as bearing walls, columns, beams or girders) is not included in this definition.

**Renter.** Any person, association, partnership, firm, corporation, or public entity which has rented or leased a dwelling unit or other structure within an HPOZ for a continuous time period of at least three years. For purposes of this Chapter, the "renter" also refers to an appointed representative of an association, partnership, firm, corporation, or public entity which is a renter.

**Replacement Unit.** Any unit that would need to be replaced pursuant to Sec. 65915(c)(3) (Density Bonuses and Other Incentives) of the California Government Code if the Project was seeking a density bonus.

**Research and Development.** Any laboratory where chemicals, drugs, or other material or biological matter are handled in liquid solutions or volatile phases, requiring direct ventilation, and specialized piped utilities.

**Resident.** [Reserved]

**Residential Amenity Space.** An area which is designed and intended to be used by occupants of dwelling units for recreational, domestic, or vocational purposes.

**Residential Building.** A building or portion thereof designed or used for human habitation.

**Residential Conversion Project.** An existing apartment house, apartment hotel, hotel, multiple dwelling or group dwelling used exclusively for residential purposes proposed for conversion to a condominium, stock cooperative, or community apartment project to be used exclusively for residential purposes through approval of a tract or parcel map. For purposes of this definition, the term "existing" means that the building was constructed prior to 1945 or, if it was built after 1945, a certificate of occupancy has been issued for the building prior to the time of map application.

**Residential Dwelling Unit.** See dwelling unit.

**Residential Hotel.** Any building containing six or more guest rooms or Efficiency dwelling units, which are intended or designed to be used, or are used, rented, or hired out to be occupied, or are occupied for sleeping purposes by guests, so long as the guest rooms or Efficiency dwelling units are also the primary residence of those guests, but not including any building containing six or more guest rooms or Efficiency dwelling units, which is primarily used by transient guests who do not occupy that building as their primary residence.

**Residential Production/Art Gallery Space.** An on-site building workshop or gallery amenity, not to be combined with an individual Live/Work unit, for use by residents and employees of Live/Work units for art production and/or display, materials and good fabrication, and other similar production activities.

**Residential Project.** A development project containing any number of dwelling units, guest rooms, joint living and work quarters, Live/Work units, or any other type of Lodging, not intended for transient occupancy.

**Residential to Commercial/Industrial Conversion Project.** An existing apartment house, apartment hotel, hotel, multiple dwelling or group dwelling used exclusively for residential purposes proposed for conversion to a condominium or stock cooperative which is to be used exclusively for commercial or industrial purposes through approval of a tract or parcel map. For purposes of this definition, the term "existing" means that the building was constructed prior to 1945 or, if it was built after 1945, a certificate of occupancy was issued for the building prior to the time of map application.

**Residential Unit.** A Dwelling Unit or joint living and work quarters; a mobile-home, as defined in California Health and Safety Code Section 18008; a mobile-home lot in a mobile-home park, as defined in California Health and Safety Code Section 18214; or a Guest Room or Efficiency Dwelling Unit in a Residential Hotel.

**Residential Use.** See *Div. 5D.2. (Definitions, Use)*.

**Resource Extraction.** Any facility engaged in mining, mine site development, or preparing metallic and nonmetallic minerals. Examples include, but are not limited to, metal ore mining, nonmetallic mineral mining, and quarrying.

**Restoration.** The act or process of accurately recovering the form, features and details of a property as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

**Retail Sales.** Any commercial establishment involved in the retail sale of new or used products, and the retail provision of consumer, repair services, or rental services to individuals and businesses. Retail Sales may be combined with other services such as computer, electronics, and similar small-item repairs. Examples include hardware stores, pharmacies, electronics stores, furniture stores, print shops, and clothing stores.

**Retaining Wall.** [Reserved]

**Restricted Affordable Unit.** A Dwelling Unit for which rental or mortgage amounts are restricted so as to be affordable to and occupied by Extremely Low, Very Low, Low or Moderate Income households, as determined by the Los Angeles Housing and Community Investment Department or its successor agency.

**Reverse Vending Machine.** An automated mechanical device which accepts one or more types of empty beverage containers including aluminum cans, glass and plastic bottles, and which issues

a cash refund or a redeemable credit slip with a value not less than the container's redemption value as determined by the State of California. A Reverse Vending Machine may sort and process containers mechanically, provided that the entire process is enclosed within the machine.

**Reverse Vending Machine Commodity Storage Bin.** A non-automated container which is covered and made of durable, incombustible, rustproof and waterproof construction, which is used to store the processed aluminum cans, glass and plastic bottles that are removed from a Reverse Vending Machine.

**Reviewing Agency.** The agency or official charged with reviewing an application for completeness or preparing a staff report. This is typically the Zoning Administrator, Director, or Department of City Planning.

**Revised Tentative Map.** A map involving a revised arrangement of the streets, alleys, easements or lots within property for which a tentative map has been previously approved or a modification of the boundary of the property.

**Revised Tentative Tract Map.** A map involving a revised arrangement of the streets, alleys, easements or lots within property for which a tentative map has been previously approved or a modification of the boundary of the property.

**Right-of-Way.** [Reserved]

**Right-Of-Way.** The dedicated area that includes roadways, medians, and/or sidewalks.

**Roadway.** That portion of a right-of-way for a street or alley used or intended to accommodate the movement of vehicles.

**Roof Form.** The shape of the external upper covering of a building, including the frame for supporting the roofing.

**Roof Form, Accessory.** A portion of a roof structure that deviates from the principal roof form in either shape or color or shape and color.

**Roof Materials.** [Reserved]

**Roof-Mounted Equipment.** [Reserved]

**Rooftop Dining.** Any Covered or Uncovered portion of an Eating and Drinking Establishment which is unenclosed, located on a rooftop, and used primarily for the consumption of food or drinks by the patrons of the Eating and Drinking Establishment.

**Rooftop Planting Areas.** Plants provided on or over a built structure, including but not limited to, a roof, a bridge, a parking structure.

**Roof Sign.** A sign erected upon a roof of a building.

**Roof Structure.** [Reserved]

**Roof Terrace.** [Reserved]

**Root Ball Depth.** [Reserved]

**Root Ball Width.** [Reserved]

**Room, Habitable.** See *Div. 5D.2. (Definitions, Use)*.

**Rounding.** [Reserved]

**ROW.** Right-of-way [Abbreviation?]

## S

**Safety Barriers.** [Reserved]

**Sea.** The Pacific Ocean and all harbors, bays, channels, canals, estuaries, salt marshes, sloughs and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

**Screened Parking.** [Placeholder - move to Parking?]

**Screening.** [Reserved]

**Screening Plants.** [Reserved]

**Security Grate.** [Reserved]

**Security Grate, Exterior.** [Reserved]

**Security Grate, Interior.** [Reserved]

**Service Areas.** [Reserved]

**Setback.** [Reserved]

**School, K-12.** An institution of learning which offers instruction in grades K through 12.

**Schools and Libraries Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Schools and Libraries Incentive of Section 9.4.03.

**School, Postsecondary.** Any institution offering a formal educational program beyond K-12, including programs whose purpose is academic, vocational, or continuing professional education. Examples include, but are not limited to, colleges, technical schools, trade schools, and universities. Postsecondary Schools providing programs involving Heavy Industrial Uses or equipment are allowed only in Use Districts where corresponding industrial uses are also allowed.

**Scrap Metal Processing Yard.** Any facility which is maintained, used or operated solely for the processing and preparing of scrap metal for remelting by steel mills and foundries.

**Seasonal Retail, Outdoor.** Any outdoor holiday retail sales of trees, plants, fruits, or vegetables, or other similar products, not as an extension of a primary retail sales use on the same lot. Examples include seasonal sales of Christmas trees and pumpkins, and other customary holiday items.

**Self-Service Storage.** A building that offers secure self-storage for household goods in individual rooms, compartments, lockers or containers to which clients bring goods for storage and retrieve them any time during normal business hours.

**Senior Citizens.** Individuals who are at least 62 years of age, except that for projects of at least 35 units that are subject to this subdivision, a threshold of 55 years of age may be used, provided all applicable City, State and Federal regulations are met.

**Senior Citizen Housing Development.** See *Div. 5D.2. (Definitions, Use)*.

**Senior Independent Living.** Residential housing that consists of Dwelling Units for persons 62 years of age and older and may include common dining areas or other community rooms. Full time medical services shall not be provided on the premises. It may be a component of an Eldercare Facility.

**Service Road.** That part of a major or secondary highway, containing a roadway that affords access to abutting property and is adjacent and approximately parallel to and separated from the principal roadway.

**Sheltering Structure.** [Reserved]

**Shoreline Project.** Any development in streams, wetlands, and other waters of the United States. Examples include, but are not limited to, depositing of fill and dredged material, jetties, marinas, and piers.

**Short-Term Bicycle Parking.** [Reserved]

**Shrub.** A small to medium sized perennial woody plant. Unlike herbaceous plants, shrubs have persistent woody stems above the ground. They are distinguished from trees by their multiple stems and shorter height, for purposes of this Chapter, less than 15 feet.

**Sidewalk Grade.** [Reserved]

**Sidewalk, Public.** [Reserved]

**Sign.** Any whole or part of a display board, wall, screen or object, used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

**Sign Area.** An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines that will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:

**a.** For wall signs having no discernible boundary, each of the following shall be included in any computation of surface area: (a) the areas between letters; (b) words intended to be read together; and (c) any device intended to draw attention to the sign message.

**b.** For spherical, cylindrical or other three-dimensional signs, the area of the sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction.

**c.** Sign support structures are excluded if neutral in color.

"Time and Temperature" sign copy is excluded from computation of sign area if the copy is less than 56 square feet in area.

**Sill.** The bottommost horizontal exterior surface of a window opening, including a ledge or other architectural detail, that projects from the surrounding building facade.

**Sign Face.** The surface upon which the sign message is placed.

**Sign Support Structure.** A structure of any kind or character, erected, used or maintained for a sign upon which any poster, bill, printing, painting, projected image or other message may be placed.

**Sign, Legally Existing.** A sign authorized by all necessary permits.

**Simulated Divided-Lite.** [Reserved]

**Site Alteration.** Site alteration is any exterior modification of site landscaping or the lot, including grading.

**Site Design.** [Reserved]

**Site Plan.** [Reserved]

**Skilled Nursing Home.** Residential housing that is licensed by the California Department of Health and provides acute, intermediate, or long-term skilled nursing care and consists only of Guest Rooms for its residents. Full time medical services may be provided on the premises. It may be a component of an Eldercare Facility.

**Slope.** The plane or incline of land usually expressed as a percentage where:

$$\% \text{ slope} = \frac{\text{vertical distance}}{\text{horizontal distance}} \times 100$$

**Small Species Tree.** A tree with a minimum 15 foot canopy spread at maturity.

**Smoke and Vape Shop.** Any establishment, the main purpose of which is the sale of tobacco products, substances intended for smoking, or smoking accessories including but not limited to pipes, vaporizing devices or other smoking paraphernalia. If the establishment is solely dedicated to the retail or wholesale sales of tobacco products, substances intended for smoking, or smoking accessories, an attached public or private smokers' lounge that is solely dedicated to smoking

shall be permitted. Any establishment with either an Alcoholic Beverages Control ("ABC") license or Public Health Permit is not solely dedicated to the retail or wholesale sale of tobacco products, substances intended for smoking, or smoking accessories; and therefore, an attached smokers' lounge is not allowed. Smoke and Vape Shops do not include medicinal or recreational marijuana establishments.

**Social Service Incentive Area.** An area of a Community Plan identified in the applicable Community Plan Implementation Overlay as eligible to utilize the Social Service Incentive of Section 9.4.03.

**Soil Depth.** [Reserved]

**Soil Volume.** [Reserved]

**Solar Energy Systems.** [Reserved]

**Solar Panel Energy Generating Facility.** Any facility designed to generate electric power by solar energy primarily for off-site use or for sale.

**Solid Waste Alternative Technology Processing Facility.** Any facility that has one or more technological systems which extracts, recovers or generates usable materials and/or energy from solid waste, as defined in Section 40191 of California Public Resources Code.

**Solid Waste Facility.** Any facility utilized to: receive, temporarily store, separate, convert, combust, or process solid wastes; transfer solid wastes directly from small to larger vehicles for transport; or operate as a landfill. Examples include, but are not limited to, composting facilities, construction and demolition debris and inert material facilities, solid waste disposal sites, transfer and processing facilities, and transformation facilities.

**Soundstages and Backlots.** Any warehouse-type facility providing space for the construction and use of indoor sets, or any outdoor set, backlot, and other outdoor facility, including supporting indoor workshops and craft shops.

**Specific Adverse Impact.** A significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

**Specific Plan.** A specific plan is a definite statement adopted by ordinance of policies, standards and regulations, together with a map or description defining the locations where such policies, standards and regulations are applicable.

**Sports Arena and Stadium.** A commercial facility used primarily for sports and consists of a field, court, race track, rink, or stage either partly or completely surrounded by tiered seating for spectators.

**Spread.** [Reserved]

**Stacked Storage.** [Placeholder - move to Storage?]

**Standalone Parking Structure.** Structures with more than 50% of the gross floor area devoted to vehicular use area. Standalone parking structures may be physically connected to another building or structure, but shall be structurally independent.

**Stock Cooperative.** The same as defined by Section 11003.2 of Article 1 (General Provisions) of Chapter 1 (Subdivided Lands) of Part 2 (Regulation of Transactions) of Division 4 (Real Estate) of the California Business and Professions Code.

**Storage.** [Reserved]

**Storage Yard.** [Reserved]

**Story.** The portion of a building included between the upper surface of a floor and the upper surface of the floor next above, except that the topmost story is that portion of a building included between the upper surface of a floor and the upper surface of the ceiling structure above. See *Sec. 14.1.18. (Story)*.

**Story, Ground.** See "Ground Story".

**Story, Upper.** Any story of a building located above a ground story.

**Street, Collector.** Any street designated as a Collector Street on the adopted Mobility Plan of the General Plan.

**Street Frontage.** The length of a line separating a lot from one street.

**Street Setback.** An area on a lot where motor vehicle use areas are prohibited, including primary street parking setbacks, side street parking setbacks and special lot line parking setbacks.

**Street Step-back.** A step-like recess in the massing of a building that requires that upper stories are pushed back from the lower stories along a street lot line or street lot lines. *(see Sec. 2.2.5.2)*

**Street Setback Encroachment.** [Reserved]

**Street Step-back Depth.** [Reserved]

**Street Wall.** [Reserved]

**Street-Facing.** The portions of a building facade with no permanent structure located between the building facade and a street lot line. See also *Sec. 14.1.19. (Street-Facing)*.

**Street-Facing Entrance.** A door providing access and from the public way to the interior of a building.

**Street-Facing Facade.** [Reserved]

**Street Visible Area.** Any portion of the front, side, and rear facades that can be seen from any adjacent street, alley, or sidewalk, or that would be visible but are currently obstructed by landscaping, fencing, or freestanding walls. It also includes undeveloped portions of the lot where new construction would be visible from the adjacent street or sidewalk; facades that are generally

visible from non-adjacent streets due to steep topography; or second stories visible over adjacent one story structures.

**Streetscape.** See *Sec. 4C.6.3. (Streetscape)*.

**Structural Alteration.** [Reserved] (Art 12)

**Structure.** Any constructed object more than 30 inches in height. Including unenclosed structures that are structurally integrated with a building.

**Structure, Parking.** See "Parking Structure".

**Structure, Permanent.** A structure designed, intended, and constructed so as to remain at one location.

**Structure, Sheltering.** A structure designed, intended and constructed to protect users from precipitation and inclement weather.

**Structure, Underground.** A structure located entirely below the ground floor elevation.

**Subdivider.** A person, firm, corporation, partnership or association who proposes to divide, divides or causes to be divided, real property into a subdivision for themselves or for others.

**Subdivider.** A person, firm, corporation, Partnership or association who proposes to divide, divides or causes to be divided real property into a subdivision for himself or for others. The term "subdivider" includes any assignee or designee of the subdivider.

**Subdivision.** The same as defined in Sec. 66424 of the California Government Code. Subdivision includes a stock cooperative project as defined in Sec. 12.03 of Chapter 1 (General Provisions and Zoning) of this Code and in Div. 11B.1. (Division of Land Definitions) of this Chapter, as applicable.

**Subdivision.** The same as defined in Section 66424 of the Subdivision Map Act. Subdivision includes a Stock Cooperative project.

**Subdivision Approval.** Any approval under the Division of Land regulations set forth in Div. 13B.8. (Division of Land) of this Article.

**Subdivision Committee.** [Reserved]

**Subdivision Design.** Design of a subdivision shall include:

1. Street alignments, grades and widths;
2. Drainage and sanitary facilities and utilities, including alignments and grades thereof;
3. Location and size of all required easements and rights-of-way;
4. Fire roads and firebreaks:
5. Lot and size configuration;

6. Traffic access;

7. Grading;

8. Land to be dedicated for park and recreation purposes, and

9. Such other specific requirements in the General Plan and configuration of the entire subdivision as may be necessary or convenient to insure conformity to or implementation of the General Plan or any adopted Specific Plan.

**Subdivision Improvement.** Such street work and utilities to be installed, or agreed to be installed by the subdivider on the land to be used for public or private streets, highways, ways, and easements as are necessary for the general use of the lot owners in the subdivision and local neighborhood traffic and drainage needs and required as a condition precedent to the approval and acceptance of the Final Map or Parcel Map. Such street work and utilities include necessary monuments, street name signs, guardrails, barricades, safety devices, fire hydrants, grading, retaining walls, storm drains and flood control channels and facilities, erosion control structures, sanitary sewers, street lights, street trees, traffic warning devices other than traffic signals and relocation of existing traffic signal systems directly affected by other subdivision improvements and other facilities as are required by the Bureau of Street Lighting or Bureau of Street Maintenance in conformance with other applicable provisions of this Code, or as are determined necessary by the Advisory Agency for the necessary and proper development of the proposed subdivision and to insure conformity to or the implementation of the general plan or any adopted specific plan.

**Subdivision Map Act.** The Subdivision Map Act of the State of California, Chapters 1 through 7 of Div. 2 (Subdivisions) of Title 7 (Planning and Land Use) of the California Government Code, commencing with Sec. 66410.

**Substance Abuse Facility, Licensed, seven or more persons.** Any premises, place, or building licensed by the State of California that provides 24-hour residential nonmedical services to adults who are recovering from problems related to alcohol, drug, or alcohol and drug misuse or abuse, and who need alcohol and drug recovery treatment or detoxification services, as defined in the Health and Safety Code. This definition applies when there are seven or more persons being served.

**Substance Abuse Facility, Licensed, six or fewer persons.** Any premises, place, or building licensed by the State of California that provides 24-hour residential nonmedical services to adults who are recovering from problems related to alcohol, drug, or alcohol and drug misuse or abuse, and who need alcohol and drug recovery treatment or detoxification services, as defined in the Health and Safety Code. This definition applies when there are six or fewer persons being served.

**Suite.** A group of habitable rooms designed as a unit, and occupied by only one family, but not including a kitchen or other facilities for the preparation of food, with entrances and exits which are common to all rooms comprising the suite.

**Supergraphic Sign.** A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials and methods, and which does not

comply with the following provisions of this Code: Sections 14.4.9, 14.4.15, 14.4.16, 14.4.17 and/or 14.4.20.

**Superintendent.** The Superintendent of Building or his or her authorized representative.

**Supportive Housing.** Housing with no limit on length of stay for persons with low incomes who have one or more disabilities and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people. The housing is linked to onsite or offsite Supportive Services, and any Floor Area used for the delivery of Supportive Services shall be considered accessory to the residential use.

**Supportive Services.** Services that are provided on a voluntary basis to residents of Supportive Housing and Transitional Housing, including, but not limited to, a combination of subsidized, permanent housing, intensive case management, medical and mental health care, substance abuse treatment, employment services, benefits advocacy, and other services or service referrals necessary to obtain and maintain housing.

**Surface Parking Area.** [Reserved]

**Surface Parking Lot.** A parking area that has no floor area below or above it.

**Surveyor.** A licensed land surveyor authorized to practice in California.

**Swap Meet.** Any outdoor event where goods are offered or displayed for sale or exchange by ten or more independent vendors. An independent swap meet vendor is any individual, partnership, corporation, business association or other person or entity who is not an employee of the owner or lessee of the subject building, and 1) a fee is charged by a swapmeet operator for the privilege of offering or displaying new or secondhand goods for sale or exchange; or 2) a fee is charged to prospective buyers for admission to the area where goods are offered or displayed for sale or exchange. Examples include, but are not limited to, flea markets, open-air markets, and other similar events.

## T

**Target Population.** Persons with qualifying lower incomes who:

1. Have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, and are homeless as defined by any Los Angeles City, Los Angeles County, State of California, or Federal guidelines; or

2. Are chronically homeless, as defined by any Los Angeles City, Los Angeles County, State of California, or Federal guidelines.

**Temporary Construction Wall.** A wooden fence or wooden barrier that provides protection for pedestrians and is erected and maintained on the perimeter of a construction or demolition site pursuant to Sections 3303 and 3306 of the California Building Code (CBC).

**Temporary Entertainment Venue.** A temporary amusement, entertainment, or recreation use accessible to the general public. Examples include traveling circuses or periodic sports events.

**Temporary Residency.** [Reserved]

**Temporary Sign.** Any sign that is to be maintained for a limited duration, including paper signs and other signs that are not permanently affixed to the ground or building.

**Tenant.** [Reserved]

**Tentative Map.** Refers to a map made for the purpose of showing the design of a proposed subdivision creating five or more parcels, five or more condominiums, or five or more units in a community apartment project or stock cooperative, and showing the existing conditions in and around it and need not be based upon an accurate or detailed final survey of the property.

**Tentative Tract Map.** A map made for the purpose of showing the design of a proposed subdivision creating 5 or more parcels, 5 or more condominiums, or 5 or more units in a community apartment project or stock cooperative, and showing the existing conditions in and around it and need not be based upon an accurate or detailed final survey of the property.

**Tennis or Paddle Tennis Court.** A game court designed for the purpose of playing tennis, paddle tennis or similar game, utilizing a concrete slab or other conventionally accepted hard playing surface, an enclosing fence and frequently overhead lighting fixtures.

**Textile and Apparel Manufacturing.** Any facility that transforms fibers into a product, such as yarn or fabric, or manufactures textile and other apparel products. Examples include, but are not limited to, fabric mills, finishing and coating mills, jewelry manufacturing, and leather product manufacturing.

**Theater.** A facility for performing arts, motion pictures, or other media arts before an audience, and with a total seating capacity no greater than 1,200. Examples include comedy theaters, community theaters, and movie theaters. Facilities with a seating capacity equal to or greater than 1,200 are included in the Auditorium definition.

**Tiny House, Movable.** An enclosed space intended for separate, independent living quarters and that meets all of the following:

1. Is licensed and registered with the California Department of Motor Vehicles;
2. Meets the American National Standards Institute (ANSI) 119.5 requirements or the National Fire Protection Association (NFPA) 1192 standards, and is certified for ANSI or NFPA compliance;
3. Cannot move under its own power;
4. Is no larger than allowed by California State Law for movement on public highways; and
5. Is no smaller than 150 and no larger than 430 square feet as measured within the exterior faces of the exterior walls.

**Tract Map.** Tract map refers to either a tentative map or final map.

**Tract Map, Final.** A map prepared in accordance with the provisions of *Division 13B.7.* (Division of Land) and with any applicable provisions of the Subdivision Map Act, designed to be recorded in the Office of the County Recorder of Los Angeles.

**Trailer or Automobile Trailer.** A vehicle without motive power, designed to be drawn by a motor vehicle and to be used for human habitation or for carrying persons and property, the terms "trailer" and "automobile trailer" shall not include a mobilehome.

**Transparent Area.** X-ref Frontage.

**Transient Occupancy Residential.** See *Div. 5D.2. (Definitions, Use)*.

**Transit Stop/Major Employment Center.** Any one of the following:

1. A station stop for a fixed transit guideway or a fixed rail system that is currently in use or whose location is proposed and for which a full funding contract has been signed by all funding partners, or one for which a resolution to fund a preferred alignment has been adopted by the Los Angeles County Metropolitan Transportation Authority or its successor agency; or
2. A Metro Rapid Bus stop located along a Metro Rapid Bus route; or, for a Housing Development Project consisting entirely of Restricted Affordable Units, any bus stop located along a Metro Rapid Bus route; or
3. The boundaries of the following three major economic activity areas, identified in the General Plan Framework Element: Downtown, LAX and the Port of Los Angeles; or
4. The boundaries of a college or university campus with an enrollment exceeding 10,000 students.

**Transitional Buffer.** A planting area with a wall located along a common lot line, typically intended for buffering residential uses from surface parking lots, utilities, heavy commercial uses, and industrial uses.

**Transitional Housing.** A building where housing linked to Supportive Services is offered, usually for a period of up to 24 months, to facilitate movement to permanent housing for persons with low incomes who may have one or more disabilities, and may include adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people.

**Transitional Worker.** An individual who, at the time of commencing work on the project, resides in an Economically Disadvantaged Area or Extremely Economically Disadvantaged Area and faces at least two of the following barriers to employment: (1) being homeless; (2) being a custodial single parent; (3) receiving public assistance; (4) lacking a GED or high school diploma; (5) having a criminal record or other involvement with the criminal justice system; (6) suffering from chronic unemployment; (7) emancipated from the foster care system; (8) being a veteran; or (9) being an

apprentice with less than 15% of the apprenticeship hours required to graduate to journey level in a program.

**Transmit or Transmitted.** Notification of a decision in writing, by mail, or electronically. The date of transmittal is the date the decision is mailed (as shown by the date stamp), unless otherwise provided.

**Transparency.** The amount of transparent area on a building facade.

**Transparent Area.** See *Sec. 3C.4.1.C.3. (Transparent Area)*.

**Transportation Demand Management (TDM).** The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

**Trash Chute.** Any vertical smooth shaft used to convey rubbish, trash, or garbage from the upper floors of a building to a trash storage bin or room at the bottom end of the chute.

**Tree Expert.** A person with at least 4 years of experience in the business of transplanting, moving, caring for and maintaining trees and who is (1) a certified arborist with the International Society of Arboriculture and who holds a valid California license as an agricultural pest control advisor or (2) a landscape architect or (3) a registered consulting arborist with the American Society of Consulting Arborists.

**Trip Reduction.** Reduction in the number of work-related trips made by single-occupant vehicles.

**Truck Gardening.** The cultivation of berries, flowers, fruits, grains, herbs, mushrooms, nuts, ornamental plants, seedlings, or vegetables for use on-site or for sale or distribution off-site.

**Turf Plants.** [Reserved]

## U

**Underground Parking.** Vehicular use areas located below the ground floor elevation.

**Unenclosed.** A structure or space having more than 25% open area along its perimeter. (*see Sec.16.1.4 for Enclosure measurement*).

**Unified Adaptive Reuse Project.** An Adaptive Reuse Project composed of two or more buildings, so long as the Project has all of the following characteristics: (a) functional linkages, such as pedestrian or vehicular connections; (b) common architectural and landscape features, which constitute distinctive design elements of the Project; and (c) a unified appearance when viewed from adjoining streets. Unified Adaptive Reuse Projects may include lots that abut or are separated only by an alley or are located across the street from any portion of each other.

**Uniformity Ratio.** [Reserved]

**Upper Stories.** [Reserved]

**Upper Story Height.** The floor-to-floor height of any story of a building located above the ground story.

**Use.** The purpose for which land or a building is arranged, designed or intended or for which either land or a building is or may be occupied or maintained.

**Use, Change of.** [Reserved]

**Used Vehicle Sales Area.** An area or lot where any type of used motor vehicle or trailer is displayed for sale.

**Used Vehicle Sales, Light.** The sale of used vehicles at dealerships, where the primary function is the sale of used passenger vehicles and pickup trucks with a GVWR no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats, and recreational vehicles. The use may also include related ancillary uses such as a car wash.

**Utility.** Any public or private infrastructure serving the general public. This infrastructure may facilitate development, generation, diversion, apportionment, measurement, storage, treatment, transfer, delivery, or conservation, for power, water, natural gas, sewage, or telephone, television, internet, and related communication. Wireless Telecommunication Facilities are not included in this definition.

**Utility Area.** [Reserved]

**Utility Rental Trailer.** Any non-passenger carrying, box- type open or van designed to be towed by a passenger vehicle, not exceeding 3,500 pounds gross vehicle weight (GVW), and not exceeding 96 inches in total width, nor 72 inches in box width, nor 14 feet in box length.

## V

**Vanpool.** A vehicle carrying six or more persons to and from work on a regular schedule, and on a prepaid basis.

**Vehicular Access Lane.** A lane located on a lot that provides motor vehicle access from a driveway in the public right-of-way to a parking lot or other motor vehicle use area on-site.

**Vehicle.** Any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

**Vehicle, Commercial.** Any vehicle, excluding Household Moving Rental Trucks, and Utility Rental Trailers, which when operated upon a highway is required to be registered as a commercial vehicle by the Vehicle Code of the State of California or by any other jurisdiction and which is used or maintained for the transportation of persons for hire, compensation, or profit, or designed, used or maintained primarily for the transportation of property.

**Vehicle Repair, Heavy.** Any facility involving the diagnosing of malfunctions, repairing or maintaining of heavy duty trucks with a Gross Vehicle Weight Rating (GVWR) greater than or equal to 19,500 lbs., and other commercial vehicles.

**Vehicle Repair, Light.** A use involving the diagnosing of malfunctions, repairing or maintaining of passenger vehicles, recreational vehicles, and pickup trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats. Examples include, but are not limited to, smog testing shops,body shops, and other similar automotive related repair or installation businesses.

**Vehicle Sales and Rental, Heavy.** Any facility that sells, rents or leases vehicles with a Gross Vehicle Weight Rating (GVWR) equal to or greater than 19,500 lbs., or an unladen weight of equal to or greater than 8,001 lbs.

**Vehicle Sales and Rental, Light.** Any facility that sells, rents or leases passenger vehicles, recreational vehicles, and pickup trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., or an unladen weight of less than 8,001 lbs., and other consumer vehicles such as motorcycles, boats.

**Vehicle Storage, Heavy.** Any facility for the storage of vehicles and heavy duty trucks with a Gross Vehicle Weight Rating (GVWR) greater than or equal to 19,500 lbs., and other commercial vehicles. Examples include storage of fleet vehicles, tractor trailers, dump trucks, and specialized trailers for oversized loads.

**Vehicle Storage, Light.** Any facility for the storage of passenger vehicles, light and medium duty trucks with a Gross Vehicle Weight Rating (GVWR) no greater than 19,500 lbs., and other consumer vehicles such as motorcycles, boats, and recreational vehicles. Examples include, but are not limited to, storage of buses, household moving rental trucks, motorcycles, recreational vehicles, and trailers.

**Vehicular Access Rights.** The right or easement for access of owners or occupants of abutting lands to a public way other than as pedestrians.

**Vehicular Sales Areas.** Includes exterior areas used for the display and sale or rental of vehicles, boats, trailers, construction equipment, manufactured homes, or similar uses.

**Vehicular Use Area.** Includes, but is not limited to, loading docks, service bays, repair yards, bus bays, trucking terminals, rail yards, transit platforms, and motorhome storage areas, not normally open to public vehicular use.

**Vertical Bands.** A continuous band of material running vertically up a facade.

**Vertical Circulation.** [Reserved]

**Vertical Storage.** [Reserved]

**Very High Fire Severity Hazard Zone.** A geographical area identified to be at a significant risk from wildfires based on fuel loading, slope, fire weather and other relevant factors, as established in

LAMC Section 57.4908 (Very High Fire Hazard Severity Zone-Requirements Specific to Los Angeles) of Article 7 (Fire Code) of Chapter 5 (Public Safety and Protection).

**Very Low-Income Households.** Households with an annual income that does not exceed the amount designated for that category as defined in Sec. 50105 (Definitions) California of the Health and Safety Code.

**Vesting Tentative Map.** A tentative map for any land division that has printed conspicuously on its face the words "Vesting Tentative Map" and is characterized by certain rights to proceed with development when filed and processed in accordance with *Sec. 13B.7.3.* (Tentative Tract Map).

**Veterinary Hospital.** Any facility in which animals or pets are given medical or surgical treatment and care.

**Vintage Original Art Mural.** An Original Art Mural that existed prior to the operative date of Los Angeles Ordinance No. 182706, which is October 12, 2013.

**Visual Obstruction.** [Reserved]

**Visual Light Transmittance.** [Reserved]

## W

**Wall.** A constructed vertical barrier erected to enclose, screen, or separate areas. A wall differs from a fence in having a solid foundation along its whole length.

**Wall, Exterior.** [Reserved]

**Wall, Interior.** [Reserved]

**Wall Plate.** [Reserved]

**Wall Sign.** A sign on the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall, that has been attached to, painted on, or erected against the wall, projected onto the wall, or printed on any material which is supported and attached to the wall by an adhesive or other materials or methods.

**Waste Receptacles.** [Reserved]

**Water Supply.** Such water system supply and distribution facilities as are necessary to provide a reliable and adequate water supply for private use and public fire protection purposes.

**Wholesale Trade and Warehousing.** Any facility engaged in operating wholesale, warehousing, or storage facilities for general merchandise, refrigerated goods, food and beverage products, and other warehouse products. They may also provide logistics services related to the distribution of goods.

**Window.** An operable or inoperable opening constructed in a wall that admits light or air into an enclosure and is often framed and spanned with glass or other translucent material.

**Window Assembly.** [Reserved]

**Window Display.** [Reserved]

**Window Frame.** [Reserved]

**Window Grill.** [Reserved]

**Window Opening.** [Reserved]

**Window Rail.** [Reserved]

**Window Sash.** [Reserved]

**Window Sign.** A sign that is attached to, affixed to, leaning against, or otherwise placed within 6 feet of a window or door in a manner so that the sign is visible from outside the building. The term window sign shall not include the display of merchandise in a store window.

**Windrow Composting.** The process in which compostable material is placed in elongated piles or windrows which are mechanically turned or aerated to encourage decomposition and to reduce odors.

**Wireless Telecommunication Facility.** Any structure built for the sole or primary purpose of supporting FCC-licensed antennas and their associated facilities. These structures may include radio transceivers, antennas, a regular and backup power supply, other associated electronics, and may be in any technological configuration. Wireless telecommunication embedded within or used exclusively for power devices, facilities, and infrastructure are exempt. Satellite dish antennae, radio and television transmitters, and antennae incidental to residential uses are not part of this definition.

**Wood and Paper Manufacturing.** Any facility engaged in processing and manufacturing of wood or paper products. Examples include, but are not limited to, lumber and pulp mills.

**Wood Wastes.** Any untreated and/or unpainted wood material such as pallets, plywood and other construction related scrap lumber, stumps and tree trimming.

**Wrapped Parking.** [Reserved]

## X

## Y

**Yard.** See *Sec. 14.1.20. (Yard Designation)*.

**Yard Sign.** See *Sec. 4C. 11.6.C.12. (Yard Sign)*.

## Z

**Zoning Administrator.** The Zoning Administrator shall mean the Chief Zoning Administrator or an Associate Zoning Administrator. The Director may appoint the Zoning Administrator to act as the Director's designee or as a Hearing Officer for the Director. Reference: Sec. 561 of the City Charter

# Appendix H

## Inventory of CRA Mitigation Measures

Prepared by the Department of City Planning

| Impact Area | Community Redevelopment Plan Area | | Mitigation Measures | | Response to Mitigation Measure | Impact of Removing Mitigation Measure |
|---|---|---|---|---|---|---|
| **Land Use & Planning** | **Central Industrial** | **1** | LU1 | The Agency's approval of developments within commercial or industrial corridors shall explicitly consider the effects of commercial activities on adjacent residential properties. Site plan and project design reviews shall be conducted to ensure that projects in these areas will be appropriately screened to mitigate light, glare, and noise impacts. As a condition of project approval, mitigation measures to avoid light, glare, and noise impacts shall be established, which would include, but are not limited to, screening or physical design. | Not necessary and infeasible. The mitigation is inconsistent with current City policy, as well as the policies and programs proposed under the Downtown Plan. The mitigation measure is derived from an older zoning system, and does not comport with the various new and more detailed Use Districts and Development Standards that are proposed as part of the Project, that better manage the compatibility between residential and commercial uses, and that are proposed to be applied to by-right projects. Further, the mitigation measure is inconsistent with the City, and the Downtown Plan's, goal to reduce Vehicle Miles Traveled by facilitating a more robust mix of uses within proximity to transit resources located throughout the Community Plan Area. Lastly, the City can continue to identify and mitigate project-specific light, glare, and noise effects consistent with project review (same as the current Site Plan Review) and other similar discretionary approval processes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.10 (Land Use) - less than significant impact realted to inconsistency with land use plans and policies; Section 4.1 (Aesthetics) less than significant impacts on light, glare and shade; Section 4.11 (Noise)- less than significant impact to permanent noise increases due to stationary and mobile operational activities; significant and unavoidable impacts generated by temporary construction noise. |
| | | **2** | LU2 | Proposed industrial uses shall be buffered from adjacent residential neighborhoods through a variety of land use planning and site design techniques which would include, but are not limited to, the following: screening walls, landscaped setbacks, perimeter or intervening streets, etc. | Not necessary. The mitigation is inconsistent with the policies and programs proposed under the Downtown Plan. The Plan confines traditional industrial uses that have historically necessitated buffering to a smaller geography than applied under the Redevelopment Plan. The Downtown Plan also proposes more contemporary Development Standards for both more traditional industrial uses, as well as newer industrial (hybrid industrial, production uses, etc.) that address buffering between residential and industrial uses. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.10 (Land Use) - less than significant impact realted to inconsistency with existing land use plans and policies. |
| | | **3** | LU3 | Proximity and nuisance impacts such as light, glare, odor, and noise shall be minimized through project design features. | Lighting and Glare.<br>Infeasible. This mitigation measure requires a project-specific lighting plan for projects adjacent to existing residences or other sensitive uses. Projects of a certain size that could potentially cause lighting spillover impacts are subject to LAMC Section 16.05 (Site Plan Review) which would allow for site-specific analysis of potential light and glare effects as appropriate under State law. Future development in the the Downtown Plan would be required to comply with LAMC Chapter 9, Article 3, Section 93.0117 and Chapter 9, Article 1, Section 91.6205M, for light and glare affecting residential uses. These standards prohibit the use of highly reflective or deeply tinted glass. In addition, new standards contained in the New Zoning Code would further reduce glare potential by preventing new development from using materials that typically create high levels of glare. Existing applicable regulatory frameworks include LAMC Signs Article 4.4 Sign Regulations; 14.4.3 Application; 14.4.4 General Provisions; 14.4.5 Hazard to Traffic; 14.4.6 Freeway Exposure. As a matter of policy the City finds adopting and implementing additional processes and design standards and imposing additional study and review requirements, including to address lighting and glare, and other than those already existing, such as project review (same as the current Site Plan Review), and those proposed with the Downtown Plan are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes.<br>Additionally, per SB 743--a bill that is intended to reduce GHG through encouragement of development around transit--aesthetic impacts are not considered CEQA impacts for infill projects within a transit priority area (TPA). Most of the Downtown Plan area is in a TPA. These aesthetic impacts include impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas. Infill projects are residential, mixed-use residential, or employment center project, consistent with the development that is anticipated under the Downtown Plan. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.1 (Aesthetics)- less than significant impacts on light, glare and shade; Section 4.11 (Noise)- less than significant impact to permanent noise increases due to stationary and mobile operational activities; significant and unavoidable impacts generated by temporary construction noise. |
| | | | | | Odor<br>Not necessary. The Downtown Plan concentrates heavy and, light industrial uses in the eastern and southern portions of the Downtown Plan Area, away from residential uses. In addition, the Downtown Plan includes standards for new buildings that would insulate against odor issues. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, Section 4.3 (Air Quality) - less than significant impacts related to odor. |
| | | | | | Noise.<br>Not necessary. The California Building Code Title 24 has noise insulation standards for new buildings, and the City has a noise ordinance to regulate excessive noise, including around residential areas. Additionally, discretionary projects can be reviewed for noise under environmental review project review, if applicable. As a policy matter, the City finds adopting any additional regulations, requirements or review to address noise, including for ministerial and discretionary projects, is not desirable or necessary and would not be an efficient use of City resources or result in good land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, Section 4.11 (Noise)- less than significant impacts to permanent noise increases due to stationary and mobile operational activities; significant and unavoidable impacts generated by temporary construction noise. |
| | | | LU4 | The Agency's review and approval of residential projects shall consider the predominately industrial nature of the area. Site plan and project design reviews shall be conducted to assure that projects in these areas will incorporate design features (screening, double or triple glazing, etc.) to minimize adverse impacts resulting from the presence of residential uses in an industrial area. | Infeasible. The Downtown Plan establishes Hybrid Industrial Zones, which directly address compatibility between residential, live/work, and non-residential uses, through use limitations, as well as Development Standards. This mitigation measure is inconsistent with a ministerial review process and adds an additional layer of review to discretionary approvals that is undesirable. project review (same as the current Site Plan Review)in the LAMC requires that projects of a certain size would be subject to design review conditions of approval by way of a Director's determination and environmental clearance. As a matter of policy the City finds adopting and implementing additional processes and design standards for discretionary and ministerial projects, other than those already existing, including project review (same as the current Site Plan Review), and those proposed in the Downtown Plan are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes. Additionally, impacts to new residential occupants from existing uses is not a CEQA impact. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably antidpated development under the Downtown Plan, and see specifically, Section 4.10 (Land Use) - less than significant impact related to inconsistency with current land use plans and policy. |
| | | **4** | LU5 | During project-specific development and design, the Agency shall coordinate with the City of Los Angeles Department of Planning regarding planning goals and objectives. | Not necessary and infeasible. The Agency no longer implements the Redevelopment Plans, the Redevelopment plans are now implemented directly by City of Los Angeles Department of City Planning, thus the mitigation requiring inter-agency coordination is functionally irrelevant. Furthermore, the proposed Downtown Plan is an update to the existing Central City and Central City North Community Plans. The goals, policies, zoning and implementation of the Downtown Plan are aligned to reflect and further the larger goals and objectives of the City of Los Angeles Department of Planning, including it's goal to reduce green house gas emissions, direct growth to transit hubs, and to plan for increases to the housing supply. Therfore, the City finds adopting any additional regulations, requirements or review to address the departments planning goals and objectives, is not necessary. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Chapter 3 (Project Description) for a discussion of the goals and objectives of the Downtown Plan. |
| | **City Center** | **1** | LU1 | See Central Industrial LU1 above | See response to Central Industrial LU1 above. | |
| | | | LU2 | See Central Industrial LU2 above | See response to Central Industrial LU2 above. | |
| | | | LU3 | See Central Industrial LU3 above | See response to Central Industrial LU3 above. | |
| | | | LU4 | See Central Industrial LU4 above | See response to Central Industrial LU4 above. | |
| | **Chinatown** | | | N/A | N/A | |
| **Aesthetic** | **Central Industrial** | **1** | A1 | For all new development greater than 30 feet in height considered within and/or adjacent to areas of existing concentrations of artist loft housing, a specific determination shall be made as to whether sunlight access would be substantially impaired. In those instances where adverse impacts are anticipated, changes in building orientation, setback or massing shall be required to reduce or eliminate the impact. | Infeasible. This mitigation measure is inconsistent with State and Local policy, per SB 743--a bill that is intended to reduce GHG through encouragement of development around transit--aesthetic impacts are not considered CEQA impacts for infill projects within a transit priority area (TPA). Most of the Downtown Plan area is in a TPA. These aesthetic impacts include impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas. Infill projects are residential, mixed-use residential, or employment center projects, consistent with anticipated development under the Downtown Plan.The City regulates height and massing through zoning standards and its decisions to designate properties with contextual and tailored development standards compatible with existing visual character. Moreover, this mitigation measure requires project-specific studies. Per LAMC, project review (same as the current Site Plan Review) requires that projects of a certain size would be subject to design review conditions of approval by way of a Director's determination and environmental clearance. As a matter of policy the City finds adopting and implementing additional processes and design standards and imposing additional study and review requirements, including to address shade and shadow, other than those already existing, including Site Plan Review, and those proposed with the Downtown Plan are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.10 (Land Use) of the DEIR for the less than significant land use impacts; Section 4.1 (Aesthetics)- for less than significant impacts on light and shade. |
| | | **2** | A2 | Lighting plans for public and private projects located adjacent to existing residences (apartments, condominiums, etc.) shall be reviewed by the Agency to determine that there will be no adverse spillover lighting affects. Where lighting is adjacent to existing residential units, cutoffs, shrouds, shields or similar techniques shall be used to eliminate potential impacts. | Infeasible. This mitigation measure is inconsistent with State and Local policy, per SB 743--a bill that is intended to reduce GHG through encouragement of development around transit--aesthetic impacts are not considered CEQA impacts for infill projects within a transit priority area (TPA). Most of the Downtown Plan area is in a TPA. These aesthetic impacts include impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas. Infill projects are residential, mixed-use residential, or employment center projects, consistent with anticipated development under the Downtown Plan. Furthermore, this mitigation measure requires a project-specific lighting plan for projects adjacent to existing residences or other sensitive uses. Projects of a certain size that could potentially cause lighting spillover impacts would likely be subject to project review (same as the current Site Plan Review) including design review conditions of approval by way of a Director's determination and environmental clearance. As a matter of policy the City finds adopting and implementing additional processes and design standards and imposing additional study and review requirements, including to address lighting issues, other than those proposed with the Downtown Plan and those already existing, including Site Plan Review, are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.1 (Aesthetics)- for less than significant impacts related to lighting and glare. |
| | **City Center** | **1** | A1 | To ensure that new development is visually compatible in scale and character with adjacent existing development, the Agency shall adopt design guidelines for residential areas and commercial corridors within the Project Area. These guidelines shall supplement existing zoning requirements and provide additional guidance regarding landscaping, open space, height, setbacks and similar factors that influence visual compatibility of land uses. | Infeasible. New development would be subject to neighborhood-specific Form, Frontage, and Development Standard provisions, under the proposed new zoning system, and thus the more subjective design guidelines envisioned by the mitigation measure are unnecessary (and furthermore the adoption of Design Guidelines is not permissible under SB330). Form Standards regulate lot size, lot coverage, outdoor amenity space, floor area ratio and building height, and upper-story bulk and building mass. Frontage Standards regulate facade treatment requirements, design and spacing of building entrances, front yard landscaping, blank wall width, and ground story height. Development Standards which vary by neighborhood also enhance design. As a matter of policy, the City finds adopting and implementing additional processes and design standards for visual compatibility, other than those already existing, and those proposed in the Downtown Plan are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.10 (Land Use) - no, or less than significant, land use impacts; Section 4.01 (Aesthetics)- less than significant impacts on visual compatibility. |
| | | **2** | A2 | See Central Industrial A2 above | See response to Central Industrial A2 above. | |
| | **Chinatown** | | | N/A | N/A | |
| **Cultural & Historical Resources** | **Central Industrial** | **1** | CR1 | To the extent feasible, existing architectural and historic resources shall not be demolished and shall be incorporated into future development. | Infeasible. The City's Cultural Heritage Ordinance requires that all projects that include a designated Historic Cultural Monument, are required to be reviewed by Office of Historic Resources and the Cultural Heritage Commission. Any discretionary project, including those that require project review (same as the current Site Plan Review), are required to undergo CEQA review to determine if they will impact a historic resource and to mitigate significant impacts or the City will need to prepare an Environmental Impact Report and adopt a statement of overriding considerations before causing a significant impact. The City finds as a matter of policy, including any additional processes, including additional delay to additional properties, to the review and approval of projects for the purposes of historical resource protections, than those in the Downtown Plan or in existing City regulations, including those for Historical Cultural Monuments, HPOZs, and the Building and Safety code requirements, is unnecessary and undesirable and would not result in an efficient use of City resources or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) of the DEIR for potentially signifcant and unavoidable impacts related to historical resources. |
| | | **2** | CR2 | Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. | Not Necessary. The City's Cultural Heritage Ordinance requires all projects that include a designated Historic Cultural Monument or discretionary projects that include eligible historical resources be subject to Office of Historic Resources review. Historic Cultural Monuments require Cultural Heritage Commission review for proposed exterior and interior alterations in accordance with the Secretary of the Interior's Standards for Rehabilitation. As a matter of policy, the City finds including any additional processes, including additional delay to properties, or the review and approval of projects for the purposes of historical resource protections, other than those already existing, including processes for Historical Cultural Monuments, HPOZs, and the Building and Safety code requirements, and those proposed in the Downtown Plan are unnecessary and undesirable, and would not result in an efficient use of City resources or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) of the DEIR for the potentially significant and unavoidable impacts related to historical resources. |

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| | | 3 | CR3 | New developments adjacent to significant historic or architectural resources shall be compatible in size, scale, materials, fenestration and massing to such historic or architectural resources. | Infeasible. The Downtown Plan proposes zoning standards that include height limitations and contextual infill facade standards in certain historic districts within the Plan area. As a matter of policy, the City finds adopting further design standards, other than those already existing are unnecessary and undesirable (and furthermore the adoption of Design Guidelines is not permissible under SB330) and would not result in an efficient use of City resources or result in desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) of the DEIR for the potentially signficant and unavoidable impacts related to historical resources. |
| | | 4 | CR4 | Historic street lamps shall be repaired and reused rather than replaced by contemporary fixtures for streetscape improvements. | Infeasible. This mitgation addresses an individual project-level concern. Any discretionary project, such as City streetwork improvements or larger private development projects that would be required to do streetwork improvements that could impact eligible historic resource, including street improvements, such as street lamps, would require CEQA review and mitigation measures to avoid impacts to historical resources as defined by CEQA. Any additional policy intervention to protect "historic" street lamps in ministerial projects including the adoption of design standards is not desirable. Moreover, the measure is not needed to avoid impacts to aesthetics because the City does not find as a policy matter that the loss of such street lights will result in a signfiant aesthetic impact. Additionally, most of the Plan Area would be in a Transit Priority Area which would not have an aesthetic impact for reasonably foreseeable development. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.1 (Aesthetics) less than signficant impacts to visual character and light and glare; Section 4.4 (Cultural Resources) of the DEIR for potentially signficant and unavoidable impacts related to historical resources. |
| | | 5 | CR5 | If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. Construction must halt in the area of the discovery of human remains, the area must be protected, and consultation and treatment should occur as prescribed by law. | Not Necessary. Protocol for the discovery of human remains is already part of the regulatory framework. See California Health and Safety Code Section 7050.5(b) | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) and Section 4.16 (Tribal Resources) of the DEIR- for less than significant impacts with mitigation related to discoverey of human remains during construction. |
| | | 6 | CR6 | To locate cultural resources, archaeological monitoring is recommended for initial ground disturbance, unless other treatment methods have indicated that monitoring is not required. If cultural materials are exposed during construction, construction shall be diverted from that area. The area of discovery should be protected from disturbance while qualified archaeologists and appropriate officials, in consultation with the State Historic Preservation Office (SHPO), determine an appropriate treatment plan. | Not Necessary. The Downtown Plan DEIR addresses impacts for projects on archaeological resources in Section 4.4, Cultural Resources through mitigation measures 4.4-2(a) through 4.4-2(d), which are equal or more effective than this mitigation measure. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticpated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) of the DEIR - for less than significant impacts with mitigation related to archeological resources; Section 4.16 (Tribal Resources)- for less than significant impacts with mitigation related to discovery of tribal cultural resources. |
| | **City Center** | 1 | CR1 | See Central Industrial CR1 above | See response to Central Industrial CR1 above. | |
| | | 2 | CR2 | See Central Industrial CR2 above | See response to Central Industrial CR2 above. | |
| | | 3 | CR3 | See Central Industrial CR3 above | See response to Central Industrial CR3 above. | |
| | | 4 | CR4 | See Central Industrial CR4 above | See response to Central Industrial CR4 above. | |
| | | 5 | CR5 | To locate prehistoric cultural resources, archaeological monitoring is recommended for initial ground disturbance, unless other treatment methods have indicated that monitoring is not required. If cultural materials are exposed during construction, construction should be diverted from that area. The area of the discovery should be protected from disturbance while qualified archaeologists and appropriate officials, in consultation with the State Historic Preservation Office (SHPO), determine an appropriate treatment plan. If human remains re exposed during construction, State Health and Safety Code Section 7050.5 states that nofurther disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097. 98. Construction must halt in the area of discovery of human remains, the area must be protected, and treatment should occur as prescribed by law. | Not Necessary. The DEIR Section 4.4 Cultural Resources addresses impacts for projects on cultural resources, through 4.4-2(a) through 4.4-2(d), which are equal or more effective than this mitigation measure. Protocol for the discovery of human remains is already part of the regulatory framework. See California Health and Safety Code Section 7050.5(b). | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticpated development under the Downtown Plan, and see specifically, Section 4.4 (Cultural Resources) of the DEIR- for less than significant impacts with mitigation related to archeological resources and less than significant impacts related to human remains; Section 4.16 (Tribal Resources)- for less than significant impacts with mitigation related to discovery of tribal cultural resources. |
| | | 6 | CR6 | See Central Industrial CR6 above | See response to Central Industrial CR6 above. | |
| | **Chinatown** | | | N/A | N/A | |
| **Population, Housing & Employment** | **Central Industrial** | 1 | PHE1 | For private projects within the proposed Project Area, relocation assistance shall be provided to displaced low to moderate income households to the fullest extent provided by law. For public projects, relocation assistance shall be provided to residents in accordance with applicable federal and state requirements. | Infeasible and Unnecessary. The impact being addressed by this mitigation measure is a social economic impact and not a CEQA impact. As shown in Section 4.12 of the Draft EIR, there is no substantial evidence to support significant environmental impacts related to housing displacement.<br><br>However, as a matter of policy, the City has established multiple programs to support housing opportunities for a range of incomes:<br>Just Cause Eviction Ordinance - Just cause eviction statutes are laws that stipulate specific reasons and conditions for which tenants can legally be evicted for. These are called "just causes" which can include failure to pay rent or violations of lease term.<br><br>City of Los Angeles' Rent Stabilization Ordinance (RSO) - Rent stabilization control ordinances protect tenants from excessive rent increases, while allowing landlords a reasonable return on their investments. These ordinances limit rent increases to certain percentages, but California state law allows landlords to raise rents to the market rate once the unit becomes vacant.<br><br>City of Los Angeles' Condominium Conversion Regulation – The converting of rental units to condominiums impacts the City's vital rental housing supply and has removed vital housing stock from the rental market. Tenant relocation assistance regulations prohibit landlords from removing tenants from units until they are adequately relocated. Regulations also prohibit conversions unless the city or regional vacancy rate is five percent or less. This regulation is to preserve the supply of housing and protect tenants affected by conversions.<br><br>SB 330 - Establishes the Housing Crisis Act of 2019, which accelerates housing production in California by streamlining the permitting and approval processes. It also provides protections for occupants by requiring that existing units be replaced by equivalent new units and occupants can live in the existing units up to six months prior to demolition. Occupants also must receive relocation assistance, have first right-of-return, and can move back in at an affordable rate.<br><br>AB 2222 - Expands affordability covenants from 30 to 55 years of all very low and low-income units that qualified an applicant for a density bonus. Requires that developers identify and replace one for one, all of the property's pre-existing affordable units to be eligible for a density bonus.<br><br>The Downtown Community Benefits Program (CBP) – This program provides incentives that prioritize mixed-income and 100 percent affordable housing and seeks to ensure replacement of affordable units on project sites. Incentives offer greater height, and floor area ratio, particularly around fixed rail transit stations and bus corridors. Additionally, the CBP provides opportunities for small business support through the provision of onsite community facilities. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.12 (Population and Housing)- less than significant impacts related unplanned growth and net loss or displacment of housing. |
| | | 1 | PHE2 | Any affordable housing units for all income levels displaced in the proposed Project Area shall be replaced on a one-for-one basis at a minimum. | Infeasible and Unnecessary. As shown in the Draft EIR in Section 4.12, the Proposed Plan is not expected to result in signficant environmental impacts from reasonably anticipated development as a result of a loss of housing. This measure addresses socio-economic impacts without evidence of it resulting indirectly in a significant impact to the physical environment. As such, it is not a CEQA impact. Moreover, as a policy matter providing replacement housing is infeasible. Per the City's Rent Stabilization Ordinance, removal of rent-controlled units under the state's Ellis Act must either have a one-for-one replacement with affordable units or ensure that 20% of new units are affordable - whichever number is higher. The City also recently adopted a linkage fee and implemented the Transit Oriented Communities (TOC) Guidelines as additional means of providing affordable housing in the City. As a matter of policy the City finds using City funds to provide replacement housing that can no longer be funded by CRA tax increment is undesirable and will not result in the best use of City funds or the most efficient use of resource to provide affordable housing | |
| | | 2 | PHE 3 | The Redevelopment Plan shall contain provisions to provide relocation assistance to displaced businesses or non-profit organizations such as community and social service providers (in the unlikely event that the latter is displaced) at comparable locations, as well as to retain businesses and jobs within the proposed Project Area or non-profit organizations within their service area. | Infeasible. The impact being addressed by this mitigation measure is a social economic impact and not a CEQA impact. There is no substantial evidence to support significant environmental impacts related to commercial displacement. This mitigation measure relates to relocation assistance and is only applicable to the Redevelopment Agencies. The city has established programs to support small businesses.<br><br>The Downtown Community Benefits Program (CBP) – This program provides incentives that offer greater height, and floor area ratio, particularly around fixed rail transit stations and bus corridors in exchange for community facilities such as social services, business incubators, and public facilities. As a matter of policy the City finds using City funds to provide relocation assistance to business property owners and tenants is not the best use of City funds or a desirable public policy. | |
| | | 3 | PHE 4 | The Agency shall phase and permit development in the proposed Project Area in a manner that will ensure that, when existing | See response to Central Industrial PHE 3 above. | |
| | **City Center** | 1 | PHE1 | See Central Industrial PHE 1 above | See response to Central Industrial PHE 1 above. | |
| | | 2 | PHE2 | See Central Industrial PHE 2 above | See response to Central Industrial PHE 2 above. | |
| | | 3 | PHE3 | The Redevelopment Plan shall contain explicit provisions to provide relocation assistance to displaced businesses at comparable | See response to Central Industrial PHE 3 above. | |
| | | 4 | PHE4 | See Central Industrial PHE 4 above | See response to Central Industrial PHE 4 above. | |
| | **Chinatown** | 1 | IX.6. | Some of the expected inconveniences and expenses of relocation due to Agency activities will be mitigated. The Redevelopment Plan and California Community Redevelopment Law requires the Agency to assist in finding relocation facilities and to make relocation payments. Any large scale displacement of individuals, families and businesses at any one time will be avoided. No residents will be displaced unless and until there Is suitable housing available and ready for occupancy at rents comparable to those paid at the time of displacement | See responses to Central Industrial PHE2 and PHE3 above. Additionally, the tax increment funding source used by the Redevelopment Agencies to provide this mitigation is not available to the City and was no longer available to the CRA/LA after the Dissolution Law dissolved the former CRA. | |
| **Transportation & Traffic** | **Central Industrial** | 1 | T1 | The "Los Angeles Downtown Strategic Plan" contains transportation strategies intended to provide system wide mitigation of vehicular traffic in the downtown area.<br>The key elements of this strategy are to:<br>• continue the development and implementation of the regional rail system components serving downtown;<br>• continue the development and implementation of transit way and high-occupancy-vehicle (HOV) facilities to both serve downtown and provide a regional HOV network;<br>• expand convenient, accessible and coordinated transit service with the downtown area, to encourage use of transit for commute trips and to enhance internal circulation within the Central Business District (CBD);<br>• add buses as necessary on overcrowded lines. | Infeasible. Since the adoption of this CRA plan, the City's policies related to mobility and circulation have substantially changed with the adoption of Mobility Plan 2035 in 2015, SB 743, and the Complete Streets Act and the movement away from vehicular travel towards a multi-modal travel. Since the adoption of the CRA plan, the Downtown Plan area has seen significant transportation investments and has many rail improvements underway such as the LinkUS project, Metro L(Gold) line expansion, and the Metro Regional Connector project. The improvements will transform LA Union Station into a world-class transit and mobility hub, create three additional transit stations within the Plan Area and expand multimodal connection for Angelenos across the City and County of Los Angeles. The City is also currently working on a Mobility Investment Plan (MIP) to identify and prioritize capital improvement projects that support a multimodal environment. As a policy matter, the City finds adopting any additional programs or requirements to encourage multimodal uses other than those improvements underway and proposed in the MIP, those proposed in the Mobility 2035 plan, the Downtown Plan and the MIP, is unnecessary and undesirable, would not be a good use of limited City resources, and would not result in good public policy related to addressing transportation issues in the City | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.15- significant and unavoidable safety impacts related to off-ramp queuing. |
| | | 2 | T2 | Santa Fe: 3rd to 4th - Restripe to create two lanes northbound, which will, increase capacity by one lane northbound. | Infeasible. The Downtown Plan envisions mobility improvements consistent with contemporary City policy, such as Mobility Plan 2035. This segment of Santa Fe is included in an active transportation improvement grant area. The ATP Grant promotes expanded bike facilities, consistent with policy direction found in the Project and Mobility Plan 2035. As a policy matter, the City finds that making the additional changes called for in this mitigation measure, including adding additional lanes at intersections, is inconsistent, and not a desirable street configuration and would not be a good use of limited City resources for street improvements or interventions. | |
| | | 3 | | Seventh: Alameda to Mill - Imposition of no parking/no stopping provisions on both sides of the street during both AM and PM Peak traffic hours, which will increase capacity by three lanes in each direction. | Infeasible. The Downtown Plan envisions mobility improvements consistent with contemporary City policy, such as Mobility Plan 2035. The segment of 7th street from Alameda to Hill is included in the 6th Street Viaduct infrastructure improvement plan, superseding the plans proposed in the mitigation measure. As a policy matter, the City finds that increasing capacity by three lanes on this right of way, is inconsistent with contemporary policy direction, would not be a good use of limited City resources for street improvements or interventions, and is not a desirable street configuration. | |

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| | | 4 | | Olympic: Alameda to Lawrence - Imposition of no parking/no stopping provisions on both sides of the street during both AM and PM peak traffic hours, which will increase capacity by three lanes in each direction. | Infeasible. The Downtown Plan envisions mobility improvements consistent with contemporary City policy, such as Mobility Plan 2035. This segment of Olympic has been improved based on more recent policy direction. The west bound segment of Olympic currently has three lanes, and a fourth lane to accommodate and a bus zone on the corner turning onto Northbound Alameda. The eastbound segment of Olympic between Alameda and Lawrence currently has two lanes, with red curb sections, and ingress for driveways for local businesses along the segment. Additionally, as a policy matter, the City finds that increasing capacity by three lanes on this right of way, would not be a good use of limited City resources for street improvements or interventions, and is not a desirable street configuration. | |
| | **City Center** | 1 | T1 | See Central Industrial T1 above | See response to Central Industrial T1 above | | |
| | | 2 | T2 | Third Street between San Pedro Street and Central Avenue - install peak hour no parking/no stopping restrictions and stripe a fifth westbound lane on the north side of the street during AM peak hours. | Infeasible. The Downtown Plan envisions mobility improvements consistent with contemporary City policy, such as Mobility Plan 2035. Street widenings are not consistent with the city's Mobility Plan 2035 or contemporary policy direction to reduce VMT. As a matter of policy, the City finds that making the additional changes called for in this mitigation measure, including restricting parking and imposing no stopping provisions, is unnecessary and undesirable, would not be a good use of limited City resources for street improvements or interventions, and would not result in desirable parking services, street configuration or street operations. | | |
| | | 3 | | Eleventh Street between Santee Street and Los Angeles Street - install peak hour no parking/no stopping restrictions and stripe a second lane on the south side of the street. | | | |
| | **Chinatown** | 1 | IX.2.a | Traffic impacts would be reduced by encouragement of employers to form car and van pools and to provide preferred parking | Infeasible. The Downtown Plan includes policies supporting TDM strategies, which could include carpool and vanpool incentives, for new non-residential projects. The | | |
| | | 2 | IX.2.b. | Traffic impacts would be reduced by encouragement of the use of buses and any future mass transit modes, including the People | Infeasible. Since the adoption of the CRA plan, the People Mover project evolved into the Regional Connector project, currently under construction. The Downtown | | |
| | | 3 | IX.2.c. | Traffic impacts would be reduced by encouragement of utilizing the opportunities afforded by the City's Parking Management Plan. | Infeasible. This mitigation measure is no longer consistent with contemporary City policy. The Downtown Plan follows contemporary City policy direction, and has eliminated parking minimums to encourage non-vehicular travel, increase affordability, and improve design outcomes in the Plan Area. | | |
| | | 4 | IX.2.d. | Traffic impacts would be reduced by the potential implementation of traffic flow improvements, Including traffic management parking controls, street widenings, creation of cul de sacs and resolving of intersection problems Such actions would mitigate present congestion, visual, noise and air pollution concentrations, and those which may occur due to Project activities. | Infeasible. As written, the action set forth in this mitigation measure is unclear and therefore infeasible. | | |
| | | 5 | IX.2.e. | Traffic impacts would be reduced by the strengthening through Redevelopment activities of Chinatown's role as an employment and residential center, thereby requiring fewer work trips. The new developments are also consistent with the State's urban development strategy of developing inner-city areas to reduce travel requirements. | See response to IX.2.d. above. | | |
| **Air Quality** | **Central Industrial** | 1 | AQ1 | The Agency shall ensure that the best practices are employed to reduce the creation of inhalable dust particles during the construction process for Agency-sponsored or funded projects. Abatement shall use measures consistent with SCAQMD Rule 403, such as:<br>• Watering and sweeping construction areas and their vicinities (within a 500-foot radius) such that a 12 percent surface soil moisture content throughout any site grading or excavation activity is maintained; | Not necessary. Rule 403 (fugitive dust) is already part of the regulatory framework. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.2 (Air Quality) of the DEIR for less than significant impacts to conflicting or obstructing implementation of applicable Air Quality plans. | |
| | | 2 | AQ2 | Construction sites shall implement control measures that at a minimum satisfy the requirements of SCAQMD Rule 403. | See response to AQ1 above. | | |
| | | 3 | AQ3 | The Agency shall require a Phase I assessment for the demolition of existing buildings and/or the excavation/grading of existing industrial sites. These assessments shall specifically specify the potential for airborne contaminant, recommended abatement measures to be implemented. | Not necessary. The DT EIR addresses potential ACM and LBP exposure during renovation or demolition of discretionary projects in Section 4.2 Air Quality and hazardous contamination in Section 4.8 Hazards. As a policy matter, the City finds adopting additional processes, review and requirements to address hazardous materials for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.8 (Hazards & Hazardous Materials)- less than significant level with migation; Section 4.2 (Air Quality) significant and unavoidable impact related to emissions during construction. | |
| | | 4 | AQ4 | Construction sites that would result in particulate emissions greater than the SCAQMD 150 lbs. Per day shall be specifically reviewed to determine whether there are residences, SRO's transitional housing, health service providers, or major sidewalk homeless encampments within 500 feet of the site. If any of these condition are met, additional abatement will be achieved through a combination of temporary screens installation or retrofit of air conditioners or the temporary relocation of sidewalk homeless encampments. | Infeasible. Given the scope of the Downtown Plan, the City finds the project level locational aspects of this mitigation measure infeasible to enforce at the Community Plan Level. Larger projets that would foreseeably result in these emissions would be required to do environmental assessments and would be required to mitigate any significant air impacts to sensitive receptors. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticpated development under the Downtown Plan, and see specifically, Section 4.2 (Air Quality) - less than significant impacts to conflicting or obstructing implementation of applicable Air Quality plans; less than significant impacts related to operational pollutants and odor generation, and significant and unavoidable impact to related to emissions during construction; and significant and unavoidable impacts related to operational emissions of toxic air contaminants associated with distribution centers. | |
| | | 5 | AQ5 | All proposed new industrial uses shall be queried as to whether an SCAQMD permit is required for any equipment or process. If any permanent residential use is located within 500 feet, then the Agency shall require a health risk assessment with additional abatement measures should unacceptable levels of risk (as defined by the US EPA and the California EPS and California Department of Toxic Substances) be identified. | Not necessary. This mitigation measure is already part of the regulatory framework, see DEIR Section 4.2 Air Quality. | | |
| | | 6 | AQ6 | The Agency shall require the preparation of an assessment of diesel related inhalable contaminants for any new or significantly expanded truck terminal within the redevelopment project that is located within 500 feet of a permanent residential use. The Agency shall require a health risk assessment with additional abatement measures should unacceptable levels of risk (as defined by the US EPA and the California EPS and California Department of Toxic Substances) be identified. | Not necessary. The DEIR addresses diesel emissions and CARB regulation for any approval of a project located in the Downtown Plan Area in Section 4.2 Air Quality. In addition, per mitigation measure in the DEIR, 4.2 Air Quality, distribution centers in the Downtown Plan Area within 1,000 feet of sensitive land uses that require discretionary permits and would accommodate more than 100 truck trips or 40 transport refrigeration units (TRUs) per day are required to prepare health risk assessments (HRAs) per SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the applicant shall identify ways to reduce risks. 4.2 Air Quality. CONCERNED WE DON'T DISCUSS | | |
| | | 7 | AQ7 | ROG reductions during architectural coating. All Agency-sponsored projects that require the use of architectural coatings shall use coating transfers or spray equipment with a transfer efficiency rate of no less than 65 percent. | Not necessary. The DEIR addresses the requirement to utilize architectural coatings compliant with the current SCAQMD standards in Section 4.2 Air Quality which satisfies this requirement. | | |
| | | 8 | AQ8 | The Agency shall coordinate with the Los Angeles Department of Transportation to ensure that designated truck routes are not located adjacent to existing or planned residential areas. | Not necessary. Section 4.2 Air Quality of thie DEIR includes a mitigation measure that requires discretionary projects that involve construction-related activity to comply with best management practices, including re-routing construction trucks away from sensitive receptor areas to address any possible air and noise impacts. | | |
| | | 9 | AQ9 | Within 500 feet of a proposed residential unit the Agency shall require an analysis, which evaluates the potential for the proposed industrial use to result in objectionable odors. | Not necessary. The Downtown Plan concentrates production, light industrial, and heavy industrial uses in the eastern and southern portions of the Downtown Plan Area, away from residential uses. The Downtown Plan includes standards for new buildings that would insulate against odor issues. | | |
| | | 10 | AQ10 | Reduction in Mobile Emissions of Carbon Monoxide, Nitrogen Dioxide and Reactive Organic Gas (Ozone precursor). To reduce | Infeasible. This applies to CRA funded and sponsored projects. | | |
| | **City Center** | 1 | AQ1 | PM10 Abatement. The Agency shall ensure that best practices are employed to reduce the creation of inhalable dust particles | See response to Central Industrial AQ2 above. | | |
| | | 2 | AQ2 | See Central Industrial AQ10 above | See response to Central Industrial AQ10 above. | | |
| | **Chinatown** | 1 | IX. 3 | Non-residential development utilizing Agency financial assistance will be required to meet Federal, State and local standards to | See response to Central Industrial AQ10 above. | | |
| **Noise** | **Central Industrial** | 1 | N1 | Consistent with the City of Los Angeles Noise Ordinance, construction shall be limited to the hours between 7:00 a.m. and 9:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 6:00 p.m. on Saturdays. Construction shall be prohibited on Sundays. | Not necessary and infeasible. This is part of the regulatory framework. The LAMC limits construction between 7:00 a.m. and 9:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. when activities would be located within 500 feet of residences on any Saturdays or anytime on Sundays or federal holidays. As a policy matter, the City finds imposing additional limitations on construction hours of operation other than those in the Noise Ordinance and Section 41.40 is unnecessary and undesirable and would not result in good public policy related to construction in the City. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.11 (Noise)- less than significant impacts to permanent noise increases due to stationary and mobile operational activities; significant and unavoidable impacts generated by temporary construction noise. | |
| | | 2 | N2 | Prior to the issuance of a Building Permit for projects within the proposed Project Area, the Agency shall verify that truck haul routes have been designated, and that these routes to the greatest extent feasible avoid residential areas and schools. | See response to Central Industrial AQ8 above. | | |
| | | 3 | N3 | Major construction sites within 500 feet of a school shall be reviewed with the LAUSD to determine whether a construction noise mitigation program shall be implemented to mitigate noise-related disruptions. The mitigation program shall consider such measures as limited hours of construction in certain site areas to hours when the school would not be affected, providing prior notification to the school of particularly noisy activities, substitution of electric powered versus combustion engine powered equipment, and the use of temporary shrouds or barriers. | Not necessary and infeasible. Construction activities, including those near schools are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These include LAMC Ch. IV, Article 1 Sec. 41.40 Construction Noise; LAMC CH. XI Sec. 112.05 Power tools; LAMC Sec. 111.03 Ambient Noise; LAMC Sec. 112.02 HVAC system noise. As a policy matter, the City finds adopting additional noise requirements other than those in the Noise Ordinance and Section 41.40 and/or imposing additional review and standard requirements on approval of development projects and development of land is unnecessary and undesirable and would not result in good public policy related to construction in the City or be an efficient use of City resources. | | |
| | | 4 | N4 | For new residential developments, the agency shall require an acoustical analysis and that the development shall adopt the resulting insulation and attenuation measures to minimize operational noise levels. | Not necessary and infeasible. Addresses impacts from existing evironment on the Project which are not CEQA impacts.<br>The California Noise Insulation Standards in Title 24 of the California Code of Regulations establish uniform minimum noise insulation performance standards to protect persons in new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise. | | |
| | | 5 | N5 | For proposed industrial/commercial development adjacent to existing residential uses, new developments shall be constructed at such distances from sensitive noise receptors and/or be designed such that anticipated noise levels are reduced to acceptable levels. | Not necessary and infeasible. The Plan generally confines traditional industrial uses to a smaller geography than applied under the Redevelopment Plan. The Downtown Plan also proposes more contemporary Development Standards for both more traditional industrial uses, as well as newer industrial (hybrid industrial, production uses, etc.) that address buffering between residential and non-residential uses. Heavy commercial and industrial use projects would be required to comply with buffering requirements when cited adjacent to more sensitive uses, and Conditional use permits (CUPs) maybe required for certain uses to allow the decision makers to assess potential inconsistencies and impose conditions to control noise for uses that may need special conditions to ensure compatibility with surrounding land uses. As a policy matter, the City finds adopting additional processes, review and requirements to address noise for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | | |
| | **City Center** | 1 | N1 | See Central Industrial N1 above | See response to Central Industrial N1 above. | | |
| | | 2 | N2 | See Central Industrial N2 above | See response to Central Industrial N2 above. | | |
| | | | N3 | See Central Industrial N3 above | See response to Central Industrial N3 above. | | |
| | **Chinatown** | 3 | IX. 1. | The temporary intermittent increases in noise and dust during demolition and construction activities will be minimized by limiting operations to normal weekday working hours (e.g., 7 a.m. to 5 p.m.) and using normal wetting procedures during grading and demolition. | See response to Central Industrial N1 and N3 above. | | |
| | | 1 | IX.5. | New development utilizing Agency financial assistance will conform to applicable state and local noise standards. Specific noise | Infeasible. This applies to CRA funded and sponsored projects. | | |
| **Public Services** | **Central Industrial** | 1 | PS1 | The Agency shall ensure that developers of private projects to prepare security plans in consultation with the LAPD crime prevention unit prior to approval of site-specific developments within the proposed Project Area. The security plans shall include consideration of issues such as on-site private security officers for new development security lighting and surveillance equipment for interior and exterior building areas. | Not necessary and infeasible. The Downtown Plan includes a policy to continue interagency coordination with LAPD. Discretionary projects that include CEQA review would be subject to CPTED (Crime Prevention Through Environmental Design). As a policy matter, the City finds adopting additional review requirements and standards for ministerial projects to address security features is unnecessary and undesirable and would not be an efficient use of City resources. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically Section 4.13 (Public Services)- less than significant impact related to police protection services. | |
| | | 2 | PS2 | Additional police personnel and equipment shall be provided as needed by the City in order to maintain an adequate level of police protection to the proposed Project Area. Sources of funding for additional personnel and equipment could include fees generated by the new development as a result implementation of the proposed Project. | Not necessary and infeasible. Development projects within the City pay administrative fees which contribute to a general fund. A portion of the general fund is included in the LAPD budget allocation for each fiscal year. As a policy matter, the City finds creating or adopting new development fees for the purposes of funding police equipment and personnel is unnecessary and undesirable and would not be an efficient use of City resources. | | |

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| | | **School** | **3** | PS3 | Payment of school facility fees according to Government Code Section 65995, as amended by Senate Bill 50, is considered "full and complete school facilities mitigation" for purposes of CEQA (Gov. Code Section 65996, subdivision). The proposed project includes all public and private activities done in furtherance of the proposed project, including development projects undertaken for purposes of development in furtherance of the proposed project. | Not Necessary. This is part of the regulatory framework. California Government Code Section 65995 found in Title 7, Chapter 4.9 of the California Government Code authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically Section 4.13 (Public Services)- less than significant impacts related to schools. |
| | | **Park & Recreation** | | PS4 | The proposed Redevelopment Plan shall identify the provision of additional parkland and active recreational facilities as specific needs within the proposed Project Area. The Plan shall also include funding or other in-kind contributions to provide for parkland acquisition consistent with Department of Recreation and Parks facility programming, the identification of specific acquisition opportunities, and the availability of tax increment or other Agency resources. | Infeasible. The Downtown Plan includes zoning standards with requirements for amenity and open space provisions for residential and nonresidential buildings within the plan area. Additionally, the Downtown Plan includes policies for ongoing interagency coordination with other departments and agencies on park acquisition and maintenance, as well as park access. Quimby fees, which fund parks, are required for development projects that include new residential dwelling units and the City has park fees. As a policy matter, the City finds adopting additional programs, requirements or incentive systems to obtain open space and recreational space and amenities is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically Section 4.14 (Recreation) - potentially significant impacts related to the deterioration of existing parks. |
| | | | | PS5 | Businesses shall be encouraged to invest more in on-site facilities to provide recreation to employees during breaks and lunch hours. | Not Necessary. The Downtown Plan includes zoning standards with required amenity and open space provisions for residential and non-residential buildings within the Plan Area. These provisions would serve all building occupants, i.e. residents and employees. | |
| | | | **4–5** | PS6 | In addition to Quimby fees collected from developers of residential projects, developers of commercial/industrial projects shall be encouraged to provide their buildings' occupants with some basic park features in certain portions of their landscaped areas. | See response to PS4 above. | |
| | | | **6** | PS7 | The proposed Central Industrial Redevelopment Project is primarily an industrial area with a large industrial workforce and a few areas of residential uses. Per the 30-Year Work Program, up to five pocket parks of 15,000 square feet each (total 1. 7 acres) shall be added to serve as a place of respite for the industrial workforce and for the area residents. | Not necessary and infeasible. The Downtown Plan includes incentives for the provision of open space. The City also has a Quimby Fee paid by developers that is utilized by the Recreation and Parks department and the Park fee is used to develop new parks. | |
| | | | **7** | PS8 | The Agency shall provide up to an additional 5 acres of park space within the Project Area over the life of the Program commensurate with the increase in housing that results in the Proposed Project Area. | See response to PS7 above. Additionally, to the extent this created a funding obligation, the City did not receive funds from CRA/LA to fulfill this obligation. | |
| | | **Utilities & Solid Waste** | **9** | U1 | The Agency shall require, through its project design and Site Plan Review process, that all feasible and reasonable measures have been taken to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City), drip irrigation, recirculating hot water systems, water-conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, | Not necessary. The City has programs supporting water conservation, consistent with State law. Projects would be required to comply with the City's water conservation ordinances, such as the Model Water Efficient Landscape Ordinance, and Supply Ordinance No. 165004 to reduce water consumption, in order to obtain building permits in the City of Los Angeles. As a policy matter, the City finds adopting additional processes, review and requirements to address utilities for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically Section 4.17 (Utilities & Service Systems)- less than significant impacts related to solid waste. |
| | | | | U2 | The Agency shall require that adequate areas on-site be set aside for solid waste source separation and collection. | Not necessary. AB 341 requires Mandatory Commercial Recycling in California as of July 1, 2012. Businesses, public entities that subscribe to waste collection services, and multi-family residential properties with five or more units are required to have a recycling program. | |
| | | | | U3 | For major developments within the proposed Project Area, the Agency shall require the incorporation of an on-site recycling and conservation program, including waste management techniques, aggressive use of recycled materials and furnishings or other recycling/conservation measures. | See response to U2 above. | |
| | **City Center** | **Police Services** | **1** | PS1 | The Agency shall require developers of private projects to prepare security plans in consultation with the LAPD crime prevention unit prior to approval of site-specific developments within the proposed Project Area. The security plans shall include consideration of issues such as on-site private security officers, video surveillance equipment for interior and exterior building areas, and secured entryways as recommended by the Police Department during their review. | See response to Central Industrial PS1 above. | |
| | | | **2** | PS2 | Additional police personnel and equipment shall be provided as needed by the City in order to maintain an adequate level of police protection to the proposed Project Area. Sources of funding for additional personnel and equipment could include fees generated by the new development as a result if implementation of the proposed Redevelopment Project. | See response to Central Industrial PS2 above. | |
| | | **School** | **3** | PS3 | Payment of school facility fees according to Government Code Section 65995, as amended by Senate Bill 50, is considered "full and complete school facilities mitigation" for purposes of CEQA. (Government Code Section 65996, subdivision). | See response to Central Industrial PS3 above. | |
| | | **Parks & Recreation** | **4** | PS4 | The proposed Redevelopment Plan shall identify the provision of additional parkland and active recreational facilities as specific needs within the proposed Project Area. The Plan shall also include funding or other in-kind contributions to provide for parkland acquisition consistent with Department of Recreation and Parks facility programming, the identification of specific acquisition opportunities, and the availability of tax increment or other Agency resources. | See response to Central Industrial PS4 above. | |
| | | | **5** | PS5 | See Central Industrial PS5 above | See response to Central Industrial PS5 above. | |
| | | | **6** | PS6 | See Central Industrial PS6 above | See response to Central Industrial PS6 above. | |
| | | | **7** | PS7 | Per the proposed City Center Redevelopment Project's 5-Year Implementation Plan, the Agency shall conduct identification of sites and pre-assembly work for a large park and start construction of one pocket park (15,000 square feet or 0.34 acres). Per the 30- Year Work Program, an additional six pocket parks of 15,000 square feet each (total 2.06 acres) and two large parks of 200,000 square feet each (total 9.18 acres) shall be added. | See response to Central Industrial PS6 above. | |
| | | **Utilities & Solid Waste** | **8** | U1 | The Agency shall require, through its project design and Site Plan Review process, that all feasible and reasonable measures have been taken to reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City) , recirculating hot water systems, water-conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted code requirements. | See response to Central Industrial U1 above. | |
| | | | **9** | U2 | The Agency shall require that adequate areas on-site be set aside for solid waste source separation and collection. For commercial projects and housing projects with more than 20 residential units, commercial size trash compactors shall be installed in all portions of each component of the project. | See response to Central Industrial U2 above. | |
| | | | **10** | U3 | For major developments within the proposed Project Area, the Agency shall require the incorporation of an on-site recycling and conservation program, including waste management techniques, aggressive use of recycled materials and furnishings or other recycling/conservation measures. | See response to Central Industrial U3 above. | |
| | **Chinatown** | **Police Services** | **1** | IX.8. | The impact of Agency-sponsored new development on police services will be reduced by the installation of adequate security lighting, City-approved security hardware on all doors and windows, and viewing holes in the entrance doors of individual dwelling units. Residents will be encouraged to develop neighborhood watch programs. Private developers should consult with the police department regarding security measures appropriate for the particular projects | See response to Central Industrial PS1 above. | |
| **Hazards & Risk Upsets** | **Central Industrial** | | | HR1 | If alluvial deposits underlying a specific project site are determined susceptible to seismically induced settlement, site-specific recommendations shall be made to mitigate this hazard. Mitigation alternatives include foundations on piles or caissons driven into deeper subsurface materials that are not settlement-prone, or compaction of the near-surface soil materials to decrease their susceptibility to settlement. | Not necessary. The City of Los Angeles relies on Municipal Code Chapter IX, Article 1, Building Code, (the LABC), which incorporates the CBC, to provide geotechnical hazard prevention regulations. In general, the LAMC includes requirements for construction and ground disturbance that could affect geologic risks, as well as standards for building foundations, earthquake/seismic structural designs, and development within landslide susceptible areas. Division 18 of Article 1, in adopting the CBC, provides guidance for development located on expansive soils; Division 70 provides general construction, grading and site excavation requirements and restricts issuance of grading permits for development in landslide areas, unless a soil investigation is prepared by an engineer registered by the State of California and is approved by the City. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.6 (Geology & Soils)- less than significant impacts related to geology and seismic hazards. |
| | | | | HR2 | A state-certified geologist shall review all excavations for future projects within the proposed Project Area for evidence indicative of faulting, or seismically induced ground deformation. If during grading, an active fault is determined to extend through the site, appropriate building setbacks from the fault line shall be established. | Not necessary. LADBS requires surface fault rupture hazard investigations for projects located within an official or preliminary Alquist-Priolo Earthquake Fault Zone (APEFZ); and/or within a City of Los Angeles Preliminary Fault Rupture Study Areas (PFRSA). As a policy matter, the City finds adopting additional regulations or restrictions to address geological hazards is undesirable and unnecessary, would be an inefficient use of City resources and result in undesirable land use and building design outcomes. | |
| | | | | HR3 | For site-specific developments within the proposed Project Area, a qualified geologist shall perform a geological investigation. The scope of the investigation shall be developed in coordination with the City of Los Angeles Department of Building and Safety. The geological investigation shall reasonably address settlement, corrosive oils, ground shaking, liquefaction, and subsidence. As appropriate, mitigation measures shall be identified and implemented with the approval of the Department of Building and Safety. | Infeasible and not necessary. The California Building Code has requirements (CBC Appendix J) for all grading, excavation, and earthwork construction, and prohibits grading from occurring without first having obtained a permit from the building official. Appendix J of the CBC requires the preparation of a geotechnical report that notes the distribution of existing soils, conclusions and recommendations for grading procedures, soil design criteria for any structures or embankments required to accomplish the proposed grading, and where necessary, slope stability studies, and recommendations and conclusions regarding site geology. This applies to projects that include grading, excavation, and earthwork and not just for construction of a new building. To the extent that this mitigation is to address impacts from existing conditions to future residents of the project, those are not CEQA impacts pursuant to CBIA v. BAAQMD. | |
| | | | | HR4 | If inactive, abandoned or unidentified oil wells are encountered during the planning or implementation of development within the proposed project area, the State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOG) shall be contacted to identify the well and to evaluate whether or not the well has been properly abandoned. The DOG will require proper abandonment or re-abandonment of an oil well if the well is to be located under any proposed structure. If the wells found to have been properly abandoned; and will not be located under a proposed structure, the DOG may not require re-abandonment. | Not necessary. LAMC Section 91.6105 prohibits the development of specific uses and buildings in proximity to an oil well casing. These include schools, sanitariums, an assembly occupancy (i.e., gathering place for 50 or more people), fuel manufacturing plant, or public utility generating, receiving, or distributing electricity, and buildings more than 400 square feet in area and taller than 36 feet in height. In addition, in accordance with LAMC Section 91.7109.2, any abandoned oil well encountered during construction is required to be evaluated by the Fire Department and may be required to be re-abandoned in accordance with applicable rules and regulations of the California Division of Oil, Gas, and Geothermal Resources (CALGEM). | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.8 (Hazards & Hazardous Materials)- less than significant impacts related to oil wells. |
| | | | **4** | HR5 | Soils shall be evaluated on a project-by-project (basis, and appropriate mitigation recommended. If found, all compressible materials shall be removed and replaced as compacted fill (with the exception of peat, which shall be removed from the fills). The criteria for leaving surficial soils in place should be consistent with the grading specifications of the City of Los Angeles. Other recommendations may include deep pile, or caissons to support the structures, and/or in-place mechanical densification of compressible layers. | Not necessary. Future development would be required to comply with Division 18, Soils and Foundations, of the LABC, which adopted Chapter 18 of the CBC by reference. Therefore, future development would be required to comply with the CBC regarding the minimum standards for structural design and site development. An acceptable degree of soil stability can be achieved for soil materials by the CBC-required incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans to address site-specific soil conditions. Adherence to these requirements would achieve accepted safety standards relative to unstable geologic units or soils. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.6 (Geology & Soils) less than significant impacts related to geology and seismic hazards. |
| | | | **5** | HR6 | If soils underlying the site-specific project are determined susceptible to ground lurching, special foundation recommendations | See response to Central Industrial HR5 above. | |
| | | | **6** | HR7 | If soils underlying the site specific proposed project are determined to be highly expansive, they shall be mitigated by special | See response to Central Industrial HR5 above. | |
| | | | **7** | HR8 | Property specific Phase One and Phase Two environmental testing shall be performed prior to new development in the Project Area. If soil and/or groundwater contamination or the presence of underground storage tanks are identified prior to the implementation of new development, proper remediation of the soil and/or groundwater and removal of the tank shall be performed in conformance with all federal, state and local regulations. | Not necessary and Infeasible. The DEIR discusses issues concerning soil disturbance in Section 4.8, Hazards and Hazardous Materials. The section includes a mitigation measure that requires full database research for discretionary projects that involve construction-related soil disturbance located on land that is currently or was historically zoned as industrial or, previously had a gas station or dry-cleaning facility on-site. This initial database search could result in the need to complete a Phase I and Phase II Assessment. As a policy matter, the City finds adopting additional processes, review and requirements to address hazardous materials for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.8 (Hazards & Hazardous Materials) less than significant impacts related to oil wells; less than significant impacts related to lead and asbetos exposure. |

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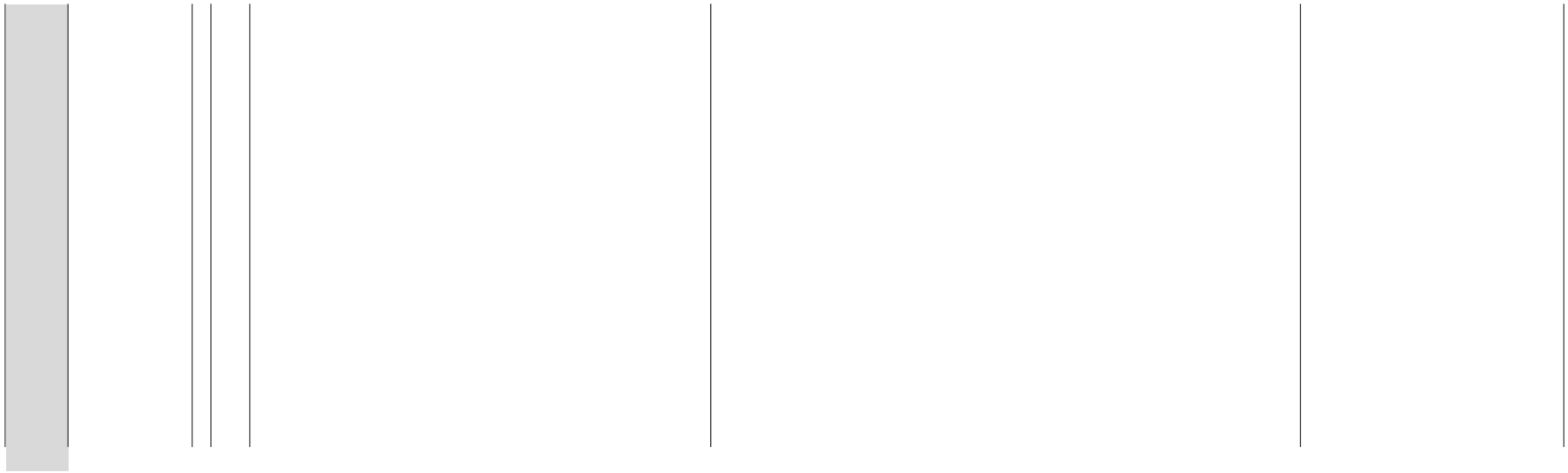
|---|---|---|---|---|---|---|
| | | 8 | HR9 | On a project-by-project basis, a survey to test for asbestos-containing building materials, lead-based paints, and PCBs, shall be performed, as necessary. This survey shall be subject of the approval of the Agency. PCB and lead-based paint analysis and removal shall be performed in conformance with federal, state, and local regulations. | Not necessary. It is already part of the regulatory framework because it is a requirement of SCAQMD's Rule 1403, which was enacted in 1989. In addition, per mitigation measure in the Section 4.2 Air Quality of theis DEIR, construction contractors for all discretionary projects that involve construction-related activity are required to implement best available dust control measures during active construction operations capable of generating dust, consistent with SCAQMD Rule 403. | |
| | | 9 | HR10 | All activities associated with asbestos shall be conducted under the direct supervision of a certified asbestos consultant. | Not necessary. The DEIR discusses the issues concerning demolition in Section 4.8, Hazards and Hazardous Materials. Section 4.8 includes a mitigation measure | |
| | | 10 | HR11 | Individual project sponsors shall obtain all necessary regulatory agency permits prior to implementation of subsequent | Not necessary. The regulatory framework includes thresholds for project review and permitting. | |
| | | 11 | HR12 | Any project involving hazardous waste generation shall, utilize only the services of properly trained and qualified hazardous waste | Not necessary and infeasible. To ensure that workers and others at individual development sites in the Downtown Plan Area are not exposed to unacceptable levels of | |
| | **City Center** | 1 | HR1 | See Central Industrial HR1 above | See response to Central Industrial HR1 above. | |
| | | 2 | HR3 | See Central Industrial HR2 above | See response to Central Industrial HR2 above. | |
| | | 3 | HR3 | See Central Industrial HR3 above | See response to Central Industrial HR3 above. | |
| | | 4 | HR4 | Studies shall also be conducted prior to development approval on a project-by-project basis "where saturated conditions exist near the ground surface." These studies would evaluate water depths and soil conditions and identify any areas that have the potential for liquefaction. | Not necessary. Reasonably expected development from the Downtown Plan would be subject to existing requirements, regulations and policies provided in the LABC, which would ensure that reasonably expected development from the Downtown Plan would not increase or otherwise alter the potential for impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse compared to existing conditions. The DEIR also discusses requirements to ensure that soil and/or groundwater contamination that may be present on Downtown Plan Area properties are identified and, as necessary, remediated in Section 4.8, Hazards and Hazardous Materials. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.6 (Geology & Soils) and Section 4.8 (Hazards and hazardous Materials)for no or less than significant impacts related to geology and seismic hazards. |
| | | 5 | HR5 | In those areas determined susceptible to liquefaction, special foundations shall be provided to mitigate this hazard. Possible mitigation recommendations may include deep piles or caissons to support the planned structures and/or mechanical densification of subsurface soils prone to liquefaction. | | |
| | | 6 | HR6 | Any loose liquefaction-prone sediments occurring on a specific development site shall be compacted to appropriate City standards to reduce liquefaction potential. Additionally, foundations and footings for all developments within susceptible areas shall be designed in accordance with City of Los Angeles Code standards to reduce the potential for structural failure associated with liquefaction. | | |
| | | 7 | HR7 | See Central Industrial HR4 above. | See response to Central Industrial HR4 above. | |
| | | 8 | HR8 | See Central Industrial HR5 above | See response to Central Industrial HR5 above. | |
| | | 9 | HR9 | See Central Industrial HR6 above | See response to Central Industrial HR6 above. | |
| | | 10 | HR10 | See Central Industrial HR7 above | See response to Central Industrial HR7 above. | |
| | | | HR11 | See Central Industrial HR9 above | See response to Central Industrial HR9 above. | |
| | | 11 | HR12 | A Phase One type environmental assessment shall be required for all Agency-sponsored or funded projects that involve | See response to Central Industrial HR8 above. | |
| | | 12 | HR13 | All new businesses that involve the handling, manufacturing, or generation of known hazardous materials shall be reviewed by the | See response to Central Industrial HR12 above. | |
| | | 13 | HR14 | Individual project sponsors shall obtain all necessary regulatory agency permits prior to implementation of subsequent | See response to Central Industrial HR11 above. | |
| | | 15 | HR15 | Prior to new construction, a qualified environmental professional shall evaluate any identified soil and/or groundwater contamination. Lateral and vertical extent of soil contamination, lateral extent of groundwater contamination, and remedial options shall be determined in conformance with applicable City, State and Federal standards. Remediation measures shall be implemented, as determined necessary by local oversight agencies, such as the City of Los Angeles Fire Department, California Environmental Protection Agency, Los Angeles Department of Public Works, and the California Regional Water Quality Board. | Infeasible and not necessary. The Proposed Project DEIR, Section 4.8, Hazards and Hazardous Materials proposed mitigation measure requires full database research for discretionary projects that involve construction-related soil disturbance located on land within ¼-mile of an identified active hazardous material site. This initial database search could result in the need to complete a Phase I and Phase II Assessment. In addition, LAMC Article 4.4 requires that a project include construction Best management Practices (BMPs) to prevent contamination of stormwater and runoff in its project plans. These BMPs are subject to City review and are required to be implemented during construction. As a policy matter, the City finds adopting additional processes, review and requirements to address hazardous materials for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and specifically, see Section 4.8 (Hazards & Hazardous Materials)- less than significant impacts related to soill and ground water contamination |
| | **Chinatown** | 1 | IX.7. | Some of the proposed circulation improvements (e.g., street widening, provision of adequate turnaround areas, improved alley access) will be beneficial from a fire safety standpoint. | Infeasible. As written, the action set forth in this mitigation measure is unclear and therefore infeasible. | |
| | | 2 | IX.7. | The rehabilitation program will include activities to reduce fire hazards, including repair or installation of electrical wiring in conformance with existing building codes, and elimination of accumulated litter. | See response to IX.7. above. Additionally, unnecessary because the Fire Code provides requirements to address fire hazards from new construction or remodels. | |
| **Hydrology & Water Quality** | **Central Industrial** | 1 | H1 | All projects, where applicable, shall use permeable surfaces to minimize the transport of pollutants. All projects where applicable, shall be required to establish an erosion control plan prior to construction. | Not necessary. All future developments in the Downtown Plan Area would be required to comply with the LID Ordinance and Stormwater and Urban Runoff Pollution Control Ordinance, which require the inclusion of BMPs in a project's design to prevent, control, and reduce stormwater pollutants. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements, if applicable abd integrate LID practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements. As a policy matter, the City finds adopting additional processes, review and requirements to address hazardous materials for the approval of development projects or construction is unnecessary and undesirable and would not result in good public policy or desirable land use outcomes. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.19 (Hydrology)- less than significant impacts related to erosion and transport of pollutants |
| | | | H2 | The Agency shall require all applicants for development to include drainage plans to be reviewed by Bureau of Engineering prior to project approval. | See response to H1 above. | |
| | | 2~3 | H3 | All subsequent site specific projects which are determined to have a significant effect on storm water runoff shall investigate measures to capture local rainfall on the project site, eliminate incremental increase in flows to the storm drain system and provide filtering of flows to capture contaminants originating from the project site. | Not necessary. Discussion of impacts in DEIR Section 4.9 Hydrology and Water Quality, states Downtown Plan Area development would generally involve redevelopment of already developed sites so would not substantially increase impervious surface area or runoff. New development would also be subject to the existing regulatory framework, which in many cases would reduce peak runoff rates. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.19 (Hydrology)- less than significant impacts related to storm water run-off |
| | | 4 | H4 | All projects, where applicable, shall use permeable surfaces to minimize the transport of pollutants. | See response to Central Industrial H1 above. | |
| | **City Center** | 1 | H1 | The Agency shall require projects to obtain proper discharge permits, as required by the Regional Water Quality Control Board. | See response to Central Industrial H1 above. | |
| | | 2 | H2 | See Central Industrial H2 above | See response to Central Industrial H2 above. | |
| | | | H3 | See Central Industrial H3 above | See response to Central Industrial H3 above. | |
| | **Chinatown** | 1 | IX.4. | All new development utilizing Agency financial assistance will comply with applicable building codes in regard to water and energy conservation measures. Occupants will be encouraged to implement voluntary conservation measures. | Infeasible. This applies to CRA funded and sponsored projects. | See the DEIR, Chapter 4, generally, for all impacts caused by the reasonably anticipated development under the Downtown Plan, and see specifically, Section 4.17 (Utilities)- less than significant impacts related to water supply; Section 4.15 (Energy)-less than significant impact with respect to energy consumption. |



# Appendix I

Air Quality, Greenhouse Gas, Energy

Sierra Club White Paper

CalEEMod and Energy Use Calculations conducted by Rincon Consultants, Inc.

Sierra Club White Paper prepared by City of Los Angeles Department of City Planning

# Downtown Plan LA - Const All Scenarios

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments High Rise | 10.00 | Dwelling Unit | 0.16 | 10,000.00 | 29 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2020 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Trips and VMT - Scenario based round trips hauling only

Downtown Plan LA - Const All Scenarios - Los Angeles-South Coast County, Annual

| Table Name | Column Name | Default Value | New Value |
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| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 8.00 |
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| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
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| tblTripsAndVMT | HaulingTripNumber | 0.00 | 50.00 |

| | | | |
|---|---|---|---|
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| tblTripsAndVMT | HaulingTripNumber | 0.00 | 150.00 |
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| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
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| tblTripsAndVMT | WorkerTripNumber | 10.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 20.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 25.00 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.0300 | 0.3767 | 0.1222 | 4.5000e-004 | 0.1501 | 0.0145 | 0.1646 | 0.0810 | 0.0133 | 0.0943 | 0.0000 | 42.1080 | 42.1080 | 7.3300e-003 | 0.0000 | 42.2913 |
| **Maximum** | **0.0300** | **0.3767** | **0.1222** | **4.5000e-004** | **0.1501** | **0.0145** | **0.1646** | **0.0810** | **0.0133** | **0.0943** | **0.0000** | **42.1080** | **42.1080** | **7.3300e-003** | **0.0000** | **42.2913** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2019 | 0.0300 | 0.3767 | 0.1222 | 4.5000e-004 | 0.1501 | 0.0145 | 0.1646 | 0.0810 | 0.0133 | 0.0943 | 0.0000 | 42.1080 | 42.1080 | 7.3300e-003 | 0.0000 | 42.2913 |
| **Maximum** | **0.0300** | **0.3767** | **0.1222** | **4.5000e-004** | **0.1501** | **0.0145** | **0.1646** | **0.0810** | **0.0133** | **0.0943** | **0.0000** | **42.1080** | **42.1080** | **7.3300e-003** | **0.0000** | **42.2913** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 1-1-2019 | 3-31-2019 | 0.3368 | 0.3368 |
| | | Highest | 0.3368 | 0.3368 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0752 | 3.7900e-003 | 0.1670 | 1.7000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | 1.0622 | 2.2096 | 3.2718 | 3.3300e-003 | 7.0000e-005 | 3.3766 |
| Energy | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 26.9746 | 26.9746 | 6.2000e-004 | 2.0000e-004 | 27.0490 |
| Mobile | 0.0154 | 0.0798 | 0.2148 | 7.0000e-004 | 0.0549 | 7.2000e-004 | 0.0556 | 0.0147 | 6.8000e-004 | 0.0154 | 0.0000 | 64.5007 | 64.5007 | 3.5900e-003 | 0.0000 | 64.5905 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.9338 | 0.0000 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.2067 | 7.2668 | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |
| **Total** | **0.0911** | **0.0878** | **0.3837** | **9.0000e-004** | **0.0549** | **0.0112** | **0.0661** | **0.0147** | **0.0111** | **0.0259** | **2.2027** | **100.9517** | **103.1543** | **0.0841** | **8.1000e-004** | **105.4980** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0752 | 3.7900e-003 | 0.1670 | 1.7000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | 1.0622 | 2.2096 | 3.2718 | 3.3300e-003 | 7.0000e-005 | 3.3766 |
| Energy | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 26.9746 | 26.9746 | 6.2000e-004 | 2.0000e-004 | 27.0490 |
| Mobile | 0.0154 | 0.0798 | 0.2148 | 7.0000e-004 | 0.0549 | 7.2000e-004 | 0.0556 | 0.0147 | 6.8000e-004 | 0.0154 | 0.0000 | 64.5007 | 64.5007 | 3.5900e-003 | 0.0000 | 64.5905 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.9338 | 0.0000 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.2067 | 7.2668 | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |
| **Total** | **0.0911** | **0.0878** | **0.3837** | **9.0000e-004** | **0.0549** | **0.0112** | **0.0661** | **0.0147** | **0.0111** | **0.0259** | **2.2027** | **100.9517** | **103.1543** | **0.0841** | **8.1000e-004** | **105.4980** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading Scenario 1 | Grading | 1/16/2019 | 1/17/2019 | 5 | 2 | |
| 2 | Grading Scenario 2 | Grading | 1/18/2019 | 1/21/2019 | 5 | 2 | |
| 3 | Grading Scenario 3 | Grading | 1/22/2019 | 1/23/2019 | 5 | 2 | |
| 4 | Grading Scenario 4 | Grading | 1/24/2019 | 1/25/2019 | 5 | 2 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading Scenario 1 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 1 | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading Scenario 1 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 2 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 2 | Rubber Tired Dozers | 4 | 8.00 | 247 | 0.40 |
| Grading Scenario 2 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 3 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 3 | Rubber Tired Dozers | 8 | 8.00 | 247 | 0.40 |
| Grading Scenario 3 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 4 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 4 | Rubber Tired Dozers | 10 | 8.00 | 247 | 0.40 |
| Grading Scenario 4 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading Scenario 1 | 2 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 2 | 4 | 0.00 | 0.00 | 50.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 3 | 8 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 4 | 10 | 0.00 | 0.00 | 150.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Grading Scenario 1 - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0120 | 0.0000 | 0.0120 | 6.6200e-003 | 0.0000 | 6.6200e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.2700e-003 | 0.0242 | 8.5700e-003 | 2.0000e-005 | | 1.1800e-003 | 1.1800e-003 | | 1.0800e-003 | 1.0800e-003 | 0.0000 | 1.5339 | 1.5339 | 4.9000e-004 | 0.0000 | 1.5461 |
| **Total** | **2.2700e-003** | **0.0242** | **8.5700e-003** | **2.0000e-005** | **0.0120** | **1.1800e-003** | **0.0132** | **6.6200e-003** | **1.0800e-003** | **7.7000e-003** | **0.0000** | **1.5339** | **1.5339** | **4.9000e-004** | **0.0000** | **1.5461** |

## 3.2 Grading Scenario 1 - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 2.1000e-004 | 6.6900e-003 | 1.4900e-003 | 2.0000e-005 | 4.3000e-004 | 3.0000e-005 | 4.6000e-004 | 1.2000e-004 | 3.0000e-005 | 1.4000e-004 | 0.0000 | 1.8232 | 1.8232 | 1.2000e-004 | 0.0000 | 1.8261 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **2.1000e-004** | **6.6900e-003** | **1.4900e-003** | **2.0000e-005** | **4.3000e-004** | **3.0000e-005** | **4.6000e-004** | **1.2000e-004** | **3.0000e-005** | **1.4000e-004** | **0.0000** | **1.8232** | **1.8232** | **1.2000e-004** | **0.0000** | **1.8261** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0120 | 0.0000 | 0.0120 | 6.6200e-003 | 0.0000 | 6.6200e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.2700e-003 | 0.0242 | 8.5700e-003 | 2.0000e-005 | | 1.1800e-003 | 1.1800e-003 | | 1.0800e-003 | 1.0800e-003 | 0.0000 | 1.5339 | 1.5339 | 4.9000e-004 | 0.0000 | 1.5461 |
| **Total** | **2.2700e-003** | **0.0242** | **8.5700e-003** | **2.0000e-005** | **0.0120** | **1.1800e-003** | **0.0132** | **6.6200e-003** | **1.0800e-003** | **7.7000e-003** | **0.0000** | **1.5339** | **1.5339** | **4.9000e-004** | **0.0000** | **1.5461** |

## 3.2 Grading Scenario 1 - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 2.1000e-004 | 6.6900e-003 | 1.4900e-003 | 2.0000e-005 | 4.3000e-004 | 3.0000e-005 | 4.6000e-004 | 1.2000e-004 | 3.0000e-005 | 1.4000e-004 | 0.0000 | 1.8232 | 1.8232 | 1.2000e-004 | 0.0000 | 1.8261 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **2.1000e-004** | **6.6900e-003** | **1.4900e-003** | **2.0000e-005** | **4.3000e-004** | **3.0000e-005** | **4.6000e-004** | **1.2000e-004** | **3.0000e-005** | **1.4000e-004** | **0.0000** | **1.8232** | **1.8232** | **1.2000e-004** | **0.0000** | **1.8261** |

## 3.3 Grading Scenario 2 - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0241 | 0.0000 | 0.0241 | 0.0132 | 0.0000 | 0.0132 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.5400e-003 | 0.0483 | 0.0171 | 3.0000e-005 | | 2.3500e-003 | 2.3500e-003 | | 2.1700e-003 | 2.1700e-003 | 0.0000 | 3.0678 | 3.0678 | 9.7000e-004 | 0.0000 | 3.0921 |
| **Total** | **4.5400e-003** | **0.0483** | **0.0171** | **3.0000e-005** | **0.0241** | **2.3500e-003** | **0.0264** | **0.0132** | **2.1700e-003** | **0.0154** | **0.0000** | **3.0678** | **3.0678** | **9.7000e-004** | **0.0000** | **3.0921** |

## 3.3 Grading Scenario 2 - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 4.2000e-004 | 0.0134 | 2.9800e-003 | 4.0000e-005 | 8.6000e-004 | 5.0000e-005 | 9.1000e-004 | 2.4000e-004 | 5.0000e-005 | 2.9000e-004 | 0.0000 | 3.6463 | 3.6463 | 2.3000e-004 | 0.0000 | 3.6521 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **4.2000e-004** | **0.0134** | **2.9800e-003** | **4.0000e-005** | **8.6000e-004** | **5.0000e-005** | **9.1000e-004** | **2.4000e-004** | **5.0000e-005** | **2.9000e-004** | **0.0000** | **3.6463** | **3.6463** | **2.3000e-004** | **0.0000** | **3.6521** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0241 | 0.0000 | 0.0241 | 0.0132 | 0.0000 | 0.0132 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.5400e-003 | 0.0483 | 0.0171 | 3.0000e-005 | | 2.3500e-003 | 2.3500e-003 | | 2.1700e-003 | 2.1700e-003 | 0.0000 | 3.0678 | 3.0678 | 9.7000e-004 | 0.0000 | 3.0921 |
| **Total** | **4.5400e-003** | **0.0483** | **0.0171** | **3.0000e-005** | **0.0241** | **2.3500e-003** | **0.0264** | **0.0132** | **2.1700e-003** | **0.0154** | **0.0000** | **3.0678** | **3.0678** | **9.7000e-004** | **0.0000** | **3.0921** |

## 3.3 Grading Scenario 2 - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 4.2000e-004 | 0.0134 | 2.9800e-003 | 4.0000e-005 | 8.6000e-004 | 5.0000e-005 | 9.1000e-004 | 2.4000e-004 | 5.0000e-005 | 2.9000e-004 | 0.0000 | 3.6463 | 3.6463 | 2.3000e-004 | 0.0000 | 3.6521 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **4.2000e-004** | **0.0134** | **2.9800e-003** | **4.0000e-005** | **8.6000e-004** | **5.0000e-005** | **9.1000e-004** | **2.4000e-004** | **5.0000e-005** | **2.9000e-004** | **0.0000** | **3.6463** | **3.6463** | **2.3000e-004** | **0.0000** | **3.6521** |

## 3.4 Grading Scenario 3 - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0482 | 0.0000 | 0.0482 | 0.0265 | 0.0000 | 0.0265 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.0800e-003 | 0.0966 | 0.0343 | 7.0000e-005 | | 4.7100e-003 | 4.7100e-003 | | 4.3300e-003 | 4.3300e-003 | 0.0000 | 6.1357 | 6.1357 | 1.9400e-003 | 0.0000 | 6.1842 |
| **Total** | **9.0800e-003** | **0.0966** | **0.0343** | **7.0000e-005** | **0.0482** | **4.7100e-003** | **0.0529** | **0.0265** | **4.3300e-003** | **0.0308** | **0.0000** | **6.1357** | **6.1357** | **1.9400e-003** | **0.0000** | **6.1842** |

## 3.4 Grading Scenario 3 - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 8.5000e-004 | 0.0268 | 5.9700e-003 | 7.0000e-005 | 1.7200e-003 | 1.1000e-004 | 1.8300e-003 | 4.7000e-004 | 1.0000e-004 | 5.8000e-004 | 0.0000 | 7.2926 | 7.2926 | 4.6000e-004 | 0.0000 | 7.3042 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **8.5000e-004** | **0.0268** | **5.9700e-003** | **7.0000e-005** | **1.7200e-003** | **1.1000e-004** | **1.8300e-003** | **4.7000e-004** | **1.0000e-004** | **5.8000e-004** | **0.0000** | **7.2926** | **7.2926** | **4.6000e-004** | **0.0000** | **7.3042** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0482 | 0.0000 | 0.0482 | 0.0265 | 0.0000 | 0.0265 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 9.0800e-003 | 0.0966 | 0.0343 | 7.0000e-005 | | 4.7100e-003 | 4.7100e-003 | | 4.3300e-003 | 4.3300e-003 | 0.0000 | 6.1357 | 6.1357 | 1.9400e-003 | 0.0000 | 6.1842 |
| **Total** | **9.0800e-003** | **0.0966** | **0.0343** | **7.0000e-005** | **0.0482** | **4.7100e-003** | **0.0529** | **0.0265** | **4.3300e-003** | **0.0308** | **0.0000** | **6.1357** | **6.1357** | **1.9400e-003** | **0.0000** | **6.1842** |

## 3.4 Grading Scenario 3 - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 8.5000e-004 | 0.0268 | 5.9700e-003 | 7.0000e-005 | 1.7200e-003 | 1.1000e-004 | 1.8300e-003 | 4.7000e-004 | 1.0000e-004 | 5.8000e-004 | 0.0000 | 7.2926 | 7.2926 | 4.6000e-004 | 0.0000 | 7.3042 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **8.5000e-004** | **0.0268** | **5.9700e-003** | **7.0000e-005** | **1.7200e-003** | **1.1000e-004** | **1.8300e-003** | **4.7000e-004** | **1.0000e-004** | **5.8000e-004** | **0.0000** | **7.2926** | **7.2926** | **4.6000e-004** | **0.0000** | **7.3042** |

## 3.5 Grading Scenario 4 - 2019

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0602 | 0.0000 | 0.0602 | 0.0331 | 0.0000 | 0.0331 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.1207 | 0.0428 | 9.0000e-005 | | 5.8900e-003 | 5.8900e-003 | | 5.4200e-003 | 5.4200e-003 | 0.0000 | 7.6696 | 7.6696 | 2.4300e-003 | 0.0000 | 7.7303 |
| **Total** | **0.0114** | **0.1207** | **0.0428** | **9.0000e-005** | **0.0602** | **5.8900e-003** | **0.0661** | **0.0331** | **5.4200e-003** | **0.0385** | **0.0000** | **7.6696** | **7.6696** | **2.4300e-003** | **0.0000** | **7.7303** |

## 3.5 Grading Scenario 4 - 2019

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.2700e-003 | 0.0401 | 8.9500e-003 | 1.1000e-004 | 2.5800e-003 | 1.6000e-004 | 2.7400e-003 | 7.1000e-004 | 1.6000e-004 | 8.6000e-004 | 0.0000 | 10.9389 | 10.9389 | 7.0000e-004 | 0.0000 | 10.9563 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **1.2700e-003** | **0.0401** | **8.9500e-003** | **1.1000e-004** | **2.5800e-003** | **1.6000e-004** | **2.7400e-003** | **7.1000e-004** | **1.6000e-004** | **8.6000e-004** | **0.0000** | **10.9389** | **10.9389** | **7.0000e-004** | **0.0000** | **10.9563** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0602 | 0.0000 | 0.0602 | 0.0331 | 0.0000 | 0.0331 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0114 | 0.1207 | 0.0428 | 9.0000e-005 | | 5.8900e-003 | 5.8900e-003 | | 5.4200e-003 | 5.4200e-003 | 0.0000 | 7.6696 | 7.6696 | 2.4300e-003 | 0.0000 | 7.7303 |
| **Total** | **0.0114** | **0.1207** | **0.0428** | **9.0000e-005** | **0.0602** | **5.8900e-003** | **0.0661** | **0.0331** | **5.4200e-003** | **0.0385** | **0.0000** | **7.6696** | **7.6696** | **2.4300e-003** | **0.0000** | **7.7303** |

### 3.5 Grading Scenario 4 - 2019

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 1.2700e-003 | 0.0401 | 8.9500e-003 | 1.1000e-004 | 2.5800e-003 | 1.6000e-004 | 2.7400e-003 | 7.1000e-004 | 1.6000e-004 | 8.6000e-004 | 0.0000 | 10.9389 | 10.9389 | 7.0000e-004 | 0.0000 | 10.9563 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **1.2700e-003** | **0.0401** | **8.9500e-003** | **1.1000e-004** | **2.5800e-003** | **1.6000e-004** | **2.7400e-003** | **7.1000e-004** | **1.6000e-004** | **8.6000e-004** | **0.0000** | **10.9389** | **10.9389** | **7.0000e-004** | **0.0000** | **10.9563** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0154 | 0.0798 | 0.2148 | 7.0000e-004 | 0.0549 | 7.2000e-004 | 0.0556 | 0.0147 | 6.8000e-004 | 0.0154 | 0.0000 | 64.5007 | 64.5007 | 3.5900e-003 | 0.0000 | 64.5905 |
| Unmitigated | 0.0154 | 0.0798 | 0.2148 | 7.0000e-004 | 0.0549 | 7.2000e-004 | 0.0556 | 0.0147 | 6.8000e-004 | 0.0154 | 0.0000 | 64.5007 | 64.5007 | 3.5900e-003 | 0.0000 | 64.5905 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments High Rise | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |
| Total | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments High Rise | 0.547726 | 0.045437 | 0.201480 | 0.122768 | 0.016614 | 0.006090 | 0.019326 | 0.029174 | 0.002438 | 0.002359 | 0.005005 | 0.000677 | 0.000907 |

# 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 22.0561 | 22.0561 | 5.2000e-004 | 1.1000e-004 | 22.1013 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 22.0561 | 22.0561 | 5.2000e-004 | 1.1000e-004 | 22.1013 |
| NaturalGas Mitigated | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9185 | 4.9185 | 9.0000e-005 | 9.0000e-005 | 4.9477 |
| NaturalGas Unmitigated | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9185 | 4.9185 | 9.0000e-005 | 9.0000e-005 | 4.9477 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments High Rise | 92169.4 | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9185 | 4.9185 | 9.0000e-005 | 9.0000e-005 | 4.9477 |
| **Total** | | **5.0000e-004** | **4.2500e-003** | **1.8100e-003** | **3.0000e-005** | | **3.4000e-004** | **3.4000e-004** | | **3.4000e-004** | **3.4000e-004** | **0.0000** | **4.9185** | **4.9185** | **9.0000e-005** | **9.0000e-005** | **4.9477** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Apartments High Rise | 92169.4 | 5.0000e-004 | 4.2500e-003 | 1.8100e-003 | 3.0000e-005 | | 3.4000e-004 | 3.4000e-004 | | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9185 | 4.9185 | 9.0000e-005 | 9.0000e-005 | 4.9477 |
| **Total** | | **5.0000e-004** | **4.2500e-003** | **1.8100e-003** | **3.0000e-005** | | **3.4000e-004** | **3.4000e-004** | | **3.4000e-004** | **3.4000e-004** | **0.0000** | **4.9185** | **4.9185** | **9.0000e-005** | **9.0000e-005** | **4.9477** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments High Rise | 39600.8 | 22.0561 | 5.2000e-004 | 1.1000e-004 | 22.1013 |
| **Total** | | **22.0561** | **5.2000e-004** | **1.1000e-004** | **22.1013** |

### 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Apartments High Rise | 39600.8 | 22.0561 | 5.2000e-004 | 1.1000e-004 | 22.1013 |
| **Total** | | **22.0561** | **5.2000e-004** | **1.1000e-004** | **22.1013** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0752 | 3.7900e-003 | 0.1670 | 1.7000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | 1.0622 | 2.2096 | 3.2718 | 3.3300e-003 | 7.0000e-005 | 3.3766 |
| Unmitigated | 0.0752 | 3.7900e-003 | 0.1670 | 1.7000e-004 | | 0.0101 | 0.0101 | | 0.0101 | 0.0101 | 1.0622 | 2.2096 | 3.2718 | 3.3300e-003 | 7.0000e-005 | 3.3766 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 3.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0361 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0328 | 2.5900e-003 | 0.0636 | 1.6000e-004 | | 9.5500e-003 | 9.5500e-003 | | 9.5500e-003 | 9.5500e-003 | 1.0622 | 2.0412 | 3.1034 | 3.1700e-003 | 7.0000e-005 | 3.2040 |
| Landscaping | 3.1500e-003 | 1.2000e-003 | 0.1035 | 1.0000e-005 | | 5.7000e-004 | 5.7000e-004 | | 5.7000e-004 | 5.7000e-004 | 0.0000 | 0.1685 | 0.1685 | 1.6000e-004 | 0.0000 | 0.1726 |
| **Total** | **0.0752** | **3.7900e-003** | **0.1670** | **1.7000e-004** | | **0.0101** | **0.0101** | | **0.0101** | **0.0101** | **1.0622** | **2.2096** | **3.2718** | **3.3300e-003** | **7.0000e-005** | **3.3766** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 3.1300e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0361 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0328 | 2.5900e-003 | 0.0636 | 1.6000e-004 | | 9.5500e-003 | 9.5500e-003 | | 9.5500e-003 | 9.5500e-003 | 1.0622 | 2.0412 | 3.1034 | 3.1700e-003 | 7.0000e-005 | 3.2040 |
| Landscaping | 3.1500e-003 | 1.2000e-003 | 0.1035 | 1.0000e-005 | | 5.7000e-004 | 5.7000e-004 | | 5.7000e-004 | 5.7000e-004 | 0.0000 | 0.1685 | 0.1685 | 1.6000e-004 | 0.0000 | 0.1726 |
| **Total** | **0.0752** | **3.7900e-003** | **0.1670** | **1.7000e-004** | | **0.0101** | **0.0101** | | **0.0101** | **0.0101** | **1.0622** | **2.2096** | **3.2718** | **3.3300e-003** | **7.0000e-005** | **3.3766** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |
| Unmitigated | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments High Rise | 0.65154 / 0.410754 | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |
| **Total** | | **7.4735** | **0.0214** | **5.4000e-004** | **8.1685** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Apartments High Rise | 0.65154 / 0.410754 | 7.4735 | 0.0214 | 5.4000e-004 | 8.1685 |
| **Total** | | **7.4735** | **0.0214** | **5.4000e-004** | **8.1685** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| Unmitigated | 0.9338 | 0.0552 | 0.0000 | 2.3134 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments High Rise | 4.6 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| **Total** | | **0.9338** | **0.0552** | **0.0000** | **2.3134** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Apartments High Rise | 4.6 | 0.9338 | 0.0552 | 0.0000 | 2.3134 |
| **Total** | | **0.9338** | **0.0552** | **0.0000** | **2.3134** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

### Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

### User Defined Equipment

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan LA - Const All Scenarios

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments High Rise | 10.00 | Dwelling Unit | 0.16 | 10,000.00 | 29 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2020 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Trips and VMT - Scenario based round trips hauling only

Downtown Plan LA - Const All Scenarios - Los Angeles-South Coast County, Summer

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 8.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 10.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 25.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 50.00 |

| | | | |
|---|---|---|---|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 100.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 150.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 5.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 10.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 20.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 25.00 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 12.6136 | 159.2168 | 51.6726 | 0.1971 | 62.8418 | 6.0511 | 68.8930 | 33.8206 | 5.5731 | 39.3936 | 0.0000 | 20,558.5511 | 20,558.5511 | 3.4344 | 0.0000 | 20,644.4115 |
| **Maximum** | **12.6136** | **159.2168** | **51.6726** | **0.1971** | **62.8418** | **6.0511** | **68.8930** | **33.8206** | **5.5731** | **39.3936** | **0.0000** | **20,558.5511** | **20,558.5511** | **3.4344** | **0.0000** | **20,644.4115** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 12.6136 | 159.2168 | 51.6726 | 0.1971 | 62.8418 | 6.0511 | 68.8930 | 33.8206 | 5.5731 | 39.3936 | 0.0000 | 20,558.5511 | 20,558.5511 | 3.4344 | 0.0000 | 20,644.4114 |
| **Maximum** | **12.6136** | **159.2168** | **51.6726** | **0.1971** | **62.8418** | **6.0511** | **68.8930** | **33.8206** | **5.5731** | **39.3936** | **0.0000** | **20,558.5511** | **20,558.5511** | **3.4344** | **0.0000** | **20,644.4114** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Energy | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| Mobile | 0.1047 | 0.4923 | 1.4407 | 4.6900e-003 | 0.3619 | 4.6700e-003 | 0.3665 | 0.0969 | 4.3800e-003 | 0.1012 | | 476.4387 | 476.4387 | 0.0258 | | 477.0843 |
| **Total** | **2.9682** | **0.7327** | **7.3639** | **0.0179** | **0.3619** | **0.7750** | **1.1369** | **0.0969** | **0.7747** | **0.8715** | **93.6692** | **687.6323** | **781.3015** | **0.3072** | **6.9000e-003** | **791.0379** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Energy | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| Mobile | 0.1047 | 0.4923 | 1.4407 | 4.6900e-003 | 0.3619 | 4.6700e-003 | 0.3665 | 0.0969 | 4.3800e-003 | 0.1012 | | 476.4387 | 476.4387 | 0.0258 | | 477.0843 |
| **Total** | **2.9682** | **0.7327** | **7.3639** | **0.0179** | **0.3619** | **0.7750** | **1.1369** | **0.0969** | **0.7747** | **0.8715** | **93.6692** | **687.6323** | **781.3015** | **0.3072** | **6.9000e-003** | **791.0379** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading Scenario 1 | Grading | 1/16/2019 | 1/17/2019 | 5 | 2 | |
| 2 | Grading Scenario 2 | Grading | 1/18/2019 | 1/21/2019 | 5 | 2 | |
| 3 | Grading Scenario 3 | Grading | 1/22/2019 | 1/23/2019 | 5 | 2 | |
| 4 | Grading Scenario 4 | Grading | 1/24/2019 | 1/25/2019 | 5 | 2 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading Scenario 1 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 1 | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading Scenario 1 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 2 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 2 | Rubber Tired Dozers | 4 | 8.00 | 247 | 0.40 |
| Grading Scenario 2 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 3 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 3 | Rubber Tired Dozers | 8 | 8.00 | 247 | 0.40 |
| Grading Scenario 3 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 4 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 4 | Rubber Tired Dozers | 10 | 8.00 | 247 | 0.40 |
| Grading Scenario 4 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading Scenario 1 | 2 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 2 | 4 | 0.00 | 0.00 | 50.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 3 | 8 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 4 | 10 | 0.00 | 0.00 | 150.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Grading Scenario 1 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 12.0442 | 0.0000 | 12.0442 | 6.6205 | 0.0000 | 6.6205 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2692 | 24.1488 | 8.5682 | 0.0171 | | 1.1775 | 1.1775 | | 1.0833 | 1.0833 | | 1,690.8570 | 1,690.8570 | 0.5350 | | 1,704.2312 |
| **Total** | **2.2692** | **24.1488** | **8.5682** | **0.0171** | **12.0442** | **1.1775** | **13.2216** | **6.6205** | **1.0833** | **7.7037** | | **1,690.8570** | **1,690.8570** | **0.5350** | | **1,704.2312** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2113 | 6.4121 | 1.4719 | 0.0186 | 0.4368 | 0.0273 | 0.4641 | 0.1197 | 0.0261 | 0.1458 | | 2,017.3777 | 2,017.3777 | 0.1266 | | 2,020.5426 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.2113** | **6.4121** | **1.4719** | **0.0186** | **0.4368** | **0.0273** | **0.4641** | **0.1197** | **0.0261** | **0.1458** | | **2,017.3777** | **2,017.3777** | **0.1266** | | **2,020.5426** |

## 3.2 Grading Scenario 1 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 12.0442 | 0.0000 | 12.0442 | 6.6205 | 0.0000 | 6.6205 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2692 | 24.1488 | 8.5682 | 0.0171 | | 1.1775 | 1.1775 | | 1.0833 | 1.0833 | 0.0000 | 1,690.8570 | 1,690.8570 | 0.5350 | | 1,704.2312 |
| **Total** | **2.2692** | **24.1488** | **8.5682** | **0.0171** | **12.0442** | **1.1775** | **13.2216** | **6.6205** | **1.0833** | **7.7037** | **0.0000** | **1,690.8570** | **1,690.8570** | **0.5350** | | **1,704.2312** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2113 | 6.4121 | 1.4719 | 0.0186 | 0.4368 | 0.0273 | 0.4641 | 0.1197 | 0.0261 | 0.1458 | | 2,017.3777 | 2,017.3777 | 0.1266 | | 2,020.5426 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.2113** | **6.4121** | **1.4719** | **0.0186** | **0.4368** | **0.0273** | **0.4641** | **0.1197** | **0.0261** | **0.1458** | | **2,017.3777** | **2,017.3777** | **0.1266** | | **2,020.5426** |

## 3.3 Grading Scenario 2 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 24.0883 | 0.0000 | 24.0883 | 13.2409 | 0.0000 | 13.2409 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.5384 | 48.2977 | 17.1364 | 0.0341 | | 2.3549 | 2.3549 | | 2.1665 | 2.1665 | | 3,381.7139 | 3,381.7139 | 1.0699 | | 3,408.4624 |
| **Total** | **4.5384** | **48.2977** | **17.1364** | **0.0341** | **24.0883** | **2.3549** | **26.4433** | **13.2409** | **2.1665** | **15.4075** | | **3,381.7139** | **3,381.7139** | **1.0699** | | **3,408.4624** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4226 | 12.8242 | 2.9439 | 0.0373 | 0.8737 | 0.0546 | 0.9283 | 0.2394 | 0.0522 | 0.2917 | | 4,034.7554 | 4,034.7554 | 0.2532 | | 4,041.0852 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.4226** | **12.8242** | **2.9439** | **0.0373** | **0.8737** | **0.0546** | **0.9283** | **0.2394** | **0.0522** | **0.2917** | | **4,034.7554** | **4,034.7554** | **0.2532** | | **4,041.0852** |

## 3.3 Grading Scenario 2 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 24.0883 | 0.0000 | 24.0883 | 13.2409 | 0.0000 | 13.2409 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.5384 | 48.2977 | 17.1364 | 0.0341 | | 2.3549 | 2.3549 | | 2.1665 | 2.1665 | 0.0000 | 3,381.7139 | 3,381.7139 | 1.0699 | | 3,408.4624 |
| **Total** | **4.5384** | **48.2977** | **17.1364** | **0.0341** | **24.0883** | **2.3549** | **26.4433** | **13.2409** | **2.1665** | **15.4075** | **0.0000** | **3,381.7139** | **3,381.7139** | **1.0699** | | **3,408.4624** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4226 | 12.8242 | 2.9439 | 0.0373 | 0.8737 | 0.0546 | 0.9283 | 0.2394 | 0.0522 | 0.2917 | | 4,034.7554 | 4,034.7554 | 0.2532 | | 4,041.0852 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.4226** | **12.8242** | **2.9439** | **0.0373** | **0.8737** | **0.0546** | **0.9283** | **0.2394** | **0.0522** | **0.2917** | | **4,034.7554** | **4,034.7554** | **0.2532** | | **4,041.0852** |

## 3.4 Grading Scenario 3 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 48.1767 | 0.0000 | 48.1767 | 26.4818 | 0.0000 | 26.4818 | | | 0.0000 | | | 0.0000 |
| Off-Road | 9.0767 | 96.5953 | 34.2728 | 0.0682 | | 4.7099 | 4.7099 | | 4.3331 | 4.3331 | | 6,763.4279 | 6,763.4279 | 2.1399 | | 6,816.9248 |
| **Total** | **9.0767** | **96.5953** | **34.2728** | **0.0682** | **48.1767** | **4.7099** | **52.8866** | **26.4818** | **4.3331** | **30.8149** | | **6,763.4279** | **6,763.4279** | **2.1399** | | **6,816.9248** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.8452 | 25.6484 | 5.8877 | 0.0746 | 1.7473 | 0.1092 | 1.8565 | 0.4789 | 0.1045 | 0.5834 | | 8,069.5108 | 8,069.5108 | 0.5064 | | 8,082.1703 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.8452** | **25.6484** | **5.8877** | **0.0746** | **1.7473** | **0.1092** | **1.8565** | **0.4789** | **0.1045** | **0.5834** | | **8,069.5108** | **8,069.5108** | **0.5064** | | **8,082.1703** |

## 3.4 Grading Scenario 3 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 48.1767 | 0.0000 | 48.1767 | 26.4818 | 0.0000 | 26.4818 | | | 0.0000 | | | 0.0000 |
| Off-Road | 9.0767 | 96.5953 | 34.2728 | 0.0682 | | 4.7099 | 4.7099 | | 4.3331 | 4.3331 | 0.0000 | 6,763.4279 | 6,763.4279 | 2.1399 | | 6,816.9248 |
| **Total** | **9.0767** | **96.5953** | **34.2728** | **0.0682** | **48.1767** | **4.7099** | **52.8866** | **26.4818** | **4.3331** | **30.8149** | **0.0000** | **6,763.4279** | **6,763.4279** | **2.1399** | | **6,816.9248** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.8452 | 25.6484 | 5.8877 | 0.0746 | 1.7473 | 0.1092 | 1.8565 | 0.4789 | 0.1045 | 0.5834 | | 8,069.5108 | 8,069.5108 | 0.5064 | | 8,082.1703 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.8452** | **25.6484** | **5.8877** | **0.0746** | **1.7473** | **0.1092** | **1.8565** | **0.4789** | **0.1045** | **0.5834** | | **8,069.5108** | **8,069.5108** | **0.5064** | | **8,082.1703** |

## 3.5 Grading Scenario 4 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 60.2209 | 0.0000 | 60.2209 | 33.1023 | 0.0000 | 33.1023 | | | 0.0000 | | | 0.0000 |
| Off-Road | 11.3459 | 120.7442 | 42.8410 | 0.0853 | | 5.8873 | 5.8873 | | 5.4163 | 5.4163 | | 8,454.2848 | 8,454.2848 | 2.6749 | | 8,521.1560 |
| **Total** | **11.3459** | **120.7442** | **42.8410** | **0.0853** | **60.2209** | **5.8873** | **66.1082** | **33.1023** | **5.4163** | **38.5186** | | **8,454.2848** | **8,454.2848** | **2.6749** | | **8,521.1560** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2677 | 38.4727 | 8.8316 | 0.1118 | 2.6210 | 0.1638 | 2.7848 | 0.7183 | 0.1567 | 0.8750 | | 12,104.2663 | 12,104.2663 | 0.7596 | | 12,123.2555 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **1.2677** | **38.4727** | **8.8316** | **0.1118** | **2.6210** | **0.1638** | **2.7848** | **0.7183** | **0.1567** | **0.8750** | | **12,104.2663** | **12,104.2663** | **0.7596** | | **12,123.2555** |

### 3.5 Grading Scenario 4 - 2019

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 60.2209 | 0.0000 | 60.2209 | 33.1023 | 0.0000 | 33.1023 | | | 0.0000 | | | 0.0000 |
| Off-Road | 11.3459 | 120.7442 | 42.8410 | 0.0853 | | 5.8873 | 5.8873 | | 5.4163 | 5.4163 | 0.0000 | 8,454.2848 | 8,454.2848 | 2.6749 | | 8,521.1560 |
| **Total** | **11.3459** | **120.7442** | **42.8410** | **0.0853** | **60.2209** | **5.8873** | **66.1082** | **33.1023** | **5.4163** | **38.5186** | **0.0000** | **8,454.2848** | **8,454.2848** | **2.6749** | | **8,521.1560** |

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2677 | 38.4727 | 8.8316 | 0.1118 | 2.6210 | 0.1638 | 2.7848 | 0.7183 | 0.1567 | 0.8750 | | 12,104.2663 | 12,104.2663 | 0.7596 | | 12,123.2555 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **1.2677** | **38.4727** | **8.8316** | **0.1118** | **2.6210** | **0.1638** | **2.7848** | **0.7183** | **0.1567** | **0.8750** | | **12,104.2663** | **12,104.2663** | **0.7596** | | **12,123.2555** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1047 | 0.4923 | 1.4407 | 4.6900e-003 | 0.3619 | 4.6700e-003 | 0.3665 | 0.0969 | 4.3800e-003 | 0.1012 | | 476.4387 | 476.4387 | 0.0258 | | 477.0843 |
| Unmitigated | 0.1047 | 0.4923 | 1.4407 | 4.6900e-003 | 0.3619 | 4.6700e-003 | 0.3665 | 0.0969 | 4.3800e-003 | 0.1012 | | 476.4387 | 476.4387 | 0.0258 | | 477.0843 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments High Rise | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |
| Total | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments High Rise | 0.547726 | 0.045437 | 0.201480 | 0.122768 | 0.016614 | 0.006090 | 0.019326 | 0.029174 | 0.002438 | 0.002359 | 0.005005 | 0.000677 | 0.000907 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| NaturalGas Unmitigated | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments High Rise | 252.519 | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| **Total** | | **2.7200e-003** | **0.0233** | **9.9000e-003** | **1.5000e-004** | | **1.8800e-003** | **1.8800e-003** | | **1.8800e-003** | **1.8800e-003** | | **29.7081** | **29.7081** | **5.7000e-004** | **5.4000e-004** | **29.8847** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments High Rise | 0.252519 | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| **Total** | | **2.7200e-003** | **0.0233** | **9.9000e-003** | **1.5000e-004** | | **1.8800e-003** | **1.8800e-003** | | **1.8800e-003** | **1.8800e-003** | | **29.7081** | **29.7081** | **5.7000e-004** | **5.4000e-004** | **29.8847** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Unmitigated | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0171 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1980 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 2.6204 | 0.2075 | 5.0855 | 0.0130 | | 0.7639 | 0.7639 | | 0.7639 | 0.7639 | 93.6692 | 180.0000 | 273.6692 | 0.2793 | 6.3600e-003 | 282.5472 |
| Landscaping | 0.0252 | 9.5700e-003 | 0.8278 | 4.0000e-005 | | 4.5500e-003 | 4.5500e-003 | | 4.5500e-003 | 4.5500e-003 | | 1.4855 | 1.4855 | 1.4500e-003 | | 1.5217 |
| **Total** | **2.8607** | **0.2171** | **5.9133** | **0.0130** | | **0.7684** | **0.7684** | | **0.7684** | **0.7684** | **93.6692** | **181.4855** | **275.1547** | **0.2808** | **6.3600e-003** | **284.0690** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0171 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1980 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 2.6204 | 0.2075 | 5.0855 | 0.0130 | | 0.7639 | 0.7639 | | 0.7639 | 0.7639 | 93.6692 | 180.0000 | 273.6692 | 0.2793 | 6.3600e-003 | 282.5472 |
| Landscaping | 0.0252 | 9.5700e-003 | 0.8278 | 4.0000e-005 | | 4.5500e-003 | 4.5500e-003 | | 4.5500e-003 | 4.5500e-003 | | 1.4855 | 1.4855 | 1.4500e-003 | | 1.5217 |
| **Total** | **2.8607** | **0.2171** | **5.9133** | **0.0130** | | **0.7684** | **0.7684** | | **0.7684** | **0.7684** | **93.6692** | **181.4855** | **275.1547** | **0.2808** | **6.3600e-003** | **284.0690** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan LA - Const All Scenarios

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Apartments High Rise | 10.00 | Dwelling Unit | 0.16 | 10,000.00 | 29 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2020 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase -

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Off-road Equipment - Scenario

Trips and VMT - Scenario based round trips hauling only

Downtown Plan LA - Const All Scenarios - Los Angeles-South Coast County, Winter

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 2.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 4.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 8.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00 | 10.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00 | 0.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 1.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblOffRoadEquipment | UsageHours | 6.00 | 8.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripLength | 20.00 | 40.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 25.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 50.00 |

| | | | |
|---|---|---|---|
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 100.00 |
| tblTripsAndVMT | HaulingTripNumber | 0.00 | 150.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | VendorTripLength | 6.90 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 5.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 10.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 20.00 | 0.00 |
| tblTripsAndVMT | WorkerTripNumber | 25.00 | 0.00 |

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 12.6311 | 160.1286 | 51.9758 | 0.1961 | 62.8418 | 6.0527 | 68.8946 | 33.8206 | 5.5746 | 39.3952 | 0.0000 | 20,448.5855 | 20,448.5855 | 3.4513 | 0.0000 | 20,534.8667 |
| **Maximum** | **12.6311** | **160.1286** | **51.9758** | **0.1961** | **62.8418** | **6.0527** | **68.8946** | **33.8206** | **5.5746** | **39.3952** | **0.0000** | **20,448.5855** | **20,448.5855** | **3.4513** | **0.0000** | **20,534.8667** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2019 | 12.6311 | 160.1286 | 51.9758 | 0.1961 | 62.8418 | 6.0527 | 68.8946 | 33.8206 | 5.5746 | 39.3952 | 0.0000 | 20,448.5855 | 20,448.5855 | 3.4513 | 0.0000 | 20,534.8667 |
| **Maximum** | **12.6311** | **160.1286** | **51.9758** | **0.1961** | **62.8418** | **6.0527** | **68.8946** | **33.8206** | **5.5746** | **39.3952** | **0.0000** | **20,448.5855** | **20,448.5855** | **3.4513** | **0.0000** | **20,534.8667** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Energy | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| Mobile | 0.1019 | 0.5063 | 1.3690 | 4.4600e-003 | 0.3619 | 4.7000e-003 | 0.3666 | 0.0969 | 4.4000e-003 | 0.1013 | | 453.2612 | 453.2612 | 0.0257 | | 453.9033 |
| **Total** | **2.9653** | **0.7466** | **7.2922** | **0.0176** | **0.3619** | **0.7750** | **1.1369** | **0.0969** | **0.7747** | **0.8716** | **93.6692** | **664.4548** | **758.1240** | **0.3070** | **6.9000e-003** | **767.8569** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Energy | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| Mobile | 0.1019 | 0.5063 | 1.3690 | 4.4600e-003 | 0.3619 | 4.7000e-003 | 0.3666 | 0.0969 | 4.4000e-003 | 0.1013 | | 453.2612 | 453.2612 | 0.0257 | | 453.9033 |
| **Total** | **2.9653** | **0.7466** | **7.2922** | **0.0176** | **0.3619** | **0.7750** | **1.1369** | **0.0969** | **0.7747** | **0.8716** | **93.6692** | **664.4548** | **758.1240** | **0.3070** | **6.9000e-003** | **767.8569** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Grading Scenario 1 | Grading | 1/16/2019 | 1/17/2019 | 5 | 2 | |
| 2 | Grading Scenario 2 | Grading | 1/18/2019 | 1/21/2019 | 5 | 2 | |
| 3 | Grading Scenario 3 | Grading | 1/22/2019 | 1/23/2019 | 5 | 2 | |
| 4 | Grading Scenario 4 | Grading | 1/24/2019 | 1/25/2019 | 5 | 2 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Downtown Plan LA - Const All Scenarios - Los Angeles-South Coast County, Winter

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Grading Scenario 1 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 1 | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading Scenario 1 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 2 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 2 | Rubber Tired Dozers | 4 | 8.00 | 247 | 0.40 |
| Grading Scenario 2 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 3 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 3 | Rubber Tired Dozers | 8 | 8.00 | 247 | 0.40 |
| Grading Scenario 3 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |
| Grading Scenario 4 | Concrete/Industrial Saws | 0 | 8.00 | 81 | 0.73 |
| Grading Scenario 4 | Rubber Tired Dozers | 10 | 8.00 | 247 | 0.40 |
| Grading Scenario 4 | Tractors/Loaders/Backhoes | 0 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Grading Scenario 1 | 2 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 2 | 4 | 0.00 | 0.00 | 50.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 3 | 8 | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |
| Grading Scenario 4 | 10 | 0.00 | 0.00 | 150.00 | 0.00 | 0.00 | 40.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Grading Scenario 1 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 12.0442 | 0.0000 | 12.0442 | 6.6205 | 0.0000 | 6.6205 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2692 | 24.1488 | 8.5682 | 0.0171 | | 1.1775 | 1.1775 | | 1.0833 | 1.0833 | | 1,690.8570 | 1,690.8570 | 0.5350 | | 1,704.2312 |
| **Total** | **2.2692** | **24.1488** | **8.5682** | **0.0171** | **12.0442** | **1.1775** | **13.2216** | **6.6205** | **1.0833** | **7.7037** | | **1,690.8570** | **1,690.8570** | **0.5350** | | **1,704.2312** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2142 | 6.5641 | 1.5225 | 0.0185 | 0.4368 | 0.0276 | 0.4644 | 0.1197 | 0.0264 | 0.1461 | | 1,999.0501 | 1,999.0501 | 0.1294 | | 2,002.2851 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.2142** | **6.5641** | **1.5225** | **0.0185** | **0.4368** | **0.0276** | **0.4644** | **0.1197** | **0.0264** | **0.1461** | | **1,999.0501** | **1,999.0501** | **0.1294** | | **2,002.2851** |

## 3.2 Grading Scenario 1 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 12.0442 | 0.0000 | 12.0442 | 6.6205 | 0.0000 | 6.6205 | | | 0.0000 | | | 0.0000 |
| Off-Road | 2.2692 | 24.1488 | 8.5682 | 0.0171 | | 1.1775 | 1.1775 | | 1.0833 | 1.0833 | 0.0000 | 1,690.8570 | 1,690.8570 | 0.5350 | | 1,704.2312 |
| **Total** | **2.2692** | **24.1488** | **8.5682** | **0.0171** | **12.0442** | **1.1775** | **13.2216** | **6.6205** | **1.0833** | **7.7037** | **0.0000** | **1,690.8570** | **1,690.8570** | **0.5350** | | **1,704.2312** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.2142 | 6.5641 | 1.5225 | 0.0185 | 0.4368 | 0.0276 | 0.4644 | 0.1197 | 0.0264 | 0.1461 | | 1,999.0501 | 1,999.0501 | 0.1294 | | 2,002.2851 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.2142** | **6.5641** | **1.5225** | **0.0185** | **0.4368** | **0.0276** | **0.4644** | **0.1197** | **0.0264** | **0.1461** | | **1,999.0501** | **1,999.0501** | **0.1294** | | **2,002.2851** |

## 3.3 Grading Scenario 2 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 24.0883 | 0.0000 | 24.0883 | 13.2409 | 0.0000 | 13.2409 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.5384 | 48.2977 | 17.1364 | 0.0341 | | 2.3549 | 2.3549 | | 2.1665 | 2.1665 | | 3,381.7139 | 3,381.7139 | 1.0699 | | 3,408.4624 |
| **Total** | **4.5384** | **48.2977** | **17.1364** | **0.0341** | **24.0883** | **2.3549** | **26.4433** | **13.2409** | **2.1665** | **15.4075** | | **3,381.7139** | **3,381.7139** | **1.0699** | | **3,408.4624** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4284 | 13.1281 | 3.0449 | 0.0369 | 0.8737 | 0.0551 | 0.9288 | 0.2394 | 0.0528 | 0.2922 | | 3,998.1002 | 3,998.1002 | 0.2588 | | 4,004.5702 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.4284** | **13.1281** | **3.0449** | **0.0369** | **0.8737** | **0.0551** | **0.9288** | **0.2394** | **0.0528** | **0.2922** | | **3,998.1002** | **3,998.1002** | **0.2588** | | **4,004.5702** |

## 3.3 Grading Scenario 2 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 24.0883 | 0.0000 | 24.0883 | 13.2409 | 0.0000 | 13.2409 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.5384 | 48.2977 | 17.1364 | 0.0341 | | 2.3549 | 2.3549 | | 2.1665 | 2.1665 | 0.0000 | 3,381.7139 | 3,381.7139 | 1.0699 | | 3,408.4624 |
| **Total** | **4.5384** | **48.2977** | **17.1364** | **0.0341** | **24.0883** | **2.3549** | **26.4433** | **13.2409** | **2.1665** | **15.4075** | **0.0000** | **3,381.7139** | **3,381.7139** | **1.0699** | | **3,408.4624** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.4284 | 13.1281 | 3.0449 | 0.0369 | 0.8737 | 0.0551 | 0.9288 | 0.2394 | 0.0528 | 0.2922 | | 3,998.1002 | 3,998.1002 | 0.2588 | | 4,004.5702 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.4284** | **13.1281** | **3.0449** | **0.0369** | **0.8737** | **0.0551** | **0.9288** | **0.2394** | **0.0528** | **0.2922** | | **3,998.1002** | **3,998.1002** | **0.2588** | | **4,004.5702** |

## 3.4 Grading Scenario 3 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 48.1767 | 0.0000 | 48.1767 | 26.4818 | 0.0000 | 26.4818 | | | 0.0000 | | | 0.0000 |
| Off-Road | 9.0767 | 96.5953 | 34.2728 | 0.0682 | | 4.7099 | 4.7099 | | 4.3331 | 4.3331 | | 6,763.4279 | 6,763.4279 | 2.1399 | | 6,816.9248 |
| **Total** | **9.0767** | **96.5953** | **34.2728** | **0.0682** | **48.1767** | **4.7099** | **52.8866** | **26.4818** | **4.3331** | **30.8149** | | **6,763.4279** | **6,763.4279** | **2.1399** | | **6,816.9248** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.8568 | 26.2563 | 6.0899 | 0.0739 | 1.7473 | 0.1103 | 1.8576 | 0.4789 | 0.1055 | 0.5844 | | 7,996.2005 | 7,996.2005 | 0.5176 | | 8,009.1405 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.8568** | **26.2563** | **6.0899** | **0.0739** | **1.7473** | **0.1103** | **1.8576** | **0.4789** | **0.1055** | **0.5844** | | **7,996.2005** | **7,996.2005** | **0.5176** | | **8,009.1405** |

## 3.4 Grading Scenario 3 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 48.1767 | 0.0000 | 48.1767 | 26.4818 | 0.0000 | 26.4818 | | | 0.0000 | | | 0.0000 |
| Off-Road | 9.0767 | 96.5953 | 34.2728 | 0.0682 | | 4.7099 | 4.7099 | | 4.3331 | 4.3331 | 0.0000 | 6,763.4279 | 6,763.4279 | 2.1399 | | 6,816.9248 |
| **Total** | **9.0767** | **96.5953** | **34.2728** | **0.0682** | **48.1767** | **4.7099** | **52.8866** | **26.4818** | **4.3331** | **30.8149** | **0.0000** | **6,763.4279** | **6,763.4279** | **2.1399** | | **6,816.9248** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.8568 | 26.2563 | 6.0899 | 0.0739 | 1.7473 | 0.1103 | 1.8576 | 0.4789 | 0.1055 | 0.5844 | | 7,996.2005 | 7,996.2005 | 0.5176 | | 8,009.1405 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **0.8568** | **26.2563** | **6.0899** | **0.0739** | **1.7473** | **0.1103** | **1.8576** | **0.4789** | **0.1055** | **0.5844** | | **7,996.2005** | **7,996.2005** | **0.5176** | | **8,009.1405** |

## 3.5 Grading Scenario 4 - 2019

### Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 60.2209 | 0.0000 | 60.2209 | 33.1023 | 0.0000 | 33.1023 | | | 0.0000 | | | 0.0000 |
| Off-Road | 11.3459 | 120.7442 | 42.8410 | 0.0853 | | 5.8873 | 5.8873 | | 5.4163 | 5.4163 | | 8,454.2848 | 8,454.2848 | 2.6749 | | 8,521.1560 |
| **Total** | **11.3459** | **120.7442** | **42.8410** | **0.0853** | **60.2209** | **5.8873** | **66.1082** | **33.1023** | **5.4163** | **38.5186** | | **8,454.2848** | **8,454.2848** | **2.6749** | | **8,521.1560** |

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2851 | 39.3844 | 9.1348 | 0.1108 | 2.6210 | 0.1654 | 2.7864 | 0.7183 | 0.1582 | 0.8765 | | 11,994.3007 | 11,994.3007 | 0.7764 | | 12,013.7107 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **1.2851** | **39.3844** | **9.1348** | **0.1108** | **2.6210** | **0.1654** | **2.7864** | **0.7183** | **0.1582** | **0.8765** | | **11,994.3007** | **11,994.3007** | **0.7764** | | **12,013.7107** |

## 3.5 Grading Scenario 4 - 2019

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 60.2209 | 0.0000 | 60.2209 | 33.1023 | 0.0000 | 33.1023 | | | 0.0000 | | | 0.0000 |
| Off-Road | 11.3459 | 120.7442 | 42.8410 | 0.0853 | | 5.8873 | 5.8873 | | 5.4163 | 5.4163 | 0.0000 | 8,454.2848 | 8,454.2848 | 2.6749 | | 8,521.1560 |
| **Total** | **11.3459** | **120.7442** | **42.8410** | **0.0853** | **60.2209** | **5.8873** | **66.1082** | **33.1023** | **5.4163** | **38.5186** | **0.0000** | **8,454.2848** | **8,454.2848** | **2.6749** | | **8,521.1560** |

### Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 1.2851 | 39.3844 | 9.1348 | 0.1108 | 2.6210 | 0.1654 | 2.7864 | 0.7183 | 0.1582 | 0.8765 | | 11,994.3007 | 11,994.3007 | 0.7764 | | 12,013.7107 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **1.2851** | **39.3844** | **9.1348** | **0.1108** | **2.6210** | **0.1654** | **2.7864** | **0.7183** | **0.1582** | **0.8765** | | **11,994.3007** | **11,994.3007** | **0.7764** | | **12,013.7107** |

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.1019 | 0.5063 | 1.3690 | 4.4600e-003 | 0.3619 | 4.7000e-003 | 0.3666 | 0.0969 | 4.4000e-003 | 0.1013 | | 453.2612 | 453.2612 | 0.0257 | | 453.9033 |
| Unmitigated | 0.1019 | 0.5063 | 1.3690 | 4.4600e-003 | 0.3619 | 4.7000e-003 | 0.3666 | 0.0969 | 4.4000e-003 | 0.1013 | | 453.2612 | 453.2612 | 0.0257 | | 453.9033 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments High Rise | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |
| Total | 42.00 | 49.80 | 36.50 | 144,643 | 144,643 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apartments High Rise | 0.547726 | 0.045437 | 0.201480 | 0.122768 | 0.016614 | 0.006090 | 0.019326 | 0.029174 | 0.002438 | 0.002359 | 0.005005 | 0.000677 | 0.000907 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| NaturalGas Unmitigated | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments High Rise | 252.519 | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| **Total** | | **2.7200e-003** | **0.0233** | **9.9000e-003** | **1.5000e-004** | | **1.8800e-003** | **1.8800e-003** | | **1.8800e-003** | **1.8800e-003** | | **29.7081** | **29.7081** | **5.7000e-004** | **5.4000e-004** | **29.8847** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments High Rise | 0.252519 | 2.7200e-003 | 0.0233 | 9.9000e-003 | 1.5000e-004 | | 1.8800e-003 | 1.8800e-003 | | 1.8800e-003 | 1.8800e-003 | | 29.7081 | 29.7081 | 5.7000e-004 | 5.4000e-004 | 29.8847 |
| **Total** | | **2.7200e-003** | **0.0233** | **9.9000e-003** | **1.5000e-004** | | **1.8800e-003** | **1.8800e-003** | | **1.8800e-003** | **1.8800e-003** | | **29.7081** | **29.7081** | **5.7000e-004** | **5.4000e-004** | **29.8847** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |
| Unmitigated | 2.8607 | 0.2171 | 5.9133 | 0.0130 | | 0.7684 | 0.7684 | | 0.7684 | 0.7684 | 93.6692 | 181.4855 | 275.1547 | 0.2808 | 6.3600e-003 | 284.0690 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0171 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1980 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 2.6204 | 0.2075 | 5.0855 | 0.0130 | | 0.7639 | 0.7639 | | 0.7639 | 0.7639 | 93.6692 | 180.0000 | 273.6692 | 0.2793 | 6.3600e-003 | 282.5472 |
| Landscaping | 0.0252 | 9.5700e-003 | 0.8278 | 4.0000e-005 | | 4.5500e-003 | 4.5500e-003 | | 4.5500e-003 | 4.5500e-003 | | 1.4855 | 1.4855 | 1.4500e-003 | | 1.5217 |
| **Total** | **2.8607** | **0.2171** | **5.9133** | **0.0130** | | **0.7684** | **0.7684** | | **0.7684** | **0.7684** | **93.6692** | **181.4855** | **275.1547** | **0.2808** | **6.3600e-003** | **284.0690** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 0.0171 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 0.1980 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 2.6204 | 0.2075 | 5.0855 | 0.0130 | | 0.7639 | 0.7639 | | 0.7639 | 0.7639 | 93.6692 | 180.0000 | 273.6692 | 0.2793 | 6.3600e-003 | 282.5472 |
| Landscaping | 0.0252 | 9.5700e-003 | 0.8278 | 4.0000e-005 | | 4.5500e-003 | 4.5500e-003 | | 4.5500e-003 | 4.5500e-003 | | 1.4855 | 1.4855 | 1.4500e-003 | | 1.5217 |
| **Total** | **2.8607** | **0.2171** | **5.9133** | **0.0130** | | **0.7684** | **0.7684** | | **0.7684** | **0.7684** | **93.6692** | **181.4855** | **275.1547** | **0.2808** | **6.3600e-003** | **284.0690** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - Existing

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 3,865.92 | 1000sqft | 88.75 | 3,865,922.00 | 0 |
| General Light Industry | 40,101.58 | 1000sqft | 920.61 | 40,101,581.00 | 0 |
| Condo/Townhouse High Rise | 36,000.00 | Dwelling Unit | 562.50 | 36,000,000.00 | 102960 |
| Convenience Market (24 Hour) | 105,376.58 | 1000sqft | 2,419.11 | 105,376,578.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2018 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - Existing - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - existing sf

Construction Phase - No construction

Grading - no construction

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area.

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - mobile not calculated in caleemod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 30,600.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 3,600.00 | 0.00 |
| tblFireplaces | NumberWood | 1,800.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 3,865,920.00 | 3,865,922.00 |
| tblLandUse | LandUseSquareFeet | 40,101,600.00 | 40,101,581.00 |
| tblLandUse | LandUseSquareFeet | 105,377,000.00 | 105,376,578.00 |
| tblLandUse | LotAcreage | 2,419.12 | 2,419.11 |
| tblSolidWaste | SolidWasteGenerationRate | 22,035.74 | 3,595.31 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 2,345,544,922.37 | 2,881,602,000.00 |
| tblWater | IndoorWaterUseRate | 7,805,540,096.42 | 4,781,820,559.92 |
| tblWater | IndoorWaterUseRate | 9,273,495,000.00 | 1,436,267,995.69 |
| tblWater | IndoorWaterUseRate | 768,002,452.77 | 1,084,633,789.17 |
| tblWater | OutdoorWaterUseRate | 1,478,713,103.23 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,784,040,704.25 | 0.00 |
| tblWater | OutdoorWaterUseRate | 470,711,180.73 | 0.00 |
| tblWoodstoves | NumberCatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 761.9350 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |
| Energy | 6.8519 | 61.3138 | 45.1667 | 0.3737 | | 4.7340 | 4.7340 | | 4.7340 | 4.7340 | 0.0000 | 1,220,631.3820 | 1,220,631.3820 | 28.5267 | 6.8764 | 1,223,393.7072 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78,469.1955 | 0.0000 | 78,469.1955 | 4,637.3966 | 0.0000 | 194,404.1104 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3,231.0163 | 73,858.7178 | 77,089.7341 | 333.6007 | 8.1968 | 87,872.3848 |
| **Total** | **768.7869** | **65.6715** | **420.9802** | **0.3935** | **0.0000** | **6.7816** | **6.7816** | **0.0000** | **6.7816** | **6.7816** | **81,700.2117** | **1,295,100.2458** | **1,376,800.4576** | **5,000.1352** | **15.0731** | **1,506,295.6277** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 761.9350 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |
| Energy | 6.8519 | 61.3138 | 45.1667 | 0.3737 | | 4.7340 | 4.7340 | | 4.7340 | 4.7340 | 0.0000 | 1,220,631.3820 | 1,220,631.3820 | 28.5267 | 6.8764 | 1,223,393.7072 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 78,469.1955 | 0.0000 | 78,469.1955 | 4,637.3966 | 0.0000 | 194,404.1104 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3,231.0163 | 73,858.7178 | 77,089.7341 | 333.6007 | 8.1968 | 87,872.3848 |
| **Total** | **768.7869** | **65.6715** | **420.9802** | **0.3935** | **0.0000** | **6.7816** | **6.7816** | **0.0000** | **6.7816** | **6.7816** | **81,700.2117** | **1,295,100.2458** | **1,376,800.4576** | **5,000.1352** | **15.0731** | **1,506,295.6277** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Convenience Market (24 Hour) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| General Light Industry | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Government (Civic Center) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,152,821.4416 | 1,152,821.4416 | 27.2271 | 5.6332 | 1,155,180.8063 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,152,821.4416 | 1,152,821.4416 | 27.2271 | 5.6332 | 1,155,180.8063 |
| NaturalGas Mitigated | 6.8519 | 61.3138 | 45.1667 | 0.3737 | | 4.7340 | 4.7340 | | 4.7340 | 4.7340 | 0.0000 | 67,809.9404 | 67,809.9404 | 1.2997 | 1.2432 | 68,212.9009 |
| NaturalGas Unmitigated | 6.8519 | 61.3138 | 45.1667 | 0.3737 | | 4.7340 | 4.7340 | | 4.7340 | 4.7340 | 0.0000 | 67,809.9404 | 67,809.9404 | 1.2997 | 1.2432 | 68,212.9009 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 3.3181e+008 | 1.7892 | 15.2893 | 6.5061 | 0.0976 | | 1.2362 | 1.2362 | | 1.2362 | 1.2362 | 0.0000 | 17,706.6367 | 17,706.6367 | 0.3394 | 0.3246 | 17,811.8584 |
| Convenience Market (24 Hour) | 1.72818e+008 | 0.9319 | 8.4715 | 7.1160 | 0.0508 | | 0.6438 | 0.6438 | | 0.6438 | 0.6438 | 0.0000 | 9,222.2046 | 9,222.2046 | 0.1768 | 0.1691 | 9,277.0076 |
| General Light Industry | 7.25839e+008 | 3.9138 | 35.5803 | 29.8875 | 0.2135 | | 2.7041 | 2.7041 | | 2.7041 | 2.7041 | 0.0000 | 38,733.5127 | 38,733.5127 | 0.7424 | 0.7101 | 38,963.6866 |
| Government (Civic Center) | 4.02442e+007 | 0.2170 | 1.9728 | 1.6571 | 0.0118 | | 0.1499 | 0.1499 | | 0.1499 | 0.1499 | 0.0000 | 2,147.5863 | 2,147.5863 | 0.0412 | 0.0394 | 2,160.3484 |
| **Total** | | **6.8519** | **61.3138** | **45.1667** | **0.3737** | | **4.7340** | **4.7340** | | **4.7340** | **4.7340** | **0.0000** | **67,809.9403** | **67,809.9403** | **1.2997** | **1.2432** | **68,212.9009** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 3.3181e+008 | 1.7892 | 15.2893 | 6.5061 | 0.0976 | | 1.2362 | 1.2362 | | 1.2362 | 1.2362 | 0.0000 | 17,706.6367 | 17,706.6367 | 0.3394 | 0.3246 | 17,811.8584 |
| Convenience Market (24 Hour) | 1.72818e+008 | 0.9319 | 8.4715 | 7.1160 | 0.0508 | | 0.6438 | 0.6438 | | 0.6438 | 0.6438 | 0.0000 | 9,222.2046 | 9,222.2046 | 0.1768 | 0.1691 | 9,277.0076 |
| General Light Industry | 7.25839e+008 | 3.9138 | 35.5803 | 29.8875 | 0.2135 | | 2.7041 | 2.7041 | | 2.7041 | 2.7041 | 0.0000 | 38,733.5127 | 38,733.5127 | 0.7424 | 0.7101 | 38,963.6866 |
| Government (Civic Center) | 4.02442e+007 | 0.2170 | 1.9728 | 1.6571 | 0.0118 | | 0.1499 | 0.1499 | | 0.1499 | 0.1499 | 0.0000 | 2,147.5863 | 2,147.5863 | 0.0412 | 0.0394 | 2,160.3484 |
| **Total** | | **6.8519** | **61.3138** | **45.1667** | **0.3737** | | **4.7340** | **4.7340** | | **4.7340** | **4.7340** | **0.0000** | **67,809.9403** | **67,809.9403** | **1.2997** | **1.2432** | **68,212.9009** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 1.51911e+008 | 84,608.3833 | 1.9983 | 0.4134 | 84,781.5428 |
| Convenience Market (24 Hour) | 1.42258e+009 | 792,324.4589 | 18.7129 | 3.8716 | 793,946.0303 |
| General Light Industry | 4.45128e+008 | 247,918.9231 | 5.8553 | 1.2114 | 248,426.3140 |
| Government (Civic Center) | 5.02183e+007 | 27,969.6764 | 0.6606 | 0.1367 | 28,026.9191 |
| **Total** | | **1,152,821.4416** | **27.2271** | **5.6332** | **1,155,180.8063** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 1.51911e+008 | 84,608.3833 | 1.9983 | 0.4134 | 84,781.5428 |
| Convenience Market (24 Hour) | 1.42258e+009 | 792,324.4589 | 18.7129 | 3.8716 | 793,946.0303 |
| General Light Industry | 4.45128e+008 | 247,918.9231 | 5.8553 | 1.2114 | 248,426.3140 |
| Government (Civic Center) | 5.02183e+007 | 27,969.6764 | 0.6606 | 0.1367 | 28,026.9191 |
| **Total** | | **1,152,821.4416** | **27.2271** | **5.6332** | **1,155,180.8063** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 761.9350 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |
| Unmitigated | 761.9350 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 80.4842 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 669.7408 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 11.7099 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |
| **Total** | **761.9350** | **4.3576** | **375.8135** | **0.0198** | | **2.0476** | **2.0476** | | **2.0476** | **2.0476** | **0.0000** | **610.1461** | **610.1461** | **0.6112** | **0.0000** | **625.4253** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 80.4842 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 669.7408 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 11.7099 | 4.3576 | 375.8135 | 0.0198 | | 2.0476 | 2.0476 | | 2.0476 | 2.0476 | 0.0000 | 610.1461 | 610.1461 | 0.6112 | 0.0000 | 625.4253 |
| **Total** | **761.9350** | **4.3576** | **375.8135** | **0.0198** | | **2.0476** | **2.0476** | | **2.0476** | **2.0476** | **0.0000** | **610.1461** | **610.1461** | **0.6112** | **0.0000** | **625.4253** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 77,089.7341 | 333.6007 | 8.1968 | 87,872.3848 |
| Unmitigated | 77,089.7341 | 333.6007 | 8.1968 | 87,872.3848 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 2881.6 / 0 | 21,812.1423 | 94.3906 | 2.3192 | 24,863.0377 |
| Convenience Market (24 Hour) | 4781.82 / 0 | 36,195.7517 | 156.6347 | 3.8486 | 41,258.5030 |
| General Light Industry | 1436.27 / 0 | 10,871.7588 | 47.0468 | 1.1560 | 12,392.4072 |
| Government (Civic Center) | 1084.63 / 0 | 8,210.0813 | 35.5286 | 0.8730 | 9,358.4370 |
| **Total** | | **77,089.7341** | **333.6007** | **8.1968** | **87,872.3848** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 2881.6 / 0 | 21,812.1423 | 94.3906 | 2.3192 | 24,863.0377 |
| Convenience Market (24 Hour) | 4781.82 / 0 | 36,195.7517 | 156.6347 | 3.8486 | 41,258.5030 |
| General Light Industry | 1436.27 / 0 | 10,871.7588 | 47.0468 | 1.1560 | 12,392.4072 |
| Government (Civic Center) | 1084.63 / 0 | 8,210.0813 | 35.5286 | 0.8730 | 9,358.4370 |
| **Total** | | **77,089.7341** | **333.6007** | **8.1968** | **87,872.3848** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 78,469.1955 | 4,637.3966 | 0.0000 | 194,404.1104 |
| Unmitigated | 78,469.1955 | 4,637.3966 | 0.0000 | 194,404.1104 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 16560 | 3,361.5303 | 198.6608 | 0.0000 | 8,328.0492 |
| Convenience Market (24 Hour) | 316684 | 64,283.9251 | 3,799.0711 | 0.0000 | 159,260.7036 |
| General Light Industry | 49726 | 10,093.9246 | 596.5339 | 0.0000 | 25,007.2709 |
| Government (Civic Center) | 3595.31 | 729.8154 | 43.1309 | 0.0000 | 1,808.0869 |
| **Total** | | **78,469.1955** | **4,637.3966** | **0.0000** | **194,404.1104** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 16560 | 3,361.5303 | 198.6608 | 0.0000 | 8,328.0492 |
| Convenience Market (24 Hour) | 316684 | 64,283.9251 | 3,799.0711 | 0.0000 | 159,260.7036 |
| General Light Industry | 49726 | 10,093.9246 | 596.5339 | 0.0000 | 25,007.2709 |
| Government (Civic Center) | 3595.31 | 729.8154 | 43.1309 | 0.0000 | 1,808.0869 |
| **Total** | | **78,469.1955** | **4,637.3966** | **0.0000** | **194,404.1104** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - Existing

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 3,865.92 | 1000sqft | 88.75 | 3,865,922.00 | 0 |
| General Light Industry | 40,101.58 | 1000sqft | 920.61 | 40,101,581.00 | 0 |
| Condo/Townhouse High Rise | 36,000.00 | Dwelling Unit | 562.50 | 36,000,000.00 | 102960 |
| Convenience Market (24 Hour) | 105,376.58 | 1000sqft | 2,419.11 | 105,376,578.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2018 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - Existing - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - existing sf

Construction Phase - No construction

Grading - no construction

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area.

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - mobile not calculated in caleemod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 30,600.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 3,600.00 | 0.00 |
| tblFireplaces | NumberWood | 1,800.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 3,865,920.00 | 3,865,922.00 |
| tblLandUse | LandUseSquareFeet | 40,101,600.00 | 40,101,581.00 |
| tblLandUse | LandUseSquareFeet | 105,377,000.00 | 105,376,578.00 |
| tblLandUse | LotAcreage | 2,419.12 | 2,419.11 |
| tblSolidWaste | SolidWasteGenerationRate | 22,035.74 | 3,595.31 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 2,345,544,922.37 | 2,881,602,000.00 |
| tblWater | IndoorWaterUseRate | 7,805,540,096.42 | 4,781,820,559.92 |
| tblWater | IndoorWaterUseRate | 9,273,495,000.00 | 1,436,267,995.69 |
| tblWater | IndoorWaterUseRate | 768,002,452.77 | 1,084,633,789.17 |
| tblWater | OutdoorWaterUseRate | 1,478,713,103.23 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,784,040,704.25 | 0.00 |
| tblWater | OutdoorWaterUseRate | 470,711,180.73 | 0.00 |
| tblWoodstoves | NumberCatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Energy | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **4,242.0461** | **370.8272** | **3,253.9966** | **2.2059** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **414,956.8095** | **414,956.8095** | **13.2398** | **7.5089** | **417,525.4559** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Energy | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **4,242.0461** | **370.8272** | **3,253.9966** | **2.2059** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **414,956.8095** | **414,956.8095** | **13.2398** | **7.5089** | **417,525.4559** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Convenience Market (24 Hour) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| General Light Industry | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Government (Civic Center) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| NaturalGas Unmitigated | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 909068 | 9.8037 | 83.7769 | 35.6497 | 0.5348 | | 6.7735 | 6.7735 | | 6.7735 | 6.7735 | | 106,949.1829 | 106,949.1829 | 2.0499 | 1.9607 | 107,584.7284 |
| Convenience Market (24 Hour) | 473473 | 5.1061 | 46.4189 | 38.9919 | 0.2785 | | 3.5278 | 3.5278 | | 3.5278 | 3.5278 | | 55,702.6875 | 55,702.6875 | 1.0676 | 1.0212 | 56,033.7007 |
| General Light Industry | 1.9886e+006 | 21.4457 | 194.9607 | 163.7670 | 1.1698 | | 14.8170 | 14.8170 | | 14.8170 | 14.8170 | | 233,952.8174 | 233,952.8174 | 4.4841 | 4.2891 | 235,343.0821 |
| Government (Civic Center) | 110258 | 1.1891 | 10.8096 | 9.0801 | 0.0649 | | 0.8215 | 0.8215 | | 0.8215 | 0.8215 | | 12,971.5546 | 12,971.5546 | 0.2486 | 0.2378 | 13,048.6380 |
| **Total** | | **37.5445** | **335.9661** | **247.4887** | **2.0479** | | **25.9398** | **25.9398** | | **25.9398** | **25.9398** | | **409,576.2424** | **409,576.2424** | **7.8502** | **7.5089** | **412,010.1492** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 909.068 | 9.8037 | 83.7769 | 35.6497 | 0.5348 | | 6.7735 | 6.7735 | | 6.7735 | 6.7735 | | 106,949.1829 | 106,949.1829 | 2.0499 | 1.9607 | 107,584.7284 |
| Convenience Market (24 Hour) | 473.473 | 5.1061 | 46.4189 | 38.9919 | 0.2785 | | 3.5278 | 3.5278 | | 3.5278 | 3.5278 | | 55,702.6875 | 55,702.6875 | 1.0676 | 1.0212 | 56,033.7007 |
| General Light Industry | 1988.6 | 21.4457 | 194.9607 | 163.7670 | 1.1698 | | 14.8170 | 14.8170 | | 14.8170 | 14.8170 | | 233,952.8174 | 233,952.8174 | 4.4841 | 4.2891 | 235,343.0821 |
| Government (Civic Center) | 110.258 | 1.1891 | 10.8096 | 9.0801 | 0.0649 | | 0.8215 | 0.8215 | | 0.8215 | 0.8215 | | 12,971.5546 | 12,971.5546 | 0.2486 | 0.2378 | 13,048.6380 |
| **Total** | | **37.5445** | **335.9661** | **247.4887** | **2.0479** | | **25.9398** | **25.9398** | | **25.9398** | **25.9398** | | **409,576.2424** | **409,576.2424** | **7.8502** | **7.5089** | **412,010.1492** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Unmitigated | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 441.0095 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3,669.8128 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 93.6793 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | | 5,380.5671 | 5,380.5671 | 5.3896 | | 5,515.3067 |
| **Total** | **4,204.5017** | **34.8611** | **3,006.5079** | **0.1580** | | **16.3804** | **16.3804** | | **16.3804** | **16.3804** | **0.0000** | **5,380.5671** | **5,380.5671** | **5.3896** | **0.0000** | **5,515.3067** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 441.0095 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3,669.8128 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 93.6793 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | | 5,380.5671 | 5,380.5671 | 5.3896 | | 5,515.3067 |
| **Total** | **4,204.5017** | **34.8611** | **3,006.5079** | **0.1580** | | **16.3804** | **16.3804** | | **16.3804** | **16.3804** | **0.0000** | **5,380.5671** | **5,380.5671** | **5.3896** | **0.0000** | **5,515.3067** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - Existing

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 3,865.92 | 1000sqft | 88.75 | 3,865,922.00 | 0 |
| General Light Industry | 40,101.58 | 1000sqft | 920.61 | 40,101,581.00 | 0 |
| Condo/Townhouse High Rise | 36,000.00 | Dwelling Unit | 562.50 | 36,000,000.00 | 102960 |
| Convenience Market (24 Hour) | 105,376.58 | 1000sqft | 2,419.11 | 105,376,578.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2018 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - Existing - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - existing sf

Construction Phase - No construction

Grading - no construction

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area.

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - mobile not calculated in caleemod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 30,600.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 3,600.00 | 0.00 |
| tblFireplaces | NumberWood | 1,800.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 3,865,920.00 | 3,865,922.00 |
| tblLandUse | LandUseSquareFeet | 40,101,600.00 | 40,101,581.00 |
| tblLandUse | LandUseSquareFeet | 105,377,000.00 | 105,376,578.00 |
| tblLandUse | LotAcreage | 2,419.12 | 2,419.11 |
| tblSolidWaste | SolidWasteGenerationRate | 22,035.74 | 3,595.31 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 2,345,544,922.37 | 2,881,602,000.00 |
| tblWater | IndoorWaterUseRate | 7,805,540,096.42 | 4,781,820,559.92 |
| tblWater | IndoorWaterUseRate | 9,273,495,000.00 | 1,436,267,995.69 |
| tblWater | IndoorWaterUseRate | 768,002,452.77 | 1,084,633,789.17 |
| tblWater | OutdoorWaterUseRate | 1,478,713,103.23 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,784,040,704.25 | 0.00 |
| tblWater | OutdoorWaterUseRate | 470,711,180.73 | 0.00 |
| tblWoodstoves | NumberCatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 1,800.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Energy | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **4,242.0461** | **370.8272** | **3,253.9966** | **2.2059** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **414,956.8095** | **414,956.8095** | **13.2398** | **7.5089** | **417,525.4559** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Energy | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **4,242.0461** | **370.8272** | **3,253.9966** | **2.2059** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **42.3202** | **42.3202** | **0.0000** | **414,956.8095** | **414,956.8095** | **13.2398** | **7.5089** | **417,525.4559** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Convenience Market (24 Hour) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| General Light Industry | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |
| Government (Civic Center) | 0.547972 | 0.046127 | 0.199330 | 0.125604 | 0.017697 | 0.005953 | 0.018360 | 0.027618 | 0.002341 | 0.002583 | 0.004804 | 0.000667 | 0.000944 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |
| NaturalGas Unmitigated | 37.5445 | 335.9661 | 247.4887 | 2.0479 | | 25.9398 | 25.9398 | | 25.9398 | 25.9398 | | 409,576.2424 | 409,576.2424 | 7.8502 | 7.5089 | 412,010.1492 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 909068 | 9.8037 | 83.7769 | 35.6497 | 0.5348 | | 6.7735 | 6.7735 | | 6.7735 | 6.7735 | | 106,949.1829 | 106,949.1829 | 2.0499 | 1.9607 | 107,584.7284 |
| Convenience Market (24 Hour) | 473473 | 5.1061 | 46.4189 | 38.9919 | 0.2785 | | 3.5278 | 3.5278 | | 3.5278 | 3.5278 | | 55,702.6875 | 55,702.6875 | 1.0676 | 1.0212 | 56,033.7007 |
| General Light Industry | 1.9886e+006 | 21.4457 | 194.9607 | 163.7670 | 1.1698 | | 14.8170 | 14.8170 | | 14.8170 | 14.8170 | | 233,952.8174 | 233,952.8174 | 4.4841 | 4.2891 | 235,343.0821 |
| Government (Civic Center) | 110258 | 1.1891 | 10.8096 | 9.0801 | 0.0649 | | 0.8215 | 0.8215 | | 0.8215 | 0.8215 | | 12,971.5546 | 12,971.5546 | 0.2486 | 0.2378 | 13,048.6380 |
| **Total** | | **37.5445** | **335.9661** | **247.4887** | **2.0479** | | **25.9398** | **25.9398** | | **25.9398** | **25.9398** | | **409,576.2424** | **409,576.2424** | **7.8502** | **7.5089** | **412,010.1492** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 909.068 | 9.8037 | 83.7769 | 35.6497 | 0.5348 | | 6.7735 | 6.7735 | | 6.7735 | 6.7735 | | 106,949.1829 | 106,949.1829 | 2.0499 | 1.9607 | 107,584.7284 |
| Convenience Market (24 Hour) | 473.473 | 5.1061 | 46.4189 | 38.9919 | 0.2785 | | 3.5278 | 3.5278 | | 3.5278 | 3.5278 | | 55,702.6875 | 55,702.6875 | 1.0676 | 1.0212 | 56,033.7007 |
| General Light Industry | 1988.6 | 21.4457 | 194.9607 | 163.7670 | 1.1698 | | 14.8170 | 14.8170 | | 14.8170 | 14.8170 | | 233,952.8174 | 233,952.8174 | 4.4841 | 4.2891 | 235,343.0821 |
| Government (Civic Center) | 110.258 | 1.1891 | 10.8096 | 9.0801 | 0.0649 | | 0.8215 | 0.8215 | | 0.8215 | 0.8215 | | 12,971.5546 | 12,971.5546 | 0.2486 | 0.2378 | 13,048.6380 |
| **Total** | | **37.5445** | **335.9661** | **247.4887** | **2.0479** | | **25.9398** | **25.9398** | | **25.9398** | **25.9398** | | **409,576.2424** | **409,576.2424** | **7.8502** | **7.5089** | **412,010.1492** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |
| Unmitigated | 4,204.5017 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | 0.0000 | 5,380.5671 | 5,380.5671 | 5.3896 | 0.0000 | 5,515.3067 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 441.0095 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3,669.8128 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 93.6793 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | | 5,380.5671 | 5,380.5671 | 5.3896 | | 5,515.3067 |
| **Total** | **4,204.5017** | **34.8611** | **3,006.5079** | **0.1580** | | **16.3804** | **16.3804** | | **16.3804** | **16.3804** | **0.0000** | **5,380.5671** | **5,380.5671** | **5.3896** | **0.0000** | **5,515.3067** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 441.0095 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 3,669.8128 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 93.6793 | 34.8611 | 3,006.5079 | 0.1580 | | 16.3804 | 16.3804 | | 16.3804 | 16.3804 | | 5,380.5671 | 5,380.5671 | 5.3896 | | 5,515.3067 |
| **Total** | **4,204.5017** | **34.8611** | **3,006.5079** | **0.1580** | | **16.3804** | **16.3804** | | **16.3804** | **16.3804** | **0.0000** | **5,380.5671** | **5,380.5671** | **5.3896** | **0.0000** | **5,515.3067** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 No Project

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 36,561.90 | 1000sqft | 839.35 | 36,561,904.00 | 0 |
| General Light Industry | 125,352.08 | 1000sqft | 2,877.69 | 125,352,077.00 | 0 |
| Condo/Townhouse High Rise | 59,000.00 | Dwelling Unit | 921.88 | 59,000,000.00 | 168740 |
| Convenience Market (24 Hour) | 107,372.77 | 1000sqft | 2,464.94 | 107,372,768.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 No Project - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; adjusted to be consistent with UWMP

Vehicle Trips - Mobile emissions not calculated in CalEEMod

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 50,150.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 5,900.00 | 0.00 |
| tblFireplaces | NumberWood | 2,950.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 36,561,900.00 | 36,561,904.00 |
| tblLandUse | LandUseSquareFeet | 125,352,000.00 | 125,352,077.00 |
| tblLandUse | LandUseSquareFeet | 107,373,000.00 | 107,372,768.00 |
| tblSolidWaste | SolidWasteGenerationRate | 208,402.83 | 34,002.57 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 3,844,087,511.66 | 4,367,298,000.00 |
| tblWater | IndoorWaterUseRate | 7,953,388,849.30 | 4,882,029,581.40 |
| tblWater | IndoorWaterUseRate | 28,987,650,000.00 | 2,367,755,037.07 |
| tblWater | IndoorWaterUseRate | 7,263,375,568.59 | 1,631,471,822.32 |
| tblWater | OutdoorWaterUseRate | 2,423,446,474.74 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,874,657,681.83 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,451,746,316.23 | 0.00 |
| tblWoodstoves | NumberCatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 1,347.9682 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |
| Energy | 18.1682 | 163.5659 | 127.0099 | 0.9910 | | 12.5526 | 12.5526 | | 12.5526 | 12.5526 | 0.0000 | 2,165,283.6718 | 2,165,283.6718 | 50.3388 | 12.9983 | 2,170,415.6347 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109,465.1502 | 0.0000 | 109,465.1502 | 6,469.2051 | 0.0000 | 271,195.2764 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4,203.1551 | 96,081.1155 | 100,284.2706 | 433.9736 | 10.6630 | 114,311.1741 |
| **Total** | **1,366.1364** | **170.5888** | **736.1986** | **1.0234** | **0.0000** | **15.9388** | **15.9388** | **0.0000** | **15.9388** | **15.9388** | **113,668.3053** | **2,262,365.3576** | **2,376,033.6629** | **6,954.4807** | **23.6613** | **2,556,946.7364** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 1,347.9682 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |
| Energy | 18.1682 | 163.5659 | 127.0099 | 0.9910 | | 12.5526 | 12.5526 | | 12.5526 | 12.5526 | 0.0000 | 2,165,283.6718 | 2,165,283.6718 | 50.3388 | 12.9983 | 2,170,415.6347 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 109,465.1502 | 0.0000 | 109,465.1502 | 6,469.2051 | 0.0000 | 271,195.2764 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 4,203.1551 | 96,081.1155 | 100,284.2706 | 433.9736 | 10.6630 | 114,311.1741 |
| **Total** | **1,366.1364** | **170.5888** | **736.1986** | **1.0234** | **0.0000** | **15.9388** | **15.9388** | **0.0000** | **15.9388** | **15.9388** | **113,668.3053** | **2,262,365.3576** | **2,376,033.6629** | **6,954.4807** | **23.6613** | **2,556,946.7364** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,985,481.1071 | 1,985,481.1071 | 46.8926 | 9.7019 | 1,989,544.5933 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,985,481.1071 | 1,985,481.1071 | 46.8926 | 9.7019 | 1,989,544.5933 |
| NaturalGas Mitigated | 18.1682 | 163.5659 | 127.0099 | 0.9910 | | 12.5526 | 12.5526 | | 12.5526 | 12.5526 | 0.0000 | 179,802.5647 | 179,802.5647 | 3.4462 | 3.2964 | 180,871.0415 |
| NaturalGas Unmitigated | 18.1682 | 163.5659 | 127.0099 | 0.9910 | | 12.5526 | 12.5526 | | 12.5526 | 12.5526 | 0.0000 | 179,802.5647 | 179,802.5647 | 3.4462 | 3.2964 | 180,871.0415 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 5.43799e+008 | 2.9323 | 25.0574 | 10.6627 | 0.1599 | | 2.0259 | 2.0259 | | 2.0259 | 2.0259 | 0.0000 | 29,019.2101 | 29,019.2101 | 0.5562 | 0.5320 | 29,191.6568 |
| Convenience Market (24 Hour) | 1.76091e+008 | 0.9495 | 8.6319 | 7.2508 | 0.0518 | | 0.6560 | 0.6560 | | 0.6560 | 0.6560 | 0.0000 | 9,396.9045 | 9,396.9045 | 0.1801 | 0.1723 | 9,452.7456 |
| General Light Industry | 2.26887e+009 | 12.2341 | 111.2192 | 93.4242 | 0.6673 | | 8.4527 | 8.4527 | | 8.4527 | 8.4527 | 0.0000 | 121,075.6820 | 121,075.6820 | 2.3206 | 2.2197 | 121,795.1742 |
| Government (Civic Center) | 3.80609e+008 | 2.0523 | 18.6573 | 15.6722 | 0.1119 | | 1.4180 | 1.4180 | | 1.4180 | 1.4180 | 0.0000 | 20,310.7681 | 20,310.7681 | 0.3893 | 0.3724 | 20,431.4649 |
| **Total** | | **18.1682** | **163.5659** | **127.0099** | **0.9910** | | **12.5526** | **12.5526** | | **12.5526** | **12.5526** | **0.0000** | **179,802.5647** | **179,802.5647** | **3.4462** | **3.2964** | **180,871.0415** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 5.43799e+008 | 2.9323 | 25.0574 | 10.6627 | 0.1599 | | 2.0259 | 2.0259 | | 2.0259 | 2.0259 | 0.0000 | 29,019.2101 | 29,019.2101 | 0.5562 | 0.5320 | 29,191.6568 |
| Convenience Market (24 Hour) | 1.76091e+008 | 0.9495 | 8.6319 | 7.2508 | 0.0518 | | 0.6560 | 0.6560 | | 0.6560 | 0.6560 | 0.0000 | 9,396.9045 | 9,396.9045 | 0.1801 | 0.1723 | 9,452.7456 |
| General Light Industry | 2.26887e+009 | 12.2341 | 111.2192 | 93.4242 | 0.6673 | | 8.4527 | 8.4527 | | 8.4527 | 8.4527 | 0.0000 | 121,075.6820 | 121,075.6820 | 2.3206 | 2.2197 | 121,795.1742 |
| Government (Civic Center) | 3.80609e+008 | 2.0523 | 18.6573 | 15.6722 | 0.1119 | | 1.4180 | 1.4180 | | 1.4180 | 1.4180 | 0.0000 | 20,310.7681 | 20,310.7681 | 0.3893 | 0.3724 | 20,431.4649 |
| **Total** | | **18.1682** | **163.5659** | **127.0099** | **0.9910** | | **12.5526** | **12.5526** | | **12.5526** | **12.5526** | **0.0000** | **179,802.5647** | **179,802.5647** | **3.4462** | **3.2964** | **180,871.0415** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 2.48965e+008 | 138,663.7392 | 3.2749 | 0.6776 | 138,947.5285 |
| Convenience Market (24 Hour) | 1.44953e+009 | 807,333.7730 | 19.0674 | 3.9450 | 808,986.0625 |
| General Light Industry | 1.39141e+009 | 774,960.7662 | 18.3028 | 3.7868 | 776,546.8011 |
| Government (Civic Center) | 4.74939e+008 | 264,522.8286 | 6.2474 | 1.2926 | 265,064.2011 |
| **Total** | | **1,985,481.1071** | **46.8926** | **9.7019** | **1,989,544.5933** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 2.48965e+008 | 138,663.7392 | 3.2749 | 0.6776 | 138,947.5285 |
| Convenience Market (24 Hour) | 1.44953e+009 | 807,333.7730 | 19.0674 | 3.9450 | 808,986.0625 |
| General Light Industry | 1.39141e+009 | 774,960.7662 | 18.3028 | 3.7868 | 776,546.8011 |
| Government (Civic Center) | 4.74939e+008 | 264,522.8286 | 6.2474 | 1.2926 | 265,064.2011 |
| **Total** | | **1,985,481.1071** | **46.8926** | **9.7019** | **1,989,544.5933** |

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 1,347.9682 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |
| Unmitigated | 1,347.9682 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 143.2734 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1,186.2642 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 18.4307 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |
| **Total** | **1,347.9682** | **7.0229** | **609.1888** | **0.0324** | | **3.3863** | **3.3863** | | **3.3863** | **3.3863** | **0.0000** | **1,000.5703** | **1,000.5703** | **0.9632** | **0.0000** | **1,024.6512** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 143.2734 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1,186.2642 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 18.4307 | 7.0229 | 609.1888 | 0.0324 | | 3.3863 | 3.3863 | | 3.3863 | 3.3863 | 0.0000 | 1,000.5703 | 1,000.5703 | 0.9632 | 0.0000 | 1,024.6512 |
| **Total** | **1,347.9682** | **7.0229** | **609.1888** | **0.0324** | | **3.3863** | **3.3863** | | **3.3863** | **3.3863** | **0.0000** | **1,000.5703** | **1,000.5703** | **0.9632** | **0.0000** | **1,024.6512** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 100,284.2706 | 433.9736 | 10.6630 | 114,311.1741 |
| Unmitigated | 100,284.2706 | 433.9736 | 10.6630 | 114,311.1741 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 4367.3 / 0 | 33,058.0439 | 143.0565 | 3.5150 | 37,681.9195 |
| Convenience Market (24 Hour) | 4882.03 / 0 | 36,954.2789 | 159.9172 | 3.9293 | 42,123.1264 |
| General Light Industry | 2367.76 / 0 | 17,922.6034 | 77.5589 | 1.9057 | 20,429.4634 |
| Government (Civic Center) | 1631.47 / 0 | 12,349.3444 | 53.4410 | 1.3131 | 14,076.6648 |
| **Total** | | **100,284.2706** | **433.9736** | **10.6630** | **114,311.1741** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 4367.3 / 0 | 33,058.0439 | 143.0565 | 3.5150 | 37,681.9195 |
| Convenience Market (24 Hour) | 4882.03 / 0 | 36,954.2789 | 159.9172 | 3.9293 | 42,123.1264 |
| General Light Industry | 2367.76 / 0 | 17,922.6034 | 77.5589 | 1.9057 | 20,429.4634 |
| Government (Civic Center) | 1631.47 / 0 | 12,349.3444 | 53.4410 | 1.3131 | 14,076.6648 |
| **Total** | | **100,284.2706** | **433.9736** | **10.6630** | **114,311.1741** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 109,465.1502 | 6,469.2051 | 0.0000 | 271,195.2764 |
| Unmitigated | 109,465.1502 | 6,469.2051 | 0.0000 | 271,195.2764 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 27140 | 5,509.1747 | 325.5829 | 0.0000 | 13,648.7472 |
| Convenience Market (24 Hour) | 322682 | 65,501.5603 | 3,871.0313 | 0.0000 | 162,277.3433 |
| General Light Industry | 155436 | 31,552.2007 | 1,864.6816 | 0.0000 | 78,169.2418 |
| Government (Civic Center) | 34002.6 | 6,902.2144 | 407.9092 | 0.0000 | 17,099.9441 |
| **Total** | | **109,465.1502** | **6,469.2051** | **0.0000** | **271,195.2764** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 27140 | 5,509.1747 | 325.5829 | 0.0000 | 13,648.7472 |
| Convenience Market (24 Hour) | 322682 | 65,501.5603 | 3,871.0313 | 0.0000 | 162,277.3433 |
| General Light Industry | 155436 | 31,552.2007 | 1,864.6816 | 0.0000 | 78,169.2418 |
| Government (Civic Center) | 34002.6 | 6,902.2144 | 407.9092 | 0.0000 | 17,099.9441 |
| **Total** | | **109,465.1502** | **6,469.2051** | **0.0000** | **271,195.2764** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 No Project

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 36,561.90 | 1000sqft | 839.35 | 36,561,904.00 | 0 |
| General Light Industry | 125,352.08 | 1000sqft | 2,877.69 | 125,352,077.00 | 0 |
| Condo/Townhouse High Rise | 59,000.00 | Dwelling Unit | 921.88 | 59,000,000.00 | 168740 |
| Convenience Market (24 Hour) | 107,372.77 | 1000sqft | 2,464.94 | 107,372,768.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 No Project - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; adjusted to be consistent with UWMP

Vehicle Trips - Mobile emissions not calculated in CalEEMod

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 50,150.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 5,900.00 | 0.00 |
| tblFireplaces | NumberWood | 2,950.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 36,561,900.00 | 36,561,904.00 |
| tblLandUse | LandUseSquareFeet | 125,352,000.00 | 125,352,077.00 |
| tblLandUse | LandUseSquareFeet | 107,373,000.00 | 107,372,768.00 |
| tblSolidWaste | SolidWasteGenerationRate | 208,402.83 | 34,002.57 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 3,844,087,511.66 | 4,367,298,000.00 |
| tblWater | IndoorWaterUseRate | 7,953,388,849.30 | 4,882,029,581.40 |
| tblWater | IndoorWaterUseRate | 28,987,650,000.00 | 2,367,755,037.07 |
| tblWater | IndoorWaterUseRate | 7,263,375,568.59 | 1,631,471,822.32 |
| tblWater | OutdoorWaterUseRate | 2,423,446,474.74 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,874,657,681.83 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,451,746,316.23 | 0.00 |
| tblWoodstoves | NumberCatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Energy | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **7,532.1342** | **952.4348** | **5,569.4547** | **5.6892** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **1,094,842.1544** | **1,094,842.1544** | **29.3097** | **19.9103** | **1,101,508.1773** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Energy | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **7,532.1342** | **952.4348** | **5,569.4547** | **5.6892** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **1,094,842.1544** | **1,094,842.1544** | **29.3097** | **19.9103** | **1,101,508.1773** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| NaturalGas Unmitigated | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 1.48986e+006 | 16.0671 | 137.3010 | 58.4259 | 0.8764 | | 11.1009 | 11.1009 | | 11.1009 | 11.1009 | | 175,277.8276 | 175,277.8276 | 3.3595 | 3.2134 | 176,319.4161 |
| Convenience Market (24 Hour) | 482442 | 5.2028 | 47.2982 | 39.7305 | 0.2838 | | 3.5947 | 3.5947 | | 3.5947 | 3.5947 | | 56,757.8854 | 56,757.8854 | 1.0879 | 1.0406 | 57,095.1692 |
| General Light Industry | 6.21609e+006 | 67.0363 | 609.4205 | 511.9132 | 3.6565 | | 46.3160 | 46.3160 | | 46.3160 | 46.3160 | | 731,304.6233 | 731,304.6233 | 14.0167 | 13.4073 | 735,650.4010 |
| Government (Civic Center) | 1.04277e+006 | 11.2455 | 102.2319 | 85.8748 | 0.6134 | | 7.7696 | 7.7696 | | 7.7696 | 7.7696 | | 122,678.2984 | 122,678.2984 | 2.3513 | 2.2491 | 123,407.3141 |
| **Total** | | **99.5517** | **896.2516** | **695.9445** | **5.4301** | | **68.7812** | **68.7812** | | **68.7812** | **68.7812** | | **1,086,018.6346** | **1,086,018.6346** | **20.8154** | **19.9103** | **1,092,472.3004** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 1489.86 | 16.0671 | 137.3010 | 58.4259 | 0.8764 | | 11.1009 | 11.1009 | | 11.1009 | 11.1009 | | 175,277.8276 | 175,277.8276 | 3.3595 | 3.2134 | 176,319.4161 |
| Convenience Market (24 Hour) | 482.442 | 5.2028 | 47.2982 | 39.7305 | 0.2838 | | 3.5947 | 3.5947 | | 3.5947 | 3.5947 | | 56,757.8854 | 56,757.8854 | 1.0879 | 1.0406 | 57,095.1692 |
| General Light Industry | 6216.09 | 67.0363 | 609.4205 | 511.9132 | 3.6565 | | 46.3160 | 46.3160 | | 46.3160 | 46.3160 | | 731,304.6233 | 731,304.6233 | 14.0167 | 13.4073 | 735,650.4010 |
| Government (Civic Center) | 1042.77 | 11.2455 | 102.2319 | 85.8748 | 0.6134 | | 7.7696 | 7.7696 | | 7.7696 | 7.7696 | | 122,678.2984 | 122,678.2984 | 2.3513 | 2.2491 | 123,407.3141 |
| **Total** | | **99.5517** | **896.2516** | **695.9445** | **5.4301** | | **68.7812** | **68.7812** | | **68.7812** | **68.7812** | | **1,086,018.6346** | **1,086,018.6346** | **20.8154** | **19.9103** | **1,092,472.3004** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Unmitigated | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 785.0595 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 6,500.0776 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 147.4454 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | | 8,823.5198 | 8,823.5198 | 8.4943 | | 9,035.8769 |
| **Total** | **7,432.5825** | **56.1831** | **4,873.5102** | **0.2591** | | **27.0902** | **27.0902** | | **27.0902** | **27.0902** | **0.0000** | **8,823.5198** | **8,823.5198** | **8.4943** | **0.0000** | **9,035.8769** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 785.0595 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 6,500.0776 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 147.4454 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | | 8,823.5198 | 8,823.5198 | 8.4943 | | 9,035.8769 |
| **Total** | **7,432.5825** | **56.1831** | **4,873.5102** | **0.2591** | | **27.0902** | **27.0902** | | **27.0902** | **27.0902** | **0.0000** | **8,823.5198** | **8,823.5198** | **8.4943** | **0.0000** | **9,035.8769** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 No Project

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 36,561.90 | 1000sqft | 839.35 | 36,561,904.00 | 0 |
| General Light Industry | 125,352.08 | 1000sqft | 2,877.69 | 125,352,077.00 | 0 |
| Condo/Townhouse High Rise | 59,000.00 | Dwelling Unit | 921.88 | 59,000,000.00 | 168740 |
| Convenience Market (24 Hour) | 107,372.77 | 1000sqft | 2,464.94 | 107,372,768.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 No Project - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; adjusted to be consistent with UWMP

Vehicle Trips - Mobile emissions not calculated in CalEEMod

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 50,150.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 5,900.00 | 0.00 |
| tblFireplaces | NumberWood | 2,950.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 36,561,900.00 | 36,561,904.00 |
| tblLandUse | LandUseSquareFeet | 125,352,000.00 | 125,352,077.00 |
| tblLandUse | LandUseSquareFeet | 107,373,000.00 | 107,372,768.00 |
| tblSolidWaste | SolidWasteGenerationRate | 208,402.83 | 34,002.57 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 3,844,087,511.66 | 4,367,298,000.00 |
| tblWater | IndoorWaterUseRate | 7,953,388,849.30 | 4,882,029,581.40 |
| tblWater | IndoorWaterUseRate | 28,987,650,000.00 | 2,367,755,037.07 |
| tblWater | IndoorWaterUseRate | 7,263,375,568.59 | 1,631,471,822.32 |
| tblWater | OutdoorWaterUseRate | 2,423,446,474.74 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,874,657,681.83 | 0.00 |
| tblWater | OutdoorWaterUseRate | 4,451,746,316.23 | 0.00 |
| tblWoodstoves | NumberCatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 2,950.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Energy | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **7,532.1342** | **952.4348** | **5,569.4547** | **5.6892** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **1,094,842.1544** | **1,094,842.1544** | **29.3097** | **19.9103** | **1,101,508.1773** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Energy | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **7,532.1342** | **952.4348** | **5,569.4547** | **5.6892** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **95.8714** | **95.8714** | **0.0000** | **1,094,842.1544** | **1,094,842.1544** | **29.3097** | **19.9103** | **1,101,508.1773** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |
| NaturalGas Unmitigated | 99.5517 | 896.2516 | 695.9445 | 5.4301 | | 68.7812 | 68.7812 | | 68.7812 | 68.7812 | | 1,086,018.6346 | 1,086,018.6346 | 20.8154 | 19.9103 | 1,092,472.3003 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 1.48986e+006 | 16.0671 | 137.3010 | 58.4259 | 0.8764 | | 11.1009 | 11.1009 | | 11.1009 | 11.1009 | | 175,277.8276 | 175,277.8276 | 3.3595 | 3.2134 | 176,319.4161 |
| Convenience Market (24 Hour) | 482442 | 5.2028 | 47.2982 | 39.7305 | 0.2838 | | 3.5947 | 3.5947 | | 3.5947 | 3.5947 | | 56,757.8854 | 56,757.8854 | 1.0879 | 1.0406 | 57,095.1692 |
| General Light Industry | 6.21609e+006 | 67.0363 | 609.4205 | 511.9132 | 3.6565 | | 46.3160 | 46.3160 | | 46.3160 | 46.3160 | | 731,304.6233 | 731,304.6233 | 14.0167 | 13.4073 | 735,650.4010 |
| Government (Civic Center) | 1.04277e+006 | 11.2455 | 102.2319 | 85.8748 | 0.6134 | | 7.7696 | 7.7696 | | 7.7696 | 7.7696 | | 122,678.2984 | 122,678.2984 | 2.3513 | 2.2491 | 123,407.3141 |
| **Total** | | **99.5517** | **896.2516** | **695.9445** | **5.4301** | | **68.7812** | **68.7812** | | **68.7812** | **68.7812** | | **1,086,018.6346** | **1,086,018.6346** | **20.8154** | **19.9103** | **1,092,472.3004** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 1489.86 | 16.0671 | 137.3010 | 58.4259 | 0.8764 | | 11.1009 | 11.1009 | | 11.1009 | 11.1009 | | 175,277.8276 | 175,277.8276 | 3.3595 | 3.2134 | 176,319.4161 |
| Convenience Market (24 Hour) | 482.442 | 5.2028 | 47.2982 | 39.7305 | 0.2838 | | 3.5947 | 3.5947 | | 3.5947 | 3.5947 | | 56,757.8854 | 56,757.8854 | 1.0879 | 1.0406 | 57,095.1692 |
| General Light Industry | 6216.09 | 67.0363 | 609.4205 | 511.9132 | 3.6565 | | 46.3160 | 46.3160 | | 46.3160 | 46.3160 | | 731,304.6233 | 731,304.6233 | 14.0167 | 13.4073 | 735,650.4010 |
| Government (Civic Center) | 1042.77 | 11.2455 | 102.2319 | 85.8748 | 0.6134 | | 7.7696 | 7.7696 | | 7.7696 | 7.7696 | | 122,678.2984 | 122,678.2984 | 2.3513 | 2.2491 | 123,407.3141 |
| **Total** | | **99.5517** | **896.2516** | **695.9445** | **5.4301** | | **68.7812** | **68.7812** | | **68.7812** | **68.7812** | | **1,086,018.6346** | **1,086,018.6346** | **20.8154** | **19.9103** | **1,092,472.3004** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |
| Unmitigated | 7,432.5825 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | 0.0000 | 8,823.5198 | 8,823.5198 | 8.4943 | 0.0000 | 9,035.8769 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 785.0595 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 6,500.0776 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 147.4454 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | | 8,823.5198 | 8,823.5198 | 8.4943 | | 9,035.8769 |
| **Total** | **7,432.5825** | **56.1831** | **4,873.5102** | **0.2591** | | **27.0902** | **27.0902** | | **27.0902** | **27.0902** | **0.0000** | **8,823.5198** | **8,823.5198** | **8.4943** | **0.0000** | **9,035.8769** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 785.0595 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 6,500.0776 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 147.4454 | 56.1831 | 4,873.5102 | 0.2591 | | 27.0902 | 27.0902 | | 27.0902 | 27.0902 | | 8,823.5198 | 8,823.5198 | 8.4943 | | 9,035.8769 |
| **Total** | **7,432.5825** | **56.1831** | **4,873.5102** | **0.2591** | | **27.0902** | **27.0902** | | **27.0902** | **27.0902** | **0.0000** | **8,823.5198** | **8,823.5198** | **8.4943** | **0.0000** | **9,035.8769** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 with DP

**Los Angeles-South Coast County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 45,730.21 | 1000sqft | 1,049.82 | 45,730,208.00 | 0 |
| General Light Industry | 76,758.42 | 1000sqft | 1,762.13 | 76,758,424.00 | 0 |
| Condo/Townhouse High Rise | 133,000.00 | Dwelling Unit | 2,078.13 | 133,000,000.00 | 380380 |
| Convenience Market (24 Hour) | 199,504.74 | 1000sqft | 4,580.00 | 199,504,737.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 with DP - Los Angeles-South Coast County, Annual

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Area Coating -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; water use from UWMP

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - Mobile emissions not calculated in CalEEMod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 113,050.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 13,300.00 | 0.00 |
| tblFireplaces | NumberWood | 6,650.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 45,730,200.00 | 45,730,208.00 |
| tblLandUse | LandUseSquareFeet | 76,758,400.00 | 76,758,424.00 |
| tblLandUse | LandUseSquareFeet | 199,505,000.00 | 199,504,737.00 |
| tblSolidWaste | SolidWasteGenerationRate | 260,662.14 | 42,529.09 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 8,665,485,407.65 | 9,844,926,000.00 |
| tblWater | IndoorWaterUseRate | 14,777,838,398.66 | 7,160,669,308.89 |
| tblWater | IndoorWaterUseRate | 17,750,380,000.00 | 1,545,338,807.39 |
| tblWater | IndoorWaterUseRate | 9,084,747,166.49 | 623,807,616.93 |
| tblWater | OutdoorWaterUseRate | 5,463,023,409.17 | 0.00 |
| tblWater | OutdoorWaterUseRate | 9,057,384,824.98 | 0.00 |
| tblWater | OutdoorWaterUseRate | 5,568,070,843.98 | 0.00 |
| tblWoodstoves | NumberCatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| | | **Highest** | | |

## 2.2 Overall Operational

**Unmitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 1,876.1896 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |
| Energy | 18.4327 | 163.9641 | 114.3185 | 1.0054 | | 12.7353 | 12.7353 | | 12.7353 | 12.7353 | 0.0000 | 2,800,469.5432 | 2,800,469.5432 | 65.3288 | 16.1373 | 2,806,911.6745 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 162,078.3089 | 0.0000 | 162,078.3089 | 9,578.5537 | 0.0000 | 401,542.1500 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6,083.2609 | 139,058.9882 | 145,142.2491 | 628.0935 | 15.4326 | 165,443.5019 |
| **Total** | **1,894.6223** | **179.7629** | **1,483.9599** | **1.0782** | **0.0000** | **20.3559** | **20.3559** | **0.0000** | **20.3559** | **20.3559** | **168,161.5698** | **2,941,776.9803** | **3,109,938.5500** | **10,274.1291** | **31.5699** | **3,376,199.6037** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 1,876.1896 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |
| Energy | 18.4327 | 163.9641 | 114.3185 | 1.0054 | | 12.7353 | 12.7353 | | 12.7353 | 12.7353 | 0.0000 | 2,800,469.5432 | 2,800,469.5432 | 65.3288 | 16.1373 | 2,806,911.6745 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 162,078.3089 | 0.0000 | 162,078.3089 | 9,578.5537 | 0.0000 | 401,542.1500 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 6,083.2609 | 139,058.9882 | 145,142.2491 | 628.0935 | 15.4326 | 165,443.5019 |
| **Total** | **1,894.6223** | **179.7629** | **1,483.9599** | **1.0782** | **0.0000** | **20.3559** | **20.3559** | **0.0000** | **20.3559** | **20.3559** | **168,161.5698** | **2,941,776.9803** | **3,109,938.5500** | **10,274.1291** | **31.5699** | **3,376,199.6037** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,618,049.6484 | 2,618,049.6484 | 61.8324 | 12.7929 | 2,623,407.7495 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,618,049.6484 | 2,618,049.6484 | 61.8324 | 12.7929 | 2,623,407.7495 |
| NaturalGas Mitigated | 18.4327 | 163.9641 | 114.3185 | 1.0054 | | 12.7353 | 12.7353 | | 12.7353 | 12.7353 | 0.0000 | 182,419.8949 | 182,419.8949 | 3.4964 | 3.3444 | 183,503.9251 |
| NaturalGas Unmitigated | 18.4327 | 163.9641 | 114.3185 | 1.0054 | | 12.7353 | 12.7353 | | 12.7353 | 12.7353 | 0.0000 | 182,419.8949 | 182,419.8949 | 3.4964 | 3.3444 | 183,503.9251 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 1.22585e+009 | 6.6100 | 56.4854 | 24.0363 | 0.3606 | | 4.5669 | 4.5669 | | 4.5669 | 4.5669 | 0.0000 | 65,416.1855 | 65,416.1855 | 1.2538 | 1.1993 | 65,804.9212 |
| Convenience Market (24 Hour) | 3.27188e+008 | 1.7643 | 16.0386 | 13.4724 | 0.0962 | | 1.2189 | 1.2189 | | 1.2189 | 1.2189 | 0.0000 | 17,459.9853 | 17,459.9853 | 0.3347 | 0.3201 | 17,563.7413 |
| General Light Industry | 1.38933e+009 | 7.4915 | 68.1043 | 57.2076 | 0.4086 | | 5.1759 | 5.1759 | | 5.1759 | 5.1759 | 0.0000 | 74,139.8049 | 74,139.8049 | 1.4210 | 1.3592 | 74,580.3807 |
| Government (Civic Center) | 4.76051e+008 | 2.5669 | 23.3359 | 19.6021 | 0.1400 | | 1.7735 | 1.7735 | | 1.7735 | 1.7735 | 0.0000 | 25,403.9191 | 25,403.9191 | 0.4869 | 0.4657 | 25,554.8819 |
| **Total** | | **18.4327** | **163.9642** | **114.3185** | **1.0054** | | **12.7353** | **12.7353** | | **12.7353** | **12.7353** | **0.0000** | **182,419.8948** | **182,419.8948** | **3.4964** | **3.3444** | **183,503.9251** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Condo/Townhouse High Rise | 1.22585e+009 | 6.6100 | 56.4854 | 24.0363 | 0.3606 | | 4.5669 | 4.5669 | | 4.5669 | 4.5669 | 0.0000 | 65,416.1855 | 65,416.1855 | 1.2538 | 1.1993 | 65,804.9212 |
| Convenience Market (24 Hour) | 3.27188e+008 | 1.7643 | 16.0386 | 13.4724 | 0.0962 | | 1.2189 | 1.2189 | | 1.2189 | 1.2189 | 0.0000 | 17,459.9853 | 17,459.9853 | 0.3347 | 0.3201 | 17,563.7413 |
| General Light Industry | 1.38933e+009 | 7.4915 | 68.1043 | 57.2076 | 0.4086 | | 5.1759 | 5.1759 | | 5.1759 | 5.1759 | 0.0000 | 74,139.8049 | 74,139.8049 | 1.4210 | 1.3592 | 74,580.3807 |
| Government (Civic Center) | 4.76051e+008 | 2.5669 | 23.3359 | 19.6021 | 0.1400 | | 1.7735 | 1.7735 | | 1.7735 | 1.7735 | 0.0000 | 25,403.9191 | 25,403.9191 | 0.4869 | 0.4657 | 25,554.8819 |
| **Total** | | **18.4327** | **163.9642** | **114.3185** | **1.0054** | | **12.7353** | **12.7353** | | **12.7353** | **12.7353** | **0.0000** | **182,419.8948** | **182,419.8948** | **3.4964** | **3.3444** | **183,503.9251** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 5.61225e+008 | 312,580.9715 | 7.3825 | 1.5274 | 313,220.6998 |
| Convenience Market (24 Hour) | 2.69331e+009 | 1,500,072.2721 | 35.4283 | 7.3300 | 1,503,142.3204 |
| General Light Industry | 8.52019e+008 | 474,541.5353 | 11.2076 | 2.3188 | 475,512.7322 |
| Government (Civic Center) | 5.94035e+008 | 330,854.8694 | 7.8141 | 1.6167 | 331,531.9971 |
| **Total** | | **2,618,049.6484** | **61.8324** | **12.7929** | **2,623,407.7495** |

## 5.3 Energy by Land Use - Electricity

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| Condo/Townhouse High Rise | 5.61225e+008 | 312,580.9715 | 7.3825 | 1.5274 | 313,220.6998 |
| Convenience Market (24 Hour) | 2.69331e+009 | 1,500,072.2721 | 35.4283 | 7.3300 | 1,503,142.3204 |
| General Light Industry | 8.52019e+008 | 474,541.5353 | 11.2076 | 2.3188 | 475,512.7322 |
| Government (Civic Center) | 5.94035e+008 | 330,854.8694 | 7.8141 | 1.6167 | 331,531.9971 |
| **Total** | | **2,618,049.6484** | **61.8324** | **12.7929** | **2,623,407.7495** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 1,876.1896 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |
| Unmitigated | 1,876.1896 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 190.8548 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1,644.1185 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 41.2164 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |
| **Total** | **1,876.1896** | **15.7988** | **1,369.6414** | **0.0727** | | **7.6206** | **7.6206** | | **7.6206** | **7.6206** | **0.0000** | **2,248.4489** | **2,248.4489** | **2.1531** | **0.0000** | **2,302.2773** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 190.8548 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1,644.1185 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 41.2164 | 15.7988 | 1,369.6414 | 0.0727 | | 7.6206 | 7.6206 | | 7.6206 | 7.6206 | 0.0000 | 2,248.4489 | 2,248.4489 | 2.1531 | 0.0000 | 2,302.2773 |
| **Total** | **1,876.1896** | **15.7988** | **1,369.6414** | **0.0727** | | **7.6206** | **7.6206** | | **7.6206** | **7.6206** | **0.0000** | **2,248.4489** | **2,248.4489** | **2.1531** | **0.0000** | **2,302.2773** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 145,142.2491 | 628.0935 | 15.4326 | 165,443.5019 |
| Unmitigated | 145,142.2491 | 628.0935 | 15.4326 | 165,443.5019 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 9844.93 / 0 | 74,520.6753 | 322.4833 | 7.9236 | 84,943.9881 |
| Convenience Market (24 Hour) | 7160.67 / 0 | 54,202.3284 | 234.5570 | 5.7632 | 61,783.6852 |
| General Light Industry | 1545.34 / 0 | 11,697.3649 | 50.6196 | 1.2438 | 13,333.4919 |
| Government (Civic Center) | 623.808 / 0 | 4,721.8806 | 20.4336 | 0.5021 | 5,382.3367 |
| **Total** | | **145,142.2491** | **628.0935** | **15.4326** | **165,443.5019** |

### 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| Condo/Townhouse High Rise | 9844.93 / 0 | 74,520.6753 | 322.4833 | 7.9236 | 84,943.9881 |
| Convenience Market (24 Hour) | 7160.67 / 0 | 54,202.3284 | 234.5570 | 5.7632 | 61,783.6852 |
| General Light Industry | 1545.34 / 0 | 11,697.3649 | 50.6196 | 1.2438 | 13,333.4919 |
| Government (Civic Center) | 623.808 / 0 | 4,721.8806 | 20.4336 | 0.5021 | 5,382.3367 |
| **Total** | | **145,142.2491** | **628.0935** | **15.4326** | **165,443.5019** |

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 162,078.3089 | 9,578.5537 | 0.0000 | 401,542.1500 |
| Unmitigated | 162,078.3089 | 9,578.5537 | 0.0000 | 401,542.1500 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 61180 | 12,418.9871 | 733.9411 | 0.0000 | 30,767.5149 |
| Convenience Market (24 Hour) | 599561 | 121,705.5357 | 7,192.5911 | 0.0000 | 301,520.3134 |
| General Light Industry | 95180.4 | 19,320.7651 | 1,141.8245 | 0.0000 | 47,866.3778 |
| Government (Civic Center) | 42529.1 | 8,633.0209 | 510.1969 | 0.0000 | 21,387.9439 |
| **Total** | | **162,078.3089** | **9,578.5537** | **0.0000** | **401,542.1500** |

### 8.2 Waste by Land Use

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| Condo/Townhouse High Rise | 61180 | 12,418.9871 | 733.9411 | 0.0000 | 30,767.5149 |
| Convenience Market (24 Hour) | 599561 | 121,705.5357 | 7,192.5911 | 0.0000 | 301,520.3134 |
| General Light Industry | 95180.4 | 19,320.7651 | 1,141.8245 | 0.0000 | 47,866.3778 |
| Government (Civic Center) | 42529.1 | 8,633.0209 | 510.1969 | 0.0000 | 21,387.9439 |
| **Total** | | **162,078.3089** | **9,578.5537** | **0.0000** | **401,542.1500** |

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 with DP

**Los Angeles-South Coast County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 45,730.21 | 1000sqft | 1,049.82 | 45,730,208.00 | 0 |
| General Light Industry | 76,758.42 | 1000sqft | 1,762.13 | 76,758,424.00 | 0 |
| Condo/Townhouse High Rise | 133,000.00 | Dwelling Unit | 2,078.13 | 133,000,000.00 | 380380 |
| Convenience Market (24 Hour) | 199,504.74 | 1000sqft | 4,580.00 | 199,504,737.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 with DP - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Area Coating -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; water use from UWMP

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - Mobile emissions not calculated in CalEEMod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 113,050.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 13,300.00 | 0.00 |
| tblFireplaces | NumberWood | 6,650.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 45,730,200.00 | 45,730,208.00 |
| tblLandUse | LandUseSquareFeet | 76,758,400.00 | 76,758,424.00 |
| tblLandUse | LandUseSquareFeet | 199,505,000.00 | 199,504,737.00 |
| tblSolidWaste | SolidWasteGenerationRate | 260,662.14 | 42,529.09 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 8,665,485,407.65 | 9,844,926,000.00 |
| tblWater | IndoorWaterUseRate | 14,777,838,398.66 | 7,160,669,308.89 |
| tblWater | IndoorWaterUseRate | 17,750,380,000.00 | 1,545,338,807.39 |
| tblWater | IndoorWaterUseRate | 9,084,747,166.49 | 623,807,616.93 |
| tblWater | OutdoorWaterUseRate | 5,463,023,409.17 | 0.00 |
| tblWater | OutdoorWaterUseRate | 9,057,384,824.98 | 0.00 |
| tblWater | OutdoorWaterUseRate | 5,568,070,843.98 | 0.00 |
| tblWoodstoves | NumberCatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Energy | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **10,485.3798** | **1,024.8240** | **11,583.5343** | **6.0910** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **1,121,655.3958** | **1,121,655.3958** | **40.1058** | **20.2002** | **1,128,677.6911** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Energy | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **10,485.3798** | **1,024.8240** | **11,583.5343** | **6.0910** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **1,121,655.3958** | **1,121,655.3958** | **40.1058** | **20.2002** | **1,128,677.6911** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| NaturalGas Unmitigated | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 3.3585e+006 | 36.2191 | 309.5090 | 131.7059 | 1.9756 | | 25.0241 | 25.0241 | | 25.0241 | 25.0241 | | 395,117.8147 | 395,117.8147 | 7.5731 | 7.2438 | 397,465.8023 |
| Convenience Market (24 Hour) | 896405 | 9.6671 | 87.8828 | 73.8216 | 0.5273 | | 6.6791 | 6.6791 | | 6.6791 | 6.6791 | | 105,459.3936 | 105,459.3936 | 2.0213 | 1.9334 | 106,086.0861 |
| General Light Industry | 3.80638e+006 | 41.0492 | 373.1742 | 313.4663 | 2.2391 | | 28.3612 | 28.3612 | | 28.3612 | 28.3612 | | 447,809.0167 | 447,809.0167 | 8.5830 | 8.2098 | 450,470.1218 |
| Government (Civic Center) | 1.30425e+006 | 14.0655 | 127.8677 | 107.4089 | 0.7672 | | 9.7180 | 9.7180 | | 9.7180 | 9.7180 | | 153,441.2459 | 153,441.2459 | 2.9410 | 2.8131 | 154,353.0705 |
| **Total** | | **101.0009** | **898.4337** | **626.4027** | **5.5092** | | **69.7824** | **69.7824** | | **69.7824** | **69.7824** | | **1,101,827.4709** | **1,101,827.4709** | **21.1184** | **20.2002** | **1,108,375.0806** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 3358.5 | 36.2191 | 309.5090 | 131.7059 | 1.9756 | | 25.0241 | 25.0241 | | 25.0241 | 25.0241 | | 395,117.8147 | 395,117.8147 | 7.5731 | 7.2438 | 397,465.8023 |
| Convenience Market (24 Hour) | 896.405 | 9.6671 | 87.8828 | 73.8216 | 0.5273 | | 6.6791 | 6.6791 | | 6.6791 | 6.6791 | | 105,459.3936 | 105,459.3936 | 2.0213 | 1.9334 | 106,086.0861 |
| General Light Industry | 3806.38 | 41.0492 | 373.1742 | 313.4663 | 2.2391 | | 28.3612 | 28.3612 | | 28.3612 | 28.3612 | | 447,809.0167 | 447,809.0167 | 8.5830 | 8.2098 | 450,470.1218 |
| Government (Civic Center) | 1304.25 | 14.0655 | 127.8677 | 107.4089 | 0.7672 | | 9.7180 | 9.7180 | | 9.7180 | 9.7180 | | 153,441.2459 | 153,441.2459 | 2.9410 | 2.8131 | 154,353.0705 |
| **Total** | | **101.0009** | **898.4337** | **626.4027** | **5.5092** | | **69.7824** | **69.7824** | | **69.7824** | **69.7824** | | **1,101,827.4709** | **1,101,827.4709** | **21.1184** | **20.2002** | **1,108,375.0806** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Unmitigated | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1,045.7794 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 9,008.8687 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 329.7308 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | | 19,827.9250 | 19,827.9250 | 18.9874 | | 20,302.6105 |
| **Total** | **10,384.3789** | **126.3903** | **10,957.1316** | **0.5819** | | **60.9651** | **60.9651** | | **60.9651** | **60.9651** | **0.0000** | **19,827.9250** | **19,827.9250** | **18.9874** | **0.0000** | **20,302.6105** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1,045.7794 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 9,008.8687 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 329.7308 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | | 19,827.9250 | 19,827.9250 | 18.9874 | | 20,302.6105 |
| **Total** | **10,384.3789** | **126.3903** | **10,957.1316** | **0.5819** | | **60.9651** | **60.9651** | | **60.9651** | **60.9651** | **0.0000** | **19,827.9250** | **19,827.9250** | **18.9874** | **0.0000** | **20,302.6105** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Downtown Plan Operational - 2040 with DP

**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Government (Civic Center) | 45,730.21 | 1000sqft | 1,049.82 | 45,730,208.00 | 0 |
| General Light Industry | 76,758.42 | 1000sqft | 1,762.13 | 76,758,424.00 | 0 |
| Condo/Townhouse High Rise | 133,000.00 | Dwelling Unit | 2,078.13 | 133,000,000.00 | 380380 |
| Convenience Market (24 Hour) | 199,504.74 | 1000sqft | 4,580.00 | 199,504,737.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 33 |
| **Climate Zone** | 11 | | | **Operational Year** | 2040 |
| **Utility Company** | Los Angeles Department of Water & Power | | | | |
| **CO2 Intensity (lb/MWhr)** | 1227.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Downtown Plan Operational - 2040 with DP - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - sf

Construction Phase - No construction

Grading - no const

Woodstoves - None included

Consumer Products -

Area Coating -

Water And Wastewater - Assumed outdoor water minimal for Downtown Plan Area; water use from UWMP

Solid Waste - Solid waste for public facilities reflects the CalEEMod default for Government Office Buildings per Utility Calculations Memo 4.2019

Vehicle Trips - Mobile emissions not calculated in CalEEMod

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblConstructionPhase | NumDays | 15,500.00 | 0.00 |
| tblConstructionPhase | PhaseEndDate | 5/30/2078 | 12/31/2018 |
| tblFireplaces | FireplaceDayYear | 25.00 | 0.00 |
| tblFireplaces | FireplaceHourDay | 3.00 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberGas | 113,050.00 | 0.00 |
| tblFireplaces | NumberNoFireplace | 13,300.00 | 0.00 |
| tblFireplaces | NumberWood | 6,650.00 | 0.00 |
| tblLandUse | LandUseSquareFeet | 45,730,200.00 | 45,730,208.00 |
| tblLandUse | LandUseSquareFeet | 76,758,400.00 | 76,758,424.00 |
| tblLandUse | LandUseSquareFeet | 199,505,000.00 | 199,504,737.00 |
| tblSolidWaste | SolidWasteGenerationRate | 260,662.14 | 42,529.09 |
| tblVehicleTrips | ST_TR | 4.31 | 0.00 |
| tblVehicleTrips | ST_TR | 863.10 | 0.00 |
| tblVehicleTrips | ST_TR | 1.32 | 0.00 |

| | | | |
|---|---|---|---|
| tblVehicleTrips | SU_TR | 3.43 | 0.00 |
| tblVehicleTrips | SU_TR | 758.45 | 0.00 |
| tblVehicleTrips | SU_TR | 0.68 | 0.00 |
| tblVehicleTrips | WD_TR | 4.18 | 0.00 |
| tblVehicleTrips | WD_TR | 737.99 | 0.00 |
| tblVehicleTrips | WD_TR | 6.97 | 0.00 |
| tblVehicleTrips | WD_TR | 27.92 | 0.00 |
| tblWater | IndoorWaterUseRate | 8,665,485,407.65 | 9,844,926,000.00 |
| tblWater | IndoorWaterUseRate | 14,777,838,398.66 | 7,160,669,308.89 |
| tblWater | IndoorWaterUseRate | 17,750,380,000.00 | 1,545,338,807.39 |
| tblWater | IndoorWaterUseRate | 9,084,747,166.49 | 623,807,616.93 |
| tblWater | OutdoorWaterUseRate | 5,463,023,409.17 | 0.00 |
| tblWater | OutdoorWaterUseRate | 9,057,384,824.98 | 0.00 |
| tblWater | OutdoorWaterUseRate | 5,568,070,843.98 | 0.00 |
| tblWoodstoves | NumberCatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | NumberNoncatalytic | 6,650.00 | 0.00 |
| tblWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tblWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

## 2.0 Emissions Summary

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Energy | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **10,485.3798** | **1,024.8240** | **11,583.5343** | **6.0910** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **1,121,655.3958** | **1,121,655.3958** | **40.1058** | **20.2002** | **1,128,677.6911** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Energy | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| Mobile | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| **Total** | **10,485.3798** | **1,024.8240** | **11,583.5343** | **6.0910** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **130.7476** | **130.7476** | **0.0000** | **1,121,655.3958** | **1,121,655.3958** | **40.1058** | **20.2002** | **1,128,677.6911** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

### Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | grading | Grading | 1/1/2019 | 12/31/2018 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| grading | Graders | 1 | 8.00 | 187 | 0.41 |
| grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |

### Trips and VMT

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| grading | 8 | 20.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Unmitigated | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Condo/Townhouse High Rise | 0.00 | 0.00 | 0.00 | | |
| Convenience Market (24 Hour) | 0.00 | 0.00 | 0.00 | | |
| General Light Industry | 0.00 | 0.00 | 0.00 | | |
| Government (Civic Center) | 0.00 | 0.00 | 0.00 | | |
| Total | 0.00 | 0.00 | 0.00 | | |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Condo/Townhouse High Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Convenience Market (24 Hour) | 16.60 | 8.40 | 6.90 | 0.90 | 80.10 | 19.00 | 24 | 15 | 61 |
| General Light Industry | 16.60 | 8.40 | 6.90 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Government (Civic Center) | 16.60 | 8.40 | 6.90 | 75.00 | 20.00 | 5.00 | 50 | 34 | 16 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condo/Townhouse High Rise | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Convenience Market (24 Hour) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| General Light Industry | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |
| Government (Civic Center) | 0.537194 | 0.043713 | 0.210127 | 0.116181 | 0.013260 | 0.006460 | 0.022765 | 0.039037 | 0.002776 | 0.001599 | 0.005341 | 0.000737 | 0.000810 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |
| NaturalGas Unmitigated | 101.0009 | 898.4337 | 626.4027 | 5.5091 | | 69.7824 | 69.7824 | | 69.7824 | 69.7824 | | 1,101,827.4709 | 1,101,827.4709 | 21.1184 | 20.2002 | 1,108,375.0806 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 3.3585e+006 | 36.2191 | 309.5090 | 131.7059 | 1.9756 | | 25.0241 | 25.0241 | | 25.0241 | 25.0241 | | 395,117.8147 | 395,117.8147 | 7.5731 | 7.2438 | 397,465.8023 |
| Convenience Market (24 Hour) | 896405 | 9.6671 | 87.8828 | 73.8216 | 0.5273 | | 6.6791 | 6.6791 | | 6.6791 | 6.6791 | | 105,459.3936 | 105,459.3936 | 2.0213 | 1.9334 | 106,086.0861 |
| General Light Industry | 3.80638e+006 | 41.0492 | 373.1742 | 313.4663 | 2.2391 | | 28.3612 | 28.3612 | | 28.3612 | 28.3612 | | 447,809.0167 | 447,809.0167 | 8.5830 | 8.2098 | 450,470.1218 |
| Government (Civic Center) | 1.30425e+006 | 14.0655 | 127.8677 | 107.4089 | 0.7672 | | 9.7180 | 9.7180 | | 9.7180 | 9.7180 | | 153,441.2459 | 153,441.2459 | 2.9410 | 2.8131 | 154,353.0705 |
| **Total** | | **101.0009** | **898.4337** | **626.4027** | **5.5092** | | **69.7824** | **69.7824** | | **69.7824** | **69.7824** | | **1,101,827.4709** | **1,101,827.4709** | **21.1184** | **20.2002** | **1,108,375.0806** |

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| Condo/Townhouse High Rise | 3358.5 | 36.2191 | 309.5090 | 131.7059 | 1.9756 | | 25.0241 | 25.0241 | | 25.0241 | 25.0241 | | 395,117.8147 | 395,117.8147 | 7.5731 | 7.2438 | 397,465.8023 |
| Convenience Market (24 Hour) | 896.405 | 9.6671 | 87.8828 | 73.8216 | 0.5273 | | 6.6791 | 6.6791 | | 6.6791 | 6.6791 | | 105,459.3936 | 105,459.3936 | 2.0213 | 1.9334 | 106,086.0861 |
| General Light Industry | 3806.38 | 41.0492 | 373.1742 | 313.4663 | 2.2391 | | 28.3612 | 28.3612 | | 28.3612 | 28.3612 | | 447,809.0167 | 447,809.0167 | 8.5830 | 8.2098 | 450,470.1218 |
| Government (Civic Center) | 1304.25 | 14.0655 | 127.8677 | 107.4089 | 0.7672 | | 9.7180 | 9.7180 | | 9.7180 | 9.7180 | | 153,441.2459 | 153,441.2459 | 2.9410 | 2.8131 | 154,353.0705 |
| **Total** | | **101.0009** | **898.4337** | **626.4027** | **5.5092** | | **69.7824** | **69.7824** | | **69.7824** | **69.7824** | | **1,101,827.4709** | **1,101,827.4709** | **21.1184** | **20.2002** | **1,108,375.0806** |

# 6.0 Area Detail

## 6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |
| Unmitigated | 10,384.3789 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | 0.0000 | 19,827.9250 | 19,827.9250 | 18.9874 | 0.0000 | 20,302.6105 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1,045.7794 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 9,008.8687 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 329.7308 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | | 19,827.9250 | 19,827.9250 | 18.9874 | | 20,302.6105 |
| **Total** | **10,384.3789** | **126.3903** | **10,957.1316** | **0.5819** | | **60.9651** | **60.9651** | | **60.9651** | **60.9651** | **0.0000** | **19,827.9250** | **19,827.9250** | **18.9874** | **0.0000** | **20,302.6105** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1,045.7794 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 9,008.8687 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 329.7308 | 126.3903 | 10,957.1316 | 0.5819 | | 60.9651 | 60.9651 | | 60.9651 | 60.9651 | | 19,827.9250 | 19,827.9250 | 18.9874 | | 20,302.6105 |
| **Total** | **10,384.3789** | **126.3903** | **10,957.1316** | **0.5819** | | **60.9651** | **60.9651** | | **60.9651** | **60.9651** | **0.0000** | **19,827.9250** | **19,827.9250** | **18.9874** | **0.0000** | **20,302.6105** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Direct Transportation Energy Use Calculations

## Baseline (2017)

**Daily VMT** 5,767,020

| Vehicle Type | Percent of Vehicle Trips | Daily Vehicle Miles Traveled | Average Fuel Economy (mpg) | Total Daily Fuel Consumption (gallons) | BTU/gallon | Total Daily mmBtu | Per capita |
|---|---|---|---|---|---|---|---|
| Passenger Cars | 54.80% | 3,160,165 | 24 | 131,674 | 120,429 | 15,857 | |
| Light/Medium Trucks | 37.11% | 2,139,916 | 17.4 | 122,984 | 120,429 | 14,811 | |
| Heavy Trucks/Other | 7.62% | 439,234 | 7.4 | 59,356 | 137,381 | 8,154 | |
| Motorcycles | 0.48% | 27,705 | 43.9 | 631 | 120,429 | 76 | |
| Total | 100.00% | 5,767,020 | | 314,644 | | 38,898 | 0.51 |

**Population** 76,000

## Future (2040) without Downtown Plan

**Daily VMT** 7,372,396

| Vehicle Type | Percent of Vehicle Trips | Daily Vehicle Miles Traveled | Average Fuel Economy (mpg) | Total Daily Fuel Consumption (gallons) | BTU/gallon | Total Daily mmBtu | Per capita |
|---|---|---|---|---|---|---|---|
| Passenger Cars | 53.72% | 3,960,407 | 24 | 165,016.96 | 120,429 | 19,873 | |
| Light/Medium Trucks | 37.00% | 2,727,942 | 17.4 | 156,778.25 | 120,429 | 18,881 | |
| Heavy Trucks/Other | 8.74% | 644,672 | 7.4 | 87,117.82 | 137,381 | 11,968 | |
| Motorcycles | 0.53% | 39,376 | 43.9 | 896.95 | 120,429 | 108 | |
| **Total** | 100.00% | 7,372,396 | | 409,809.97 | | 50,830 | 0.45 |

**Population** 112,000

## Future (2040) with Downtown Plan

**Daily VMT** 8,841,606

| Vehicle Type | Percent of Vehicle Trips | Daily Vehicle Miles Traveled | Average Fuel Economy (mpg) | Total Daily Fuel Consumption (gallons) | BTU/gallon | Total Daily mmBtu | Per capita |
|---|---|---|---|---|---|---|---|
| Passenger Cars | 54.80% | 4,844,952 | 24 | 201,873 | 120,429 | 24,311 | |
| Light/Medium Trucks | 37.11% | 3,280,775 | 17.4 | 188,550 | 120,429 | 22,707 | |
| Heavy Trucks/Other | 7.62% | 673,403 | 7.4 | 91,000 | 137,381 | 12,502 | |
| Motorcycles | 0.48% | 42,475 | 43.9 | 968 | 120,429 | 117 | |
| Total | 100.00% | 8,841,606 | | 482,391 | | 59,637 | 0.24 |

| | |
|---|---|
| Population | 252,000 |

**Notes:**

Percent of vehicle trips found in Table 4.4 “Fleet Mix” in CalEEMod output

Average Fuel Economy: United States Department of Transportation – Federal Highway Administration. 2016. “Highway Statistics 2016” Table VM-1. Last modified: March 9, 2018. https://www.fhwa.dot.gov/policyinformation/statistics/2016/ (accessed April 2018).

BTU/gallon from https://www.eia.gov/energyexplained/index.php?page=about_energy_units

# EMFAC2017 Mobile Emissions Estimates - All Vehicles

| Area | Sub-Area | Cal. Year | Season | Veh_Tech | EMFAC2007 Category | Population | VMT | Trips | ROG_TOTAL | CO_TOTEX | NOx_TOTEX | CO2_TOTEX | PM10_TOTAL | PM2_5_TOTAL | SOx_TOTEX | Fuel_GAS | Fuel_DSL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Existing 2017** | | | | | | | | | | | | | | | | | |
| **Sub-Areas** | **Los Angeles (SC)** | **2017** | **Annual** | **All Vehicles** | **All Vehicles** | **144,101.2** | **5,767,019.9** | **718,352.9** | **1.37** | **13.0** | **2.82** | **2,653.4** | **0.3596** | **0.1685** | **0.0263** | **242.1** | **36.9** |
| | | | | | | | | | | | | | | | | | |
| **2040 No Project** | | | | | | | | | | | | | | | | | |
| **Sub-Areas** | **Los Angeles (SC)** | **2040** | **Annual** | **All Vehicles** | **All Vehicles** | **231,261.9** | **7,372,396.4** | **1,162,750.5** | **0.6274** | **6.82** | **1.38** | **2,236.8** | **0.4249** | **0.1758** | **0.0218** | **185.5** | **46.7** |
| | | | | | | | | | | | | | | | | | |
| **2040 With project** | | | | | | | | | | | | | | | | | |
| **Sub-Areas** | **Los Angeles (SC)** | **2040** | **Annual** | **All Vehicles** | **All Vehicles** | **277,349.0** | **8,841,605.9** | **1,394,469.5** | **0.7525** | **8.18** | **1.66** | **2,682.6** | **0.5096** | **0.2108** | **0.0262** | **222.4** | **56.0** |

| | |
|---|---|
| lb/ton | 2,000.0 |
| MT ton/US ton | 0.907185 |
| days/year | 347 |

**Mobile Emissions Summary**

| | Pounds per day | | | | | | MT/day | MT/year | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | ROG | NOX | CO | SOX | PM10 | PM2.5 | CO2 | CO2 | Population | CO2 per capita |
| Existing | 2743 | 5646 | 25981 | 53 | 719 | 337 | 2,407.1 | 835,274 | 76000 | 11.0 |
| 2040 No project | 1255 | 2764 | 13636 | 44 | 850 | 352 | 2,029.2 | 704,140 | 112000 | 6.3 |
| 2040 With Project | 1505 | 3315 | 16353 | 52 | 1019 | 422 | 2,433.6 | 844,465 | 252000 | 3.4 |

| Field Name | Units | Process |
|---|---|---|
| TOG_RUNEX | Tons Per Day | Running Exhaust |
| TOG_IDLEX | Tons Per Day | Idle Exhaust |
| TOG_STREX | Tons Per Day | Start Exhaust |
| TOG_TOTEX | Tons Per Day | Total Exhaust |
| TOG_DIURN | Tons Per Day | Diurnal |
| TOG_HTSK | Tons Per Day | Hot Soak |
| TOG_RUNLS | Tons Per Day | Running Loss |
| TOG_RESTL | Tons Per Day | Resting Loss |
| TOG_TOTAL | Tons Per Day | Total |
| ROG_RUNEX | Tons Per Day | Running Exhaust |
| ROG_IDLEX | Tons Per Day | Idle Exhaust |
| ROG_STREX | Tons Per Day | Start Exhaust |
| ROG_TOTEX | Tons Per Day | Total Exhaust |
| ROG_DIURN | Tons Per Day | Diurnal |
| ROG_HTSK | Tons Per Day | Hot Soak |
| ROG_RUNLS | Tons Per Day | Running Loss |
| ROG_RESTL | Tons Per Day | Resting Loss |
| ROG_TOTAL | Tons Per Day | Total |
| CO_RUNEX | Tons Per Day | Running Exhaust |
| CO_IDLEX | Tons Per Day | Idle Exhaust |
| CO_STREX | Tons Per Day | Start Exhaust |
| CO_TOTEX | Tons Per Day | Total |
| NOx_RUNEX | Tons Per Day | Running Exhaust |
| NOx_IDLEX | Tons Per Day | Idle Exhaust |
| NOx_STREX | Tons Per Day | Start Exhaust |
| NOx_TOTEX | Tons Per Day | Total |
| CO2_RUNEX | Tons Per Day | Running Exhaust |
| CO2_IDLEX | Tons Per Day | Idle Exhaust |
| CO2_STREX | Tons Per Day | Start Exhaust |
| CO2_TOTEX | Tons Per Day | Total |
| PM10_RUNEX | Tons Per Day | Running Exhaust |
| PM10_IDLEX | Tons Per Day | Idle Exhaust |
| PM10_STREX | Tons Per Day | Start Exhaust |
| PM10_TOTEX | Tons Per Day | Total Exhaust |
| PM10_PMTW | Tons Per Day | Tire Wear |
| PM10_PMBW | Tons Per Day | Brake Wear |
| PM10_TOTAL | Tons Per Day | Total |
| PM2_5_RUNEX | Tons Per Day | Running Exhaust |
| PM2_5_IDLEX | Tons Per Day | Idle Exhaust |
| PM2_5_STREX | Tons Per Day | Start Exhaust |
| PM2_5_TOTEX | Tons Per Day | Total Exhaust |
| PM2_5_PMTW | Tons Per Day | Tire Wear |

| | | |
|---|---|---|
| PM2_5_PMBW | Tons Per Day | Brake Wear |
| PM2_5_TOTAL | Tons Per Day | Total |
| SOx_RUNEX | Tons Per Day | Running Exhaust |
| SOx_IDLEX | Tons Per Day | Idle Exhaust |
| SOx_STREX | Tons Per Day | Start Exhaust |
| SOx_TOTEX | Tons Per Day | Total |
| Fuel_GAS | 1000s Gallons | Gasoline |
| Fuel_DSL | 1000s Gallons | Diesel |

# EMFAC2017 Mobile Emissions Estimates - Passenger Vehicles Only

| Group | Area | GAI | Sub-Area | Cal. Year | Season | Title | Veh_Tech | AC2007 Cate | Population | VMT | Trips | CO2_TOTEX |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Existing 2017** | | | | | | | | | | | | |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDA - DSL | LDA - DSL | 482.1 | 19,254.9 | 2,220.2 | 5.23 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDA - GAS | LDA - GAS | 80,083.6 | 3,267,495.8 | 377,159.7 | 1,125.0 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDT1 - DSL | LDT1 - DSL | 8.57 | 225.4 | 31.0 | 0.1198 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDT1 - GAS | LDT1 - GAS | 8,176.3 | 316,212.4 | 37,102.6 | 126.9 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDT2 - DSL | LDT2 - DSL | 91.4 | 4,375.7 | 453.9 | 1.62 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2017 | Annual | Los Angeles (SC)-2017-Annual | LDT2 - GAS | LDT2 - GAS | 26,575.6 | 1,057,738.3 | 123,765.7 | 479.5 |
| | | | | | | | | | | | **TOTAL** | 1,738.35 |
| **2040 No Project** | | | | | | | | | | | | |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDA - DSL | LDA - DSL | 1,347.6 | 44,085.4 | 6,381.4 | 8.05 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDA - GAS | LDA - GAS | 117,600.0 | 3,799,206.0 | 553,613.0 | 823.6 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT1 - DSL | LDT1 - DSL | 2.39 | 71.6 | 10.7 | 0.0262 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT1 - GAS | LDT1 - GAS | 16,504.7 | 511,771.2 | 76,071.4 | 133.5 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT2 - DSL | LDT2 - DSL | 435.4 | 14,036.3 | 2,051.5 | 3.42 |
| 1 | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT2 - GAS | LDT2 - GAS | 45,086.2 | 1,415,754.7 | 210,410.9 | 366.5 |
| | | | | | | | | | | | **TOTAL** | 1,335.15 |
| **2040 With project** | | | | | | | | | | | | |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDA - DSL | LDA - DSL | 1,616.1 | 52,871.0 | 7,653.2 | 9.66 |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDA - GAS | LDA - GAS | 141,035.9 | 4,556,331.6 | 663,939.8 | 987.8 |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT1 - DSL | LDT1 - DSL | 2.87 | 85.8 | 12.9 | 0.0314 |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT1 - GAS | LDT1 - GAS | 19,793.9 | 613,759.6 | 91,231.3 | 160.1 |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT2 - DSL | LDT2 - DSL | 522.2 | 16,833.5 | 2,460.3 | 4.10 |
| | Sub-Areas | 59 | Los Angeles (SC) | 2040 | Annual | Los Angeles (SC)-2040-Annual | LDT2 - GAS | LDT2 - GAS | 54,071.2 | 1,697,893.7 | 252,342.7 | 439.6 |
| | | | | | | | | | | | **TOTAL** | 1,601.23 |

| | |
|---|---|
| lb/ton | 2,000.0 |
| MT ton/US ton | 0.907185 |
| days/year | 347 |

**Mobile Emissions Summary - Passenger Vehicles Only**

| | lb/day CO2 | population | CO2 per capita |
|---|---|---|---|
| Existing | 3,476,705 | 76000 | 45.7 |
| 2040 No project | 2,670,303 | 112000 | 23.8 |
| 2040 With Proje | 3,202,455 | 252000 | 12.7 |

OCTOBER 2019

PREPARED FOR:
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Department of City Planning

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# AIR QUALITY AND HEALTH EFFECTS

SIERRA CLUB V. COUNTY OF FRESNO

# TABLE OF CONTENTS


3 Introduction

4 Background and Methodology

5 CEQA Thresholds of Significance

9 Available Models

14 Air Quality and Health Effects

15 Health Effects Addressed in Plans and Regulatory Standards

19 Health Effects of Criteria Pollutants and TACs

27 Relating Adverse Air Quality Impacts and Health Effects

40 Conclusion

ATTACHMENTS

1 SCAQMD Final 2016 AQMP - Appendix I Health Effects

2 SCAQMD Sierra Club v. County of Fresno Amicus Brief

3 SJVAPCD Sierra Club v. County of Fresno Amicus Brief

4 SMAQMD Friant Ranch Interim Recommendation

# INTRODUCTION

In response to the California Supreme Court decision on December 24, 2018, Sierra Club v. County of Fresno (Friant Ranch), this paper provides a supplemental discussion on the potential for identifiable health impacts to result from air pollutants analyzed in City of Los Angeles (City) environmental documents prepared pursuant to the California Environmental Quality Act (CEQA). The discussion focuses on significant impacts identified in City Environmental Impact Reports (EIRs) and the feasibility of directly relating any identified significant adverse air quality impact to likely health consequences. The Supreme Court opinion in Friant Ranch requires projects with significant air quality impacts to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project" (Friant Ranch, page 6). The Friant Ranch decision also states that providing "only a general description of symptoms that are associated with exposure"… "fail[s] to indicate the concentrations at which such pollutants would trigger the identified symptoms…." and "the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin". This paper provides information to the public regarding health consequences associated with exposure to air pollutants and explains why direct correlation of a project's pollutant emissions and anticipated health effects is currently infeasible, as no expert agency has approved a quantitative method to reliably and meaningfully translate mass emission estimates of criteria air pollutants to specific health effects for the scale of projects typically analyzed in City EIRs.

# BACKGROUND AND METHODOLOGY

The purpose of CEQA is to inform the public as to the potential for a proposed project to result in one or more significant adverse effects on the environment (including health effects). This includes the potential for a project to result in a considerable contribution towards one or more significant cumulative impacts. CEQA does not require detailed analysis of impacts that are found to be less than significant or less than a considerable contribution to a significant cumulative impact.

In accordance with CEQA requirements and the CEQA review process, the City assesses air quality impacts of proposed local plans and development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The State CEQA Guidelines Section 15064.7 states that the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The City is located within the South Coast Air Basin (Air Basin), under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The City defers to threshold guidance established by the SCAQMD and utilizes the SCAQMD's *CEQA Air Quality Handbook* (approved by the AQMD Governing Board in 1993) and subsequent guidance provided on the SCAQMD website[1]. The SCAQMD is currently in the process of developing *an Air Quality Analysis Guidance Handbook* to replace the 1993 Handbook.

In addition, when considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity to land uses that emit toxic air contaminants (TACs). The California Air Resources Board (CARB) has published and adopted the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), which considers impacts to sensitive receptors from facilities that emit TAC emissions. CARB has also published Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory, a supplement to the handbook that is intended to provide scientifically based strategies to reduce exposure to traffic emissions near high-volume roadways in order to protect public health and promote equity and environmental justice. The SCAQMD has also adopted land use planning guidelines in

[1] SCAQMD, *Air Quality Analysis Guidance,* http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#. Accessed August 2019.

the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005). Together, the documents introduce land use-related policies and strategies that rely on design and distance parameters to minimize emissions and lower potential health risks.

It should also be noted that a host of other regional and local plans also generally address issues of air quality and public health. These include the Southern California Association of Governments (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), SCAQMD's Air Quality Management Plan (AQMP), City of Los Angeles' General Plan (including the Framework, Air Quality, Mobility 2035, and Health and Wellness Elements), and City of Los Angeles' Green New Deal (Sustainable pLAn 2019). These contain policies and programs for the protection of the environment and health through improved air quality and serve to provide additional critical guidance for the betterment of public health for the region and City.

# CEQA THRESHOLDS OF SIGNIFICANCE

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings[2]. As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS which, in the judgment of the U.S. Environmental Protection Agency (EPA), are necessary to protect public health. Ongoing assessments of the scientific evidence from health studies continue to be an important part of setting and informing revisions to federal and state air quality standards[3].

The six principal pollutants for which national and state criteria and standards have been promulgated, known as "criteria pollutants", and which are most relevant to current air quality planning and regulation in the

[2] U.S. EPA, *NAAQS Table*, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed July 2019.
[3] SCAQMD, *Final 2016 AQMP,* 2017. Appendix I-69. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-i.pdf?sfvrsn=14. Included as Attachment 1 of this memorandum.

Air Basin include: ozone ($O_3$), respirable and fine particulate matter ($PM_{10}$ and $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and lead (Pb). The State of California has also set standards for sulfates ($SO_4$), which are a component of particulate matter, and a nuisance odor standard for hydrogen sulfide ($H_2S$). The Air Basin is currently in non-attainment and exceeds air quality standards for two criteria pollutants: ozone and particulate matter. The Los Angeles County portion of the Air Basin is also designated non-attainment for lead.

Although the SCAQMD's primary mandate is attaining the State and National Ambient Air Quality Standards for criteria pollutants within the district, SCAQMD also has a general responsibility pursuant to the Health and Safety Code §41700 to control emissions of air contaminants and prevent endangerment to public health. Additionally, state law requires the SCAQMD to implement airborne toxic control measures (ATCM) adopted by the California Air Resources Board (CARB), and to implement the Air Toxics "Hot Spots" Act. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as volatile organic compounds (VOCs), TACs, greenhouse gases, and stratospheric ozone depleting compounds. The SCAQMD has developed a number of rules to control non-criteria pollutants from both new and existing sources. These rules originated through state directives, Clean Air Act (CAA) requirements, or the SCAQMD rulemaking process.

As such, in addition to criteria pollutants, VOCs and TACs are also of concern in the Air Basin. Some VOCs are also classified by the state as TACs. While there are no specific VOC ambient air quality standards, VOCs are a prime component (along with $NO_x$) of the photochemical processes by which such criteria pollutants as ozone, nitrogen dioxide, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants.

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. CARB and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the EPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

To achieve and maintain air quality standards, the SCAQMD has established numerical emission indicators of significance for regional and localized air quality impacts for both construction and operational phases of a local plan or project. The SCAQMD has established the thresholds based on "scientific and factual data that is contained in the federal and state Clean Air Acts" and recommends "that these thresholds be used by

lead agencies in making a determination of significance."[4] The numerical emission indicators are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health[5]. SCAQMD's thresholds identified below represent the maximum emissions from a plan or project that are not expected to cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. By analyzing a plan or project's emissions against the thresholds, EIRs assess whether these emissions directly contribute to any regional or local exceedances of the applicable ambient air quality standards and exposure levels.

*Note: In the thresholds referenced below, "emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter (µg/m3).*

## Construction (Regional and Localized)

Given that construction impacts are temporary and limited to the construction phase, the SCAQMD has established numeric indicators of significance specific to construction activity. Based on the indicators in the SCAQMD *CEQA Air Quality Handbook*, a project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[6]
    - 75 pounds per day for VOC
    - 100 pounds per day for $NO_x$
    - 550 pounds per day for CO
    - 150 pounds per day for $SO_2$
    - 150 pounds per day for $PM_{10}$
    - 55 pounds per day for $PM_{2.}5$

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards or ambient concentration limits. The localized significance thresholds are only applicable to $NO_x$, CO, $PM_{10}$ and $PM_{2.5}$. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable

[4] SCAQMD, *CEQA Air Quality Handbook 1993,* Page 6-2.
[5] Ibid.
[6] SCAQMD, *Air Quality Significance Thresholds,* March 2015. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the Project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest sensitive receptor. Otherwise, impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of $NO_x$ and/or CO during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for $NO_2$ and/or CO.[7]
- Maximum daily localized emissions of $PM_{10}$ and/or $PM_{2.5}$ during construction are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 10.4 µg/m3 over 24 hours (SCAQMD Rule 403 control requirement).

## Operation (Regional and Localized)

Based on the numeric indicators of significant in the SCAQMD *CEQA Air Quality Handbook*, a project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Operational emissions exceed any of the following SCAQMD daily regional numeric indicators:[8]
  - 55 pounds a day for VOC
  - 55 pounds per day for $NO_x$
  - 550 pounds per day for CO
  - 150 pounds per day for $SO_2$
  - 150 pounds per day for $PM_{10}$
  - 55 pounds per day for $PM_{2.5}$

In addition, the SCAQMD has developed a methodology to assess the potential for localized emissions to cause an exceedance of applicable ambient air quality standards. The localized significance thresholds are only applicable to $NO_x$, CO, $PM_{10}$ and $PM_{2.5}$. The SCAQMD has established conservative screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality

[7] SCAQMD, *Final Localized Significance Threshold Methodology,* 2008, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed August 2019.
[8] SCAQMD, *Air Quality Significance Thresholds,* March 2015. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the Project is located, (2) the size of the Project Site, and (3) the distance between the Project Site and the nearest sensitive receptor. Otherwise, impacts would be considered significant if the following would occur:

- Maximum daily localized emissions of $NO_x$ and/or CO during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for $NO_2$ and/or CO[9].
- Maximum daily localized emissions of $PM_{10}$ and/or $PM_{2.5}$ during operation are greater than the applicable localized significance thresholds, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed 2.5 µg/m3 over 24 hours (SCAQMD Rule 1303 allowable change in concentration).

### Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the Project would expose sensitive receptors to substantial concentrations of TACs if any of the following would occur[10]:

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of 10 in 1 million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

## AVAILABLE MODELS

Current models used in CEQA in air quality analyses are designed to calculate and disclose the mass emissions expected from the construction and operation of a proposed project. The estimated emissions are then compared to significance thresholds, which are in turn, keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. While this serves to protect public health in the overall region, there is currently no methodology to determine the impact of emissions (e.g., pounds per

[9] SCAQMD, *Final Localized Significance Threshold Methodology,* 2008, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed August 2019.
[10] SCAQMD, *CEQA Air Quality Handbook,* Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants), 1993; *South Coast Air Quality Management District Air Quality Significance Thresholds,* March 2015, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed August 2019.

day) on concentration levels (e.g., parts per million or micrograms per cubic meter) in specific geographic areas.[11]

Based on SCAQMD guidance, the City utilizes the California Emissions Estimator Model (CalEEMod) to quantify construction and operational air quality impacts from land use projects. Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with CARB and SCAQMD guidance, and may be followed by a more detailed analysis utilizing CARB's Hotspots Analysis and Reporting Program (HARP model) where the project results in a substantial source of TACs or if a project would site sensitive land uses in proximity to TAC sources. However, although CARB and SCAQMD provide guidance for TAC analysis, most land use projects analyzed in City EIRs do not contain substantial on-site sources of TACs, and siting new sensitive uses near existing TAC sources is generally not considered a CEQA impact.

The following table provides a summary of other common available air quality models and identifies their general purposes as well as limitations in quantifying emissions and health effects. Although there are a number of other models available (e.g. models to quantify emissions, dispersion models to determine pollutant concentrations, and regional-scale models which estimate health impacts), this suite of tools is currently not designed to meet the City's need to accurately analyze project-level health effects:

| MODEL | SOURCE | PURPOSE | LIMITATIONS |
|---|---|---|---|
| **CalEEMod**<br>California Emissions Estimator Model | SCAQMD | CalEEMod is a statewide land use **emissions computer model** designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operational from a variety of land use projects. | The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects. |
| **AERMOD** | USEPA / American Meteorological Society | AERMOD models the **dispersion** of criteria air pollutant emissions over a period of time from discrete emission sources across a defined spatial boundary and can help inform exceedance of pollutant concentration standards. AERMOD provides more refined modeling than AERSCREEN, since it uses actual meteorological data (rather than simulated data) for the vicinity of the project site. *NOTE:* The U.S. EPA has adopted the | AERMOD can estimate pollutant concentrations of $NO_x$, $NO_2$, CO, $SO_2$, $PM_{10}$, $PM_{2.5}$, total suspended particulates, lead, and other pollutants. However, AERMOD cannot estimate concentrations of VOCs, $O_3$ or secondary PM. While AERMOD can estimate concentrations for certain pollutants, no methods have been demonstrated to reliably and meaningfully connect pollutant concentrations to specific health effects. |

[11] SMAQMD, *Friant Ranch Interim Recommendation*, 2019. http://www.airquality.org/LandUseTransportation/Documents/FriantInterimRecommendation.pdf. Accessed August 2019. Included as Attachment 4 of this memorandum.

| MODEL | SOURCE | PURPOSE | LIMITATIONS |
|---|---|---|---|
| | | AERMOD air dispersion model into its list of regulatory approved models in place of the previously used ISCST3 (Industrial Source Complex Short Term) model and CARB recommends AERMOD, instead of ISCST3, for Hot Spots risk assessments. | |
| **AERSCREEN** | USEPA | AERSCREEN is a screening version of the AERMOD **dispersion model,** intended to produce concentration estimates that are equal to or greater than the estimates produced by AERMOD with a fully developed set of meteorological and terrain data, but the degree of conservatism will vary depending on the application. This program is useful as a screening Health Risk Assessment (HRA) for minor or temporary sources such as construction-only projects. | As with AERMOD, AERSCREEN can estimate concentrations for certain pollutants; however, AERSCREEN does not connect pollutant concentrations to specific health effects. |
| **BenMAP-CE** Environmental Benefits Mapping and Analysis Program - Community Edition | USEPA | BenMAP-CE is a **regional-scale model** that can be used to estimate the resulting **health impacts** from change in ambient $PM_{2.5}$ concentrations for related health endpoints such as premature mortality, hospital admissions, and emergency room visits. The USEPA CMAQ model can be used to predict changes in the ambient air concentration of ozone, the results of which can be used in BenMAP-CE to estimate the resulting health impacts. | The model is used for assessing impacts over large areas and populations and is not intended to be used for individual projects, as it would not provide meaningful or reliable results at the smaller scale. |
| **CalEnviroScreen** California Communities Environmental Health Screening Tool | OEHHA & CalEPA | CalEnviroScreen is a **mapping tool** that helps identify California communities that are most affected by many sources of pollution, identified by a data-driven scoring system. | While the tool is useful to identify communities disproportionately burdened by certain pollutants, the tool is not used to track or model dispersal of project emissions. |
| **CALINE-4** | Caltrans | CALINE-4 is a **line-source dispersion model** for predicting air pollutant concentrations at receptors near highways and arterial streets, specifically for CO, $NO_2$, and PM. Caltrans guidance recommends only utilizing the tool for CO hot-spot analysis, and does not recommend using CALINE-4 to analyze any other pollutant. | CALINE-4 is limited to estimating concentrations of CO, $NO_2$, and PM from line sources such as roadways. CALINE-4 does not have the capability to evaluate concentrations of $O_3$ or secondary PM, or concentrations from other types of emissions sources (e.g., point, volume, or area sources). CALINE-4 is also not able to connect pollutant concentrations to specific health effects. |

| MODEL | SOURCE | PURPOSE | LIMITATIONS |
|---|---|---|---|
| **CAMx**<br>Compressive Air Quality Model | Ramboll & Environ | CAMx is a **grid-based dispersion model** that simulates the chemical interactions and three-dimensional dispersion patterns on a regional, statewide, and national scale. | Since CAMx is designed to model emissions on a regional, statewide, and national scale, it is unsuitable for project-level analysis. |
| **CMAQ**<br>Community Multiscale Air Quality Modeling System | USEPA | CMAQ is an atmospheric **dispersion model** consisting of a suite of programs for conducting air quality model simulations. CMAQ combines current knowledge in atmospheric science and air quality modeling, multi-processor computing techniques, and an open-source framework to deliver estimates of ozone, particulates, toxics and acid deposition. The program can be used to predict the concentration and deposition of both criteria pollutants and TACs. | There are limitations on the minimum modeling domain at which the model is still reasonably accurate. (e.g. the EPA recommends nesting a local regional model within a larger regional domain. However, the EPA recognized that expanding to a larger regional domain needs more data, which currently may not be available to the public. In addition, the minimum resolution of the CMAQ model is 1 sq. km., meaning that it would have difficulty in modeling impact areas that are less than 247 acres with meaningful or reliable results.) |
| **EMFAC**<br>EMissions FACtor | CARB | EMFAC2017 is used to estimate **emissions** from on-road vehicles in California. | The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects. |
| **HARP**<br>Hotspots Analysis and Reporting Program | CARB | HARP is a software suite that addresses the programmatic requirements of the Air Toxics "Hot Spots" Program (Assembly Bill 2588) and can perform air **dispersion** runs and **health risk assessments**, as well as can create and manage facility and emissions data. HARP is useful for determining how increases in specific TAC concentrations could affect receptors in terms of the increased cancer risks, chronic hazards, and acute hazards. | The tool is not used for evaluation of criteria air pollutants and related health effects. |
| **OFFROAD** | CARB | OFFROAD calculates **emissions** from off-road sources. The OFFROAD model is now being replaced by category specific methods and inventory models that are being developed for specific regulatory support projects. | The model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects. In addition, the model is not comprehensive and lacks emissions forecasts for certain types of equipment. |
| **Roadway Construction Emissions Model** | SMAQMD | The model can be used to assist roadway project proponents with determining the **emission** impacts of their projects. | The Roadway Construction Emissions Model can quantify emissions, but is not able to model concentrations or dispersion of pollutants or related health effects. |

As demonstrated above, while a number of models and tools are available to quantify emissions and pollutant concentrations, these models are limited by a number of factors in determining health impacts of individual development and infrastructure projects as well as local plan-level projects. The USEPA currently performs health impact assessments (HIAs) using the CMAQ model for pollutant transport modeling and BENMAP for health impact calculations. However, as described in further detail below, these models are designed to estimate health impacts over a large scale (e.g. city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are generally not accessible. In addition to the unsuitability of regional models in providing reliable results for local-level plans or individual projects, other general limitations of the current suite of models include limitations on the ability of certain tools to model concentrations or the dispersion of pollutants for all types of sources, other models only addressing a partial and incomplete range of pollutants and secondary pollutants, and limitations on being able to correlate identified concentrations to related health effects.

As such, neither the SCAQMD, CARB, "nor any air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions".[12]

[12] SMAQMD, *Friant Ranch Interim Recommendation*, 2019. http://www.airquality.org/LandUseTransportation/Documents/FriantInterimRecommendation.pdf. Accessed August 2019. Included as Attachment 4 of this memorandum.

# AIR QUALITY AND HEALTH EFFECTS

The following information and analysis of health effects is relevant where a City EIR concludes that regional or localized air pollutant emissions would exceed the SCAQMD's thresholds of significance identified above and such impacts are deemed significant and unavoidable.

Ambient air pollution is a general public health concern, and in particular, Southern California has a long and well-documented history in battling poor air quality. Since the mid-20th century, the greater Los Angeles region has been at the forefront of air pollution science, low-emissions technology development, and innovative air quality regulation. These efforts have led to substantial and noticeable improvements in air quality and public health within the South Coast Air Basin, all during a period of dramatic increases in economic activity, population, and vehicle miles traveled. Despite these successes, the health of the region's residents continues to be seriously affected by the poor air quality that confronts the region.[13] Ambient air pollution continues to be linked to increases in respiratory illness (morbidity) and increases in death rates (mortality).[14]

Air pollution has many effects on the health of both adults and children. Adverse health outcomes linked to air pollution include asthma, cardiovascular effects, premature mortality, respiratory effects, cancer, reproductive effects, neurological effects, and other health outcomes.

The evidence linking these effects to air pollutants is derived from population based (i.e., large-scale) observational and field studies (epidemiological) as well as controlled laboratory studies involving human subjects and animals. There have been an increasing number of studies focusing on the mechanisms (that is, on learning how specific organs, cell types, and biochemicals are involved in the human body's response to air pollution) and specific pollutants responsible for individual effects. Yet the underlying biological pathways for these effects are not always clearly understood.

[13] SCAQMD, *Final 2016 AQMP*, 2017, Page Preface. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.
[14] SCAQMD, *Final 2016 AQMP*, 2017, Page Appendix I-1. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019. Included as Attachment 1 of this memorandum.

Although individuals inhale pollutants as a mixture under ambient conditions, the regulatory framework and the control measures developed are mostly pollutant-specific. Individual pollutants usually differ in their sources, their times and places of occurrence, the kinds of health effects they may cause, and their overall levels of health risk. To meet the air quality standards, comprehensive plans are developed, including the Air Quality Management Plan (AQMP) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards function to identify and limit exposure of air pollutants and toxic air contaminants.

# HEALTH EFFECTS ADDRESSED IN PLANS AND REGULATORY STANDARDS

As previously stated, the NAAQS and CAAQS have been set at levels considered safe to protect public health. These standards are informed by and revised based on evolving scientific evidence of air pollution health effects. The SCAQMD (together with SCAG) has the responsibility for ensuring that national and state ambient air quality standards are achieved and maintained throughout the Air Basin. Failure to comply with these standards puts state and local agencies at risk for penalties such as: lawsuits, fines, a federal takeover of state implementation plans, and a loss of funds from federal agencies such as the Federal Highway Administration and Federal Transit Administration.

## Criteria Pollutants

To meet the standards, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The 2016 AQMP includes strategies to ensure that rapidly approaching attainment deadlines for ozone and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce $NO_X$ emissions[15] sufficiently to meet the upcoming ozone standard deadlines, as $NO_X$ plays a critical role in the creation of ozone. The AQMP's strategy to meet the 8-hour ozone standard in 2023 should lead to sufficient $NO_X$ emission reductions to attain the 1-hour

[15] NOx emissions are a precursor to the formation of both ozone and secondary $PM_{2.5}$.

ozone standard by 2022. Since $NO_X$ emissions also lead to the formation of $PM_{2.5}$, the $NO_X$ reductions needed to meet the ozone standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16][17]

The SCAQMD's strategy to meet national and state standards distributes the responsibility for emission reductions across federal, state and local levels and industries. The 2016 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with the CARB and U.S. EPA. In addition, SCAG recently approved their 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (2016-2040 RTP/SCS) Plan[18] which includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

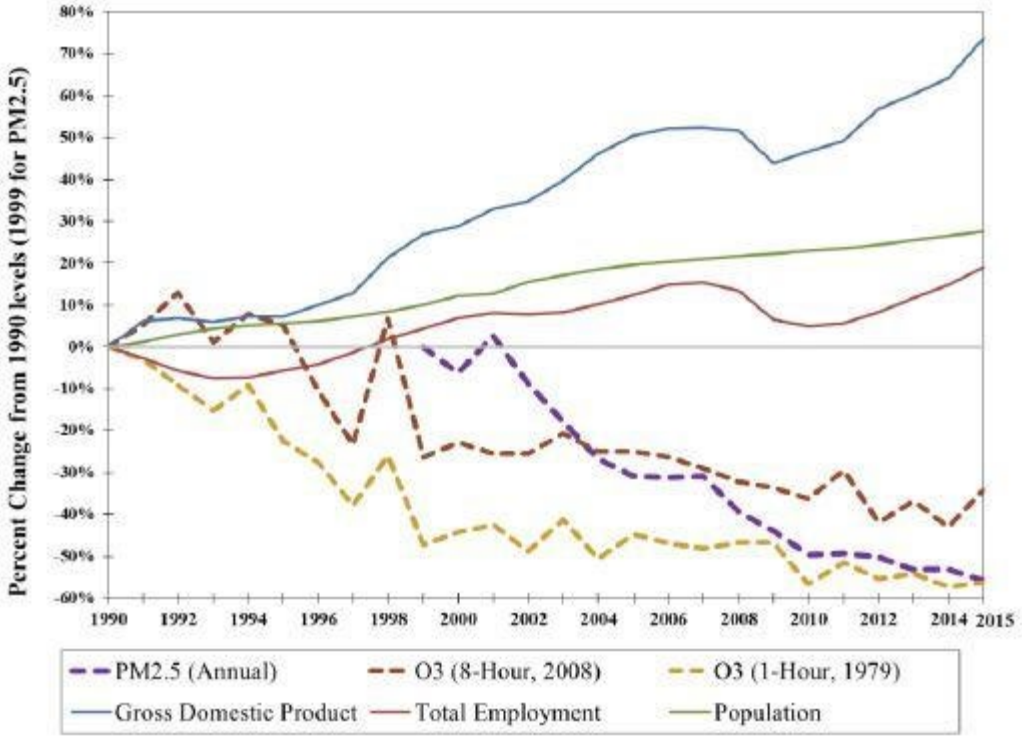
Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. The SCAQMD combines its portion of the Plan with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2016 AQMP for the Air Basin, are based on SCAG's 2016-2040 RTP/SCS.

The 2016 AQMP forecasts the 2031 emissions inventories "with growth" based on SCAG's 2016-2040 RTP/SCS. The region is projected to see a 12 percent growth in population, 16 percent growth in housing units, 23 percent growth in employment, and 8 percent growth in vehicle miles traveled between 2012 and 2031. Despite this regional growth, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels. Figure 1, provided below, shows the trends since 1990 of the 8-hour ozone levels, the 1-hour ozone levels, and annual average $PM_{2.5}$ concentrations (since 1999), compared to the regional gross domestic product, total employment and population. Human activity in the region has an impact on achieving reductions in emissions. However, the ozone and particulate matter levels continue

[16] Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).
[17] SCAQMD, *Final 2016 AQMP*, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.
[18] SCAG, *Final 2016 RTP/SCP*, 2016 http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. Accessed August 2019.
[19] SCAQMD, *Final 2016 AQMP*, 2017. Page ES-2. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

to trend downward as the economy and population increase, demonstrating that it is possible to maintain a healthy economy while improving public health through air quality improvements.[20]

Figure 1:
Percent Change in Air Quality Along with
Demographic Data for the 4-County Region (1990-2015)




*Source: SCAQMD, Figure 1-4 of the Final 2016 AQMP.*

## Consistency with AQMP and 2016-2040 RTP/SCS Growth Assumptions

As discussed above, the 2016 AQMP incorporates the SCAG 2016–2040 RTP/SCS and updated emission inventory methodologies for various source categories to demonstrate attainment with applicable state and federal standards. With regard to land use, the 2016-2040 RTP/SCS land use control measures (i.e., goals and policies) focus on the reduction of vehicle trips and VMT.

The City's EIRs provide an analysis of a project's consistency with both the AQMP and the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS is expected to help SCAG reduce VMT, with reductions in per capita transportation emissions of 18 percent by 2035 and 21-percent by 2040. In addition, the 2016-2040 RTP/SCS provides a 2012 Base Year projected daily Total VMT per capita of 21.5 and 18.4 daily Total VMT per capita for the

[20] SCAQMD, *Final 2016 AQMP*, 2017. Page 1-6. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

2040 Plan Year. As the AQMP control strategy is based on projections from local General Plans, projects which are consistent with local General Plans are considered consistent with the growth assumptions of the air quality related regional plans and their emissions are assumed to be accounted for in the AQMP emissions inventory. Projects which include amendments to General or Specific Plans, or are considered significant projects, undergo further scrutiny for AQMP consistency.

## Toxic Air Contaminants

In addition, the state's California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment in order to reduce public exposure to diesel PM and other TACs. These actions are also supplemented by the AB 2588 Air Toxics "Hot Spots" program and SB 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

City EIRs acknowledge that these plans and regulatory standards have been set at levels considered safe to protect public health and are part of the regulatory environment when considering local plan and project-level impacts.

# HEALTH EFFECTS OF CRITERIA POLLUTANTS AND TOXIC AIR CONTAMINANTS

A summary discussion of the health effects due to exposure of pollutants exceeding SCAQMD's significance thresholds is provided in City EIRs and an expanded discussion is provided below (substantially drawn from reviews presented in the SCAQMD's Final 2016 Air Quality Management Plan, Chapter 2 (Air Quality and Health Effects), March 2017). A more detailed discussion of the health effects of these pollutants is provided in Attachment 1 to this memorandum (SCAQMD Final 2016 Air Quality Management Plan, Appendix I: Health Effects)

## Ozone ($O_3$)

Ozone is a gas that is formed when volatile organic compounds (VOCs) and $NO_X$—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. Ozone is one of the most important air pollutants affecting human health in regions like Southern California. Ozone is a molecule built of three atoms of oxygen linked together in a very energetic combination. When ozone comes into contact with a surface it rapidly releases this extra force in the form of chemical energy. When this happens in biological systems, such as the respiratory tract, this energy can cause damage to sensitive tissues in the upper and lower airways.

The major subgroups of the population considered to be at increased risk from ozone exposure are outdoor exercising individuals including children and people with preexisting respiratory disease(s) such as asthma. The database identifying the former group as being at increased risk to ozone exposure is much stronger and more quantitative than that for the latter group, probably because of a larger number of studies conducted were with healthy individuals. The adverse effects reported with short-term ozone exposure are greater with increased activity because activity increases the breathing rate and the volume of air reaching the lungs, resulting in an increased amount of ozone reaching the lungs. Children may be a particularly vulnerable population to air pollution effects because they spend more time outdoors, are generally more active, and have a higher ventilation rate than adults. A number of adverse health effects associated with ambient ozone levels have been identified from laboratory and epidemiological studies. These include increased respiratory symptoms, damage to cells of the respiratory tract, decreases in lung function, increased susceptibility to respiratory infection, and increased risk of hospitalization.

The Children's Health Study, conducted by researchers at the University of Southern California, followed a cohort of children that live in 12 communities in southern California with differing levels of air pollution for several years. A publication from this study found that school absences in fourth graders for respiratory illnesses were associated with ambient ozone levels. An increase of 20 ppb ozone was associated with an 83 percent increase in illness related absence rates.[21] However, it is not recommended to base assumptions of health impacts off of a single example or study. It should also be noted that the study is based on one specific subgroup and may not apply to the general population. Furthermore, the study analyzed changes in regional air quality, and these region-wide changes could not be reasonably attributable to a single project or local plan based on existing science and models.

The number of hospital admissions and emergency room visits for all respiratory causes (infections, respiratory failure, chronic bronchitis, etc.) including asthma show a consistent increase as ambient ozone levels increase in a community. These excess hospital admissions and emergency room visits are observed when hourly ozone concentrations are as low as 0.08 to 0.10 ppm.

Numerous recent studies have found positive associations between increases in ozone levels and excess risk of mortality. These associations persist even when other variables including season and levels of particulate matter are accounted for. This indicates that ozone mortality effects are independent of other pollutants.[22]

Several population-based studies suggest that asthmatics are more adversely affected by ambient ozone levels, as evidenced by increased hospitalizations and emergency room visits. Laboratory studies have attempted to compare the degree of lung function change seen in age and gender-matched healthy individuals versus asthmatics and those with chronic obstructive pulmonary disease. While the degree of change evidenced did not differ significantly, that finding may not accurately reflect the true impact of exposure on these respiration-compromised individuals. Since the respiration-compromised group may have lower lung function to begin with, the same degree of change may represent a substantially greater adverse effect overall.

A publication from the Children's Health Study focused on children and outdoor exercise. In communities with high ozone concentrations, the relative risk of developing asthma in children playing three or more sports was found to be over three times higher than in children playing no sports.[23] These findings indicate that new cases of asthma in children are associated with heavy exercise in communities with high levels of ozone. While

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[21] Gilliland FD, Berhane K, Rappaport EB, Thomas DC, Avol E, Gauderman WJ, London SJ, Margolis HG, McConnell R, Islam KT, Peters JM. *The Effects of Ambient Air Pollution on School Absenteeism Due to Respiratory Illnesses.* Epidemiology, 2001. 12(1):43-54.

[22] Bell ML, McDermott A, Zeger SL, Samet, JM, Dominici, F. *Ozone and Short-Term Mortality in 95 US Urban Communities, 1987-2000.* 2004. JAMA 292:2372-2378.

[23] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E, Margolis HG, Peters JM. *Asthma in exercising children exposed to ozone: a cohort study.* 2002. Lancet, 359:386-91.

it has long been known that air pollution can exacerbate symptoms in individuals with respiratory disease, this is among the first studies that indicate ozone exposure may be causally linked to asthma.

Some lung function responses (volume and airway resistance changes) observed after a single exposure to ozone exhibit attenuation or a reduction in magnitude with repeated exposures. Although it has been argued that the observed shift in response is evidence of a probable adaptation phenomenon, it appears that while functional changes may exhibit adaptation, biochemical and cellular changes which may be associated with episodic and chronic exposure effects may not exhibit similar adaptation. That is, internal damage to the respiratory system may continue with repeated ozone exposures, even if externally observable effects (chest symptoms and reduced lung function) disappear.

In a laboratory, exposure of human subjects to low levels of ozone causes reversible decrease in lung function as assessed by various measures such as respiratory volumes, airway resistance and reactivity, irritative cough and chest discomfort. Lung function changes have been observed with ozone exposure as low as 0.08 to 0.12 ppm for 6-8 hours under moderate exercising conditions. Similar lung volume changes have also been observed in adults and children under ambient exposure conditions (0.10 - 0.15 ppm). The responses reported are indicative of decreased breathing capacity and are reversible.

In laboratory studies, cellular and biochemical changes associated with respiratory tract inflammation have also been consistently reported in the airway lining after low level exposure to ozone. These changes include an increase in specific cell types and in the concentration of biochemical mediators of inflammation and injury such as cytokines and fibronectin. These inflammatory changes can be observed in healthy adults exposed to ozone in the range of 0.08 to 0.10 ppm.

The susceptibility to ozone observed under ambient conditions could be due to the combination of pollutants that coexist in the atmosphere or ozone may actually sensitize these subgroups to the effects of other pollutants. Some animal studies show results that indicate possible chronic effects including functional and structural changes of the lung. These changes indicate that repeated inflammation associated with ozone exposure over a lifetime may result in sufficient damage to respiratory tissue such that individuals later in life may experience a reduced quality of life in terms of respiratory function and activity level achievable. An autopsy study involving Los Angeles County residents provided supportive evidence of lung tissue damage (structural changes) attributable to air pollution. A study of birth outcomes in southern California found an increased risk for birth defects in the aortic and pulmonary arteries associated with ozone exposure in the second month of pregnancy.[24] This is the first study linking ambient air pollutants to birth defects in humans. Confirmation by further studies is needed. In summary, acute adverse effects associated with ozone exposures have been well

[24] Ritz B, Yu F, Chapa G, Fruin S. *Effect of Air Pollution on Preterm Birth Among Children Born in Southern California between 1989 and 1993.* 2002. Epidemiology, 11(5)502-11.

documented, although the specific causal mechanism is still somewhat unclear. Additional research efforts are required to evaluate the long-term effects of air pollution and to determine the role of ozone in influencing chronic effects.

## Particulate Matter ($PM_{10}$ and $PM_{2.5}$)

The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than ten microns ($PM_{10}$) and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and are trapped in the nose, throat, and upper respiratory tract. These small particulates could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to $PM_{10}$ and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids. The U.S. Environmental Protection Agency and the California Air Resources Board have recognized adverse health effects that may be associated with exposure to $PM_{10}$ and $PM_{2.5}$, including:[25] (1) Increased respiratory symptoms, such as the irritation of the airways; (2) Coughing, or difficulty breathing; (3) Decreased lung function, particularly in children; (4) Aggravated asthma; (5) Development of chronic bronchitis; (6) Irregular heartbeat; (7) Increased respiratory and cardiovascular hospitalizations; and (8) Premature death in people with heart or lung disease.

Epidemiological studies have provided continued and consistent evidence for most of the effects listed above. An association between increased daily or several-day-average concentrations of $PM_{10}$ and excess mortality and morbidity is consistently reported from studies involving communities across the U.S. as well as in Europe, Asia, and South America.

A number of studies have evaluated the association between particulate matter exposure and indices of morbidity such as hospital admissions, emergency room visits or physician office visits for respiratory and cardiovascular diseases. The effects estimates are generally higher than the effects for mortality. The effects are associated with measures of $PM_{10}$ and $PM_{2.5}$. Thus, it appears that when a relatively small number of people experience severe effects, larger numbers experience milder effects, which may relate either to the coarse or to the fine fraction of airborne particulate matter.

[25] See, e.g., U.S. Environmental Protection Agency, *Health and the Environment*, www.epa.gov/air/particlepollution/health.html. Accessed July 30, 2008; U.S. Environmental Protection Agency, *Particle Pollution and Your Health*, www.epa.gov/airnow/particles-bw.pdf. Accessed July 30, 2008.; California Air Resources Board, *Health Effects of Particulate Matter and Ozone Air Pollution*, January 2004.

In the National Morbidity, Mortality, and Air Pollution Study (NMMAPS), hospital admissions for those 65 years or older were assessed in 14 cities. Hospital admissions for these individuals showed an increase of 6 percent for cardiovascular diseases and a 10 percent increase for respiratory disease admissions, per 50 $\mu g/m^3$ increase in $PM_{10}$. The excess risk for cardiovascular disease ranges from 3-10 percent per 50 $\mu g/m^3$ $PM_{10}$. However, as noted below, this study analyzed indirect indicators of health impacts rather than direct health impacts, and other studies have demonstrated greater variability of the effects of PM increases in terms of number of medical visits.

Similarly, school absences, lost workdays and restricted activity days have also been used in some studies as indirect indicators of acute respiratory conditions. The results are suggestive of both immediate and delayed impact on these parameters following elevated particulate matter exposures. These observations are consistent with the hypothesis that increased susceptibility to infection follows particulate matter exposures.

Some studies have reported that short-term particulate matter exposure is associated with changes in lung function (lung capacity and breathing volume); upper respiratory symptoms (hoarseness and sore throat); and lower respiratory symptoms (increased sputum, chest pain and wheeze). The severity of these effects is widely varied and is dependent on the population studied, such as adults or children with and without asthma. Sensitive individuals, such as those with asthma or pre-existing respiratory disease, may have increased or aggravated symptoms associated with short-term particulate matter exposures. Several studies have followed the number of medical visits associated with pollutant exposures. A range of increases from 3 to 42 percent for medical visits for respiratory illnesses was found corresponding to a 50 $\mu g/m^3$ change in $PM_{10}$. A limited number of studies also looked at levels of $PM_{2.5}$. The findings suggest that both the fine and coarse fractions may have associations with some respiratory symptoms.

While most studies have evaluated the acute effects, some studies specifically focused on evaluating the effects of chronic exposure to $PM_{10}$ and $PM_{2.5}$. Studies have analyzed the mortality of adults living in different U.S. cities. After adjusting for important risk factors, these studies found a consistent positive association of deaths and exposure to particulate matter. A similar association was observable in both total number of deaths and deaths due to cardiorespiratory causes. A shortening of lifespan was also reported in these studies.

Significant associations for $PM_{2.5}$ for both total mortality and cardiorespiratory mortality were reported in a study using data from the American Cancer Society. A re-analysis of the data from this study confirmed the finding.[26] The Harvard Six Cities Study evaluated several size ranges of particulate matter and reported significant associations with $PM_{15}$, $PM_{2.5}$, sulfates, and non-sulfate particles, but not with coarse particles ($PM_{15}$–

[26] Krewski D, Burnett RT, Goldberg MS, Hoover K, Siemiatycki J, Abrahamowicz M, White WH, et al. *Reanalysis of the Harvard Six Cities Study and the American Cancer Society Study of Particulate Air Pollution and Mortality. A Special Report of the Institute's Particle Epidemiology Reanalysis Project.* 2000. Health Effects Institute.

$PM_{2.5}$). An extension of the Harvard Six Cities Cohort confirmed the association of mortality with $PM_{2.5}$ levels.[27] These studies provide evidence that the fine particles, as measured by $PM_{2.5}$, may be more strongly associated with mortality effects from long-term particulate matter exposures than are coarse compounds.

A follow-up study of the American Cancer Society cohort confirmed and extended the findings in the initial study. The researchers estimated that, on average, a 10 $\mu g/m^3$ increase in fine particulates was associated with an approximately 4 percent increase in total mortality, a 6 percent increase in cardiopulmonary mortality, and an 8 percent increase risk of lung cancer mortality.[28] The magnitude of effects is larger in the long-term studies than in the short-term investigations, and therefore demonstrates variability and unreliability of a specific numeric indicator (as indicated above) for the general population. Furthermore, an analysis of the American Cancer Society Cohort from the Los Angeles area used a more detailed estimate of long-term $PM_{2.5}$ exposures and found that the risk of mortality was up to three times higher than estimated with the national cohort.[29] These findings indicate that long-term exposures may be more important in terms of overall health effects.

Despite data gaps, the extensive body of epidemiological studies has both qualitative and quantitative consistency suggestive of causality. A considerable body of evidence from these studies suggests that ambient particulate matter, alone or in combination with other coexisting pollutants, is associated with significant increases in mortality and morbidity in a community.

In summary, the scientific literature indicates that an increased risk of mortality and morbidity is associated with particulate matter at ambient levels. The evidence for particulate matter effects is mostly derived from population studies with supportive evidence from clinical and animal studies. Although most of the effects are attributable to particulate matter, co-pollutant effects cannot be ruled out on the basis of existing studies. The difficulty of separating the effects may be due to the fact that particulate levels co-vary with other combustion source pollutants. That is, the particle measurements serve as an index of overall exposure to combustion-related pollution, and some component(s) of combustion pollution other than particles might be at least partly responsible for the observed health effects. In addition, limitations of applying the results of a singular study to determine a specific project's health effects are described above, as well as subsequent discussion (see "Relating Adverse Air Quality Impacts and Health Effects" on page 27). Therefore, at this time, there is no specific numeric indicator that can reliably indicate specific health effects from particulate matter.

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[27] Laden F, Schwartz J, Speizer FE, Dockery DW. *Reduction in Fine Particulate Air Pollution and Mortality.* 2006. Am J Respir Crit Care Med, 173:667-672.

[28] Pope III CA, Burnett RT, Thun MJ, Calle E, Krewski D, Kazuhiko I, Thurston G. *Lung Cancer, Cardiopulmonary Mortality, and Long-Term Exposure to Fine Particulate Air Pollution*. 2002. JAMA, 287:1132-1141.

[29] Jerrett M, Burnett RT, Ma R, Pope CA III, Krewski D, Newbold KB, Thurston G, Shi Y, Finkelstein N, Calle EE, Thun MJ. *Spatial Analysis of Air Pollution and Mortality in Los Angele*s. 2005. Epidemiology, 15(6):727-736.

## Carbon Monoxide (CO)

Carbon monoxide is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply delivery to the heart. Inhaled CO has no known direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport, by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, people with conditions requiring an increased oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency), such as is seen at high altitudes. Reductions in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels, including preterm births and heart abnormalities. The U.S. EPA concluded in their most recent review that the evidence linking long-term CO exposures with reproductive health outcomes was suggestive of a causal relationship[30].

## Nitrogen Dioxide ($NO_2$)

$NO_2$ is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. $NO_2$ is a gaseous air pollutant that serves as an indicator of gaseous oxides of nitrogen, such as nitric oxide (NO) and other related compounds ($NO_X$). $NO_2$ absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. $NO_2$ also contributes to the formation of $PM_{10}$. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. $NO_X$ is also a precursor to the formation of ozone.

The adverse effects of ambient nitrogen dioxide air pollution exposure on health were reviewed in the 2008 U.S. EPA Integrated Science Assessment for Oxides of Nitrogen—Health Criteria[31], and more recently in the

[30] U.S. EPA. *Integrated Science Assessment for Carbon Monoxide (Final Report*). 2010. https://cfpub.epa.gov/ncea/risk/recordisplay.cfm?deid=218686. Accessed August 2019.
[31] U.S. EPA. *Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (Final Report).* 2008. http://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=194645. Accessed August 2019.

2016 U.S. EPA Integrated Science Assessment for Oxides of Nitrogen—Health Criteria.[32] The 2016 U.S. EPA review noted the respiratory effects of $NO_2$, and evidence suggestive of effects on cardiovascular health, mortality and cancer.

Experimental studies have found that $NO_2$ exposures increase responsiveness of airways, pulmonary inflammation, and oxidative stress, and can lead to the development of allergic responses. These biological responses provide evidence of a plausible mechanism for $NO_2$ to cause asthma. Additionally, results from controlled exposure studies of asthmatics demonstrate an increase in the tendency of airways to contract in response to a chemical stimulus (airway responsiveness) or after inhaled allergens. Animal studies also provide evidence that $NO_2$ exposures have negative effects on the immune system, and therefore increase the host's susceptibility to respiratory infections. Epidemiological studies showing associations between $NO_2$ levels and hospital admissions for respiratory infections support such a link, although the studies examining respiratory infections in children are less consistent.

The Children's Health Study in Southern California found associations of $NO_2$ with respiratory symptoms in asthmatics.[33] Particles and $NO_2$ were correlated, and it was determined that $NO_2$ plays a stronger role. Ambient levels of $NO_2$ were also associated with a decrease in lung function growth in a group of children followed for eight years. In addition to $NO_2$, the decreased growth was also associated with particulate matter and airborne acids. The study authors postulated that these may be a measure of a package of pollutants from traffic sources.

Results from controlled exposure studies of asthmatics demonstrated an increase in the tendency of airways to contract in response to a chemical stimulus (bronchial reactivity). Effects were observed with an exposure to 0.3 parts per million (ppm) $NO_2$ for a period ranging from 30 minutes to 3 hours. A similar response is reported in some studies with healthy subjects at higher levels of exposure (1.5 - 2.0 ppm). Mixed results have been reported when people with chronic obstructive lung disease are exposed to low levels of $NO_2$.

## Toxic Air Contaminants

In addition to criteria pollutants, a number of TACs have the potential to impact human health, including diesel particulate matter (DPM), a pollutant associated with heavy equipment and truck traffic. TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants

[32] U.S. EPA. *Integrated Science Assessment for Oxides of Nitrogen—Health Criteria (Final Report).* 2016. https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=310879. Accessed August 2019.
[33] McConnell R, Berhane K, Gilliland F, London SJ, Islam T, Gauderman WJ, Avol E, Margolis HG, Peters JM. *Asthma in exercising children exposed to ozone: a cohort study.* 2002. Lancet, 359:386-91.

discussed above, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and non-carcinogenic, where carcinogenic TACs can cause cancer and non-carcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

DPM, which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[34] [35] OEHHA's HARP model and Air Toxics Hot Spots Program Guidance Manual (Guidance Manual) for the Preparation of Health Risk Assessments includes an ability to link certain TACs with metrics for cancer-rates or non-cancer effects on certain organ groups.

# RELATING ADVERSE AIR QUALITY IMPACTS AND HEALTH EFFECTS

The feasibility of determining a connection between air pollutant emissions and human health is different for a site-specific project, such as for a development project or local area plan, than it is for a larger regional scale analysis of an area-wide project, such as an analysis for a regulation change for the entire Air Coast Basin. As discussed below, directly correlating a single project's emissions in a typical City EIR to quantifiable human

[34] CARB, *Diesel Exhaust and Health*, www.arb.ca.gov/research/diesel/diesel-health.htm, Accessed August 2019.
[35] CARB, *Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results,* March 2008.

health consequences is currently not scientifically feasible, as it is not possible to conduct such an analysis that would provide reliable or meaningful results. As further discussed below, it is also infeasible to correlate regional emissions from local area-wide projects or plans identified in City EIRs to quantified human health consequences in any reliable or meaningful way, for many of the same reasons, and with additional challenges associated with separating and anticipating reasonably foreseeable emissions from other sources.

It should also be noted that in April 2019, the Sacramento Metropolitan Air Quality Management District (SMAQMD) published an Interim Recommendation on implementing the Friant Ranch decision in the review and analysis of proposed projects under CEQA in Sacramento County (Attachment 4). The SMAQMD is to date the only California air district to formally release, as guidance, an Interim Recommendation (April 2019) for lead agencies and practitioners preparing CEQA documents for projects within Sacramento County to comply with the Friant Ranch decision. Consistent with the expert opinions submitted to the Court in Friant Ranch by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (Attachment 3) and SCAQMD (Attachment 2), the SMAQMD guidance confirms the absence of an acceptable or reliable quantitative methodology that would correlate the expected criteria air pollutant emissions of projects to the likely health consequences to people of project-generated criteria air pollutant emissions. The SMAQMD guidance explains that while it is in the process of developing a methodology to assess these impacts, lead agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible.

The following information is therefore provided to explain that for most projects and local level plans analyzed in City EIRs, it is currently not scientifically feasible to provide a reliable quantitative analysis directly correlating a project's significant pollutant emissions and human health.

## Existing Models and Tools

As previously described, a number of existing models and tools exist for quantifying both project emissions and pollutant concentrations. Certain federal and state public health standards for air quality are set in terms of acceptable regional concentration levels of pollutants. The SCAQMD demonstrates attainment of these concentration standards, in part, by setting CEQA thresholds for amounts of construction and operational emissions produced by individual projects or plans. In compliance with CEQA and the identified thresholds, City EIRs for individual development projects and local-level plans disclose and analyze project *emissions* for criteria pollutants and pollutant concentrations for TACs. For CEQA purposes, *concentrations* of criteria pollutants are typically not calculated. While it may be possible to utilize a project's emission data to determine concentration amounts, this would hinge the analysis on an additive range of assumptions and uncertainties, thus contributing to a higher margin of error. In addition, an accurate model of the data would also require a complex set of input data which may not be readily available or would otherwise contribute further to the

unreliability of the results. Furthermore, additional limitations exist for utilizing both regional and local models for this purpose. As such, modeling these concentrations of criteria pollutants utilizing existing tools would result in unreliable data, as discussed in further detail below.

### *Modeling Concentrations v. Emissions*

In order to relate a project's emissions to human health effects, it would first be necessary to model the air pollutant concentrations resulting from a project. As discussed above, studies which link health effects with exposure to pollutants are primarily based on the ultimate ambient or regional concentrations of pollutants. This is especially true for secondary pollutants such as ozone and PM. The lack of correlation between the direct *quantity* of precursor pollutants and the *concentration* of ozone or secondary PM formed is important because it is not necessarily the *quantity* of precursor pollutants (such as $NO_X$, $SO_2$, VOCs, etc.) that causes human health effects; rather, it is the *concentration* of resulting ozone and secondary PM that causes these effects. Indeed, the ambient air quality standards for ozone, which are statutorily required to be set by USEPA (at levels that are requisite to protect the public health with a margin of safety) and by CARB (at levels that are requisite to protect the health of the most sensitive groups) are established as concentrations of ozone and not as quantity (i.e., tonnages) of ozone precursor pollutants.[36] [37] Furthermore, since the ambient air quality standards are focused on achieving a particular concentration region-wide, the regional models and health impact analysis tools (i.e., BenMAP-CE, CAMx, CMAQ) and plans for attaining the ambient air quality standards are also regional in nature. However, as further described below (pages 31-32), these regional models are not useful for analysis of the health impacts of specific projects on any given geographic location.

### *Complexities of Modeling Concentrations*

In requiring a health risk type analysis for criteria air pollutants, it is important to understand how criteria pollutants are formed, dispersed, and regulated. As an example, ground level ozone (smog) is not directly emitted into the air, but is instead formed when precursor pollutants such as $NO_X$ and VOC are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight.[38] Once formed, ozone can be transported long distances by wind.[39] Due to the complexity of ozone formation, a specific tonnage amount of $NO_X$

[36] U.S. EPA, *Table of Ozone National Ambient Air Quality Standards,* https://www.epa.gov/ground-level-ozone-pollution/table-historical-ozone-national-ambient-air-quality-standards-naaqs. Accessed August 2019.
[37] CARB, *California Ambient Air Quality Standards*, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed August 2019.
[38] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P,* April 13, 2015. Page 4. Included as Attachment 2 of this memorandum.
[39] U.S. EPA, *Ground-level Ozone: Basic Information*, www.epa.gov/airquality/ozonepollution/basic.html. Accessed August 2019.

or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.[40] In fact, even rural areas that have relatively low emissions of $NO_X$ or VOCs can have high ozone concentrations simply due to wind transport and other meteorological conditions such as temperature inversion and high pressure systems. Conversely, areas that have substantially more $NO_X$ and VOC emissions could experience lower concentrations of ozone simply because sea breezes disperse the emissions.[41]

For those projects where regional construction and operational emissions exceed the SCAQMD's recommended daily significance thresholds, this does not mean that one can determine with accuracy the concentration of ozone that will be created at or near the Project Site on a particular day or month of the year, or the specific human health effects that may occur. Meteorology, the presence of sunlight, geographical distribution of emissions, and other complex photochemical factors all combine to determine the ultimate concentrations and locations of ozone. This is especially true for the typical development project where most of the criteria pollutant emissions derive not from a single "point source," but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the Project Site.

As another example, particulate matter can be divided into two categories: directly emitted PM and secondary PM. While directly emitted PM can have a localized impact, the tonnage emitted does not always equate to a specific local PM concentration because it can be transported long distances by wind.[42] Secondary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxide and $NO_X$. Due to the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

Furthermore, for modeling to produce reliable results, it is necessary to have data regarding the sources and types of toxic air contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence).[43] Not all of these specific details or factors may be known at the time that a project or plan is undergoing CEQA review. For example, it may not be

[40] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.*, April 13, 2015. Page 4. Included as Attachment 2 of this memorandum.

[41] SJVAPCD, *2007 Ozone Plan, Executive Summary*. Page ES-6. www.valleyair.org/Air_Quality_Plans/AQ_Final_Adopted_Ozone2007.htm. Accessed August 2019.

[42] U.S. EPA, *Particulate Matter: Basic Information*, www.epa.gov/airquality/particlepollution/basic.html. Accessed August 2019.

[43] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Pages 9, 10. Included as Attachment 2 of this memorandum.

feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)).[44]

### *Purposes and Limitations of Regional Models*

As described above, local, state, and federal standards are set with the purpose of attaining ambient air quality standards within the region for the protection of public health. In part to meet these ambient standards, the SCAQMD has set numeric thresholds for land-use projects to determine significant air quality impacts. These thresholds are based on regional project emissions, which refer to the actual *quantity* of pollutants generated by the project, and are measured in pounds per day. These pollutant sources (e.g., onsite natural gas usage and offsite vehicular exhaust across the regional roadway network) can be estimated, measured, and quantified. However, once a project's emissions enter the environment, these emissions are subject to a number of complex factors and variables, including chemical changes, dispersal, and weather variation, and ultimately combine with other existing conditions to result in the regional ambient air quality and concentrations of pollutants.

The SCAQMD (and other regional air quality management and air pollution control districts) conducts regional-scale modeling in order to evaluate regional-scale air pollution, including modeling for the AQMP, modeling attainment demonstrations, and the Multiple Air Toxics Exposure Study (MATES) studies. This involves a regional scale photochemical model such as CAMx and CMAQ, which have a modeling domain on the order of hundreds of kilometers. Mobile source emissions are estimated using EMFAC and SCAG RTP/SCS VMT data and traffic data obtained from Caltrans for the entire basin. The effort, resources, and availability of necessary input data required to perform this type of analysis is complex and extensive, and is infeasible for smaller projects.

### *Unreliability of Using Regional Models at Smaller Scale*

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District in the Friant Ranch case (Attachment 2), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.[45] The computer models (e.g., CMAQ modeling platform)[46] used to simulate and predict an attainment date for ozone are based on regional inventories of precursor pollutants and meteorology within an air basin. At a very basic level, based on

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[44] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 10. Included as Attachment 2 of this memorandum.

[45] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Pages 9, 10. Included as Attachment 2 of this memorandum.

[46] The SCAQMD 2016 AQMP ozone attainment demonstration was developed using the U.S. EPA recommended CMAQ (version 5.0.2) modeling platform with SAPRC07 chemistry, and the Weather Research and Forecasting Model (WRF) (version 3.6) meteorological fields.

gross assumptions appropriate for regional-scale analyses, the models simulate future ozone levels based on predicted changes in precursor emissions basin wide. It should be noted that it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region.[47] The computer models are not designed to determine whether the emissions generated by an individual development project, or even emissions from most relatively small-scale areas such as specific plan areas or community plan areas, will affect the date that the air basin attains the ambient air quality standards. Instead, the models help inform regional planning strategies based on the extent all of the emission-generating sources within the air basin must be controlled in order to reach attainment.[48]

In addition, this modeling is inappropriate for project-level or local plan-level analysis, as small changes in modeling results could be well within the normal gross margin of error of the CMAQ model performance. For example, SCAQMD states the expected margin of error for comparing CMAQ modeled daily maximum air pollutant concentrations to monitored concentrations is 20 percent.[49] However, even the expected 20 percent margin of error is exceeded in regional scale analyses. SCAQMD found that when maximum values equal or exceed 60 ppb, the normalized gross maximum error ranges from 15.7 to 19.8 percent for the coastal region, 11.5 to 22.3 percent for the San Fernando region, 12.1 to 25.2 for the foothills region, 14.7 to 18.2 for the urban source region, 12.5 to 20.9 percent for the urban receptor region, and 9.6 to 16.8 for the Coachella Valley.[50] The quarterly error statistic for $PM_{2.5}$ ranges from 54 percent to 95.7 percent for the coastal region, 30.1 to 60.6 percent for the San Fernando region, 30.7 to 81.6 percent for the foothills region, 41.1 to 81.6 percent for the urban source region, 23.5 to 53 percent for the urban receptor region, and 38 to 59.6 percent for the Coachella Valley region.[51]

Therefore, using these regional models at the project-level or local plan-level scale would not yield reliable results, as the emissions from a localized project would be small in comparison, falling within margins of error of the regional models. Therefore, results regarding project or local plan-level emissions would not be meaningful or statistically significant.

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[47] SCAQMD, *Final 2012 AQMP*, February 2013, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/appendix-v-final-2012.pdf, Appendix V. pages v-4-2, v-7-4, v-7-24. Accessed August 2019.

[48] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.,* April 13, 2015. Page 6-7. Included as Attachment 2 of this memorandum.

[49] SCAQMD, *Final 2016 AQMP,* 2017. Appendix V-2-3. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10. Accessed August 2019.

[50] SCAQMD, *Final 2016 AQMP,* 2017. Appendix V, Tables V-5-3 through V-5-8. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-v.pdf?sfvrsn=10. Accessed August 2019.

[51] Ibid. Table V-6-3

### *Purposes and Limitations of Localized Models*

Certain models (such as AERMOD and HARP) may be able to direct certain pollutant concentrations locally with reliable accuracy. However, these are used to prepare project-level health risk assessments (HRAs) for pollutants like DPM and other TACs, and do not address secondary pollutants such as ozone. Regarding the use of other potential localized models such as CALINE-4, the City's CEQA documents currently provide CO hotspot analyses where appropriate. However, per guidance from the SCAQMD and Caltrans, further modeling of other pollutants would be inappropriate using CALINE-4.[52] In addition, while these models are able to estimate concentrations for certain pollutants, no methods have been demonstrated to reliably and meaningfully connect these pollutant concentrations to specific health effects.

If an attempt were made to potentially utilize a localized model to determine a project's resulting pollutant concentrations, most likely an analysis would follow a methodology similar to how localized air quality analyses are currently performed for CEQA (e.g., freeway HRAs). For example, a project's vehicle emissions could be determined using CalEEMod or EMFAC. The project-related traffic emissions within a ¼ mile of the project site could then be combined with project-related emissions from on-site sources and analyzed for receptors in the vicinity using AERMOD on a microscale basis. The analysis could load traffic emissions along the roadway network consistent with the traffic study. This approach could be used for CO, $NO_2$, $PM_{10}$, and $PM_{2.5}$; however, this would not address other pollutants, these models include additional limitations, and a number of uncertainties would be included in the modeling assumptions. Some of the limitations and uncertainties of this approach would include:

*Pollutant Emissions.* CalEEMod generates total daily regional-wide emissions from a project. These emissions account for different trip lengths based on the trip generation (residential vs. commercial, commute vs. delivery, etc.) and trip type (primary, diverted, pass-by). It would be speculative to assume on a regional basis where these emissions were to occur. It would also be speculative to assume which types of vehicles would use specific roadways (e.g., diesel delivery trips associated with a Project would likely use different routes than commuter trips).

*Spatial and temporal data.* It would be speculative to assume when and where vehicles would be travelling. AERMOD assumes steady state conditions and may not be able to account for variations in meteorology as well as seasonal variations.

[52] Caltrans, *Project-Level Air Quality Analysis*. https://dot.ca.gov/programs/environmental-analysis/air-quality/project-level-air-quality-analysis. Accessed August 2019.

*Ambient data.* Health impacts are highly dependent on ambient air quality levels. While data at ambient monitoring stations may be available, nearby localized sources (e.g.; stationary emissions and major roadways) are not known and are not accounted for.

*Chemistry.* AERMOD is unable to process chemical reactions related to secondary PM and ozone formation.

The combination and compounding of the uncertainties from each component and step of the modeling analysis, particularly in the context of the very small increment of change in regional ambient air pollutant concentrations that a single project would be predicted to cause, would likely result in large margins of error for the overall modeled outcomes. That is, even if a model reports a certain outcome, the actual outcome may be in a relatively broad range surrounding the reported outcome. When these uncertainties are factored into the modeling analysis, the results would not be able to provide a meaningful estimate of health impacts. Furthermore, as described in further detail below, even if reliable pollutant concentration data were available, the concentration information could not be reliably and directly related to a health impact at this time.

## Metrics for Determining Health Effects

### *CEQA Thresholds and Relationship to Specific Health Effects*

As one of the many paths that the SCAQMD has established to lead the district towards achieving acceptable levels of pollutant concentrations region-wide, the agency has set CEQA thresholds of significance for project emission quantities. These SCAQMD thresholds are related to basin-wide emissions, are cumulative in nature, and do not indicate thresholds for project-specific concentrations related to particular health effects. Therefore, it should be noted that the SCAQMD regional significance thresholds are not direct indicators of specific health effects.

For example, with respect to ozone precursor emissions, the SCAQMD has set its operational CEQA significance threshold for $NO_X$ and VOC at 10 tons per year (expressed as 55 pounds per day). This is based on the federal Clean Air Act, which defines a major stationary source for extreme ozone nonattainment areas such as the SCAQMD as one emitting 10 tons per year. Under the federal Clean Air Act, such sources are subject to enhanced control requirements, thus SCAQMD determined that 55 pounds (less than .03 tons) per day was an appropriate threshold for making a CEQA significance finding and requiring feasible mitigation. For context, according to the most recent EPA-approved SCAQMD basin-wide emissions inventory, the VOC inventory for emissions is 500 tons per day and for $NO_X$ emissions is 522 tons per day for the baseline year of 2012.[53] The

[53] SCAQMD, *Final 2016 AQMP*, 2017. Figure 3-3. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp. Accessed August 2019.

threshold quantity of 55 pounds per day therefore represents a very small percentage (approximately .005 percent) of total daily basin-wide emissions. It should also be noted that from a scientific standpoint, it takes a large amount of additional precursor emissions to cause a statistically significant increase in ambient ozone levels over an entire region. In the case of ozone, the SCAQMD's 2012 AQMP showed that reducing baseline year 2008 $NO_X$ by 432 tons per day and reducing VOC by 187 tons per day would only reduce ozone levels at the SCAQMD's monitor site with the highest levels by 9 parts per billion.[54] Therefore, the SCAQMD has stated that "…a project source that emits 10 tons/year of $NO_X$ or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or $NO_X$ with specific health impacts from ozone."[55] Therefore, the SCAQMD has stated that the agency does not currently know of a way to accurately quantify ozone-related health impacts caused by VOC or $NO_X$ emissions from relatively small projects[56], although this type of analysis may potentially be feasible for regional-scaled projects with very high emissions of ozone precursors.

### *Lack of Established Metrics by Expert Agencies*

Furthermore, both the SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health effects from ozone and secondary-formed pollutants based on available modeling techniques.[57] [58] The SCAQMD Brief also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results.[59] In addition, it would be infeasible to determine, with any degree of reliability, the impact on attainment of the ambient air quality standards and the number of nonattainment days that may result when a Project exceeds regional thresholds, and any findings would be speculative. As discussed above, the currently available regional models and health impact analysis tools (i.e., BenMAP-CE, CAMx, CMAQ) are equipped to model the impact of all emission sources in an air basin to demonstrate attainment.

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[54] SCAQMD, *Final 2012 AQMP*, February 2013, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/appendix-v-final-2012.pdf, Appendix V. pages v-4-2, v-7-4, v-7-24. Accessed August 2019.

[55] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 12. Included as Attachment 2 of this memorandum.

[56] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 12. Included as Attachment 2 of this memorandum.

[57] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Included as Attachment 2 of this memorandum.

[58] SJVAPCD, *Application for Leave to File Amicus Curiae Brief of SJVAPCD in Support of Defendant and Respondent, County of Fresno and Real Party in Interest and Respondent, Friant Ranch, L.P.,* April 13, 2015. Included as Attachment 2 of this memorandum.

[59] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 14. Included as Attachment 2 of this memorandum.

Even if a metric could be calculated, it would not be reliable because the models attempt to evaluate the impact of all emission sources in an air basin on attainment and would likely not yield information with sufficient statistical certainty or a measurable increase in ozone concentrations sufficient to quantify health effects for an individual project. The SCAQMD Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.[60] No expert agency, including the SCAQMD and CARB, have approved a quantitative method to reliably and meaningfully translate mass emission estimates of criteria pollutants to specific health effects.

### *Limitations of Extrapolating Metrics from Health Impact Assessments*

Current HRA tools are able to provide some insight into potential health effects from project TACs and these tools have been specifically designed to evaluate how toxic emissions are released, how they disperse throughout an area, and the potential for those toxic pollutants to impact human health. However, these tools for TAC analysis do not address criteria pollutants and their related specific health effects, and also present their own limitations. HRAs typically include three separate components: an emissions inventory, dispersion modeling, and health risk calculations. OEHHA's HARP model and Air Toxics Hot Spots Program Guidance Manual (Guidance Manual) for the Preparation of Health Risk Assessments includes an ability to link certain air quality compounds with metrics for cancer-rates or non-cancer effects on certain organ groups.

The Guidance Manual identifies Response Exposure Levels (RELs) for various pollutants, which are concentration levels at (or below) which no adverse non-cancer health effects are anticipated for a specific exposure duration, usually specific to certain target organs. Exceeding the REL does not automatically indicate an adverse health impact, as the REL is not the threshold where population health effects would first be seen. However, increasing concentrations above the REL value increases, with an undefined probability, the likelihood that the health effect will occur.[61] These RELs are developed by OEHHA based on a highly technical and robust research process, including data gathering, modeling, determining appropriate parameters, making extrapolation adjustments, addressing variables and factors of uncertainty, consulting with expert agencies and the public, and undergoing scientific review. As such, the HARP model has become an accepted industry standard in evaluating health impacts from TACs and providing reliable and meaningful analysis, although the limitations of this analysis is also disclosed in HRA documents.

It should also be noted that the process of assessing health risks and impacts itself includes a degree of uncertainty, dependent on the availability of data and the extent to which assumptions are relied upon in cases

[60] SCAQMD, *Application of the SCAQMD for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae,* April 6, 2015. Page 15. Included as Attachment 2 of this memorandum.
[61] OEHHA. *Air Toxics Hot Spots Program Guidance Manual.* February 2015. page 6-2. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf. Accessed August 2019.

where the data are incomplete or unknown. In general, sources of uncertainty that may lead to an overestimation or an underestimation of the risk include: extrapolation of toxicity data in animals to humans, uncertainty in the estimation of the emissions, uncertainty in the air dispersion models, and uncertainty in the exposure estimates.[62] In addition to uncertainty, there is a natural range or variability in measured parameters defining the exposure scenario, including variation among the human population. Risk estimates generated by an HRA should therefore not be interpreted as the *expected* rates of disease in the exposed population but rather as *estimates* of potential for disease, based on current knowledge and a number of assumptions.[63]

For criteria pollutants, OEHHA guidance for health risk has only been identified for short-term one-hour peak exposures (acute inhalation) for CO, $H_2S$, $NO_2$. Ozone, $SO_x$, and $SO_2$, and otherwise the guidance lacks cancer potency factors or RELs for any longer-term exposure of any criteria pollutant. Even so, the HARP model which utilizes these factors or RELs is utilized for stationary sources and does analyze health impacts from mobile source emissions. As emissions from projects analyzed in City local-plan or project EIRs are usually heavily comprised of mobile source emissions, utilization of the HARP model for this analysis would not be useful to provide meaningful information regarding health impacts. Therefore, existing models utilizing these RELs for acute inhalation are not able to provide sufficient information about direct health impacts or probability of specific adverse health effects from criteria pollutants for City EIR projects.

In general, health impact assessments also use Concentration-Response (C-R) functions. C-R functions determine the relationship between the change in pollutant concentration and change in health impacts (baseline vs. project). It should be noted that not all C-R functions are linear. Using AERMOD or Cal3QHC/CALINE4, there is no reliable method to estimate baseline conditions at a project's buildout. While ambient monitoring data is available throughout the air basin, this does not account for nearby related projects or other stationary sources.

There are also many C-R functions based on pollutants, specific health impacts, age, race, pollutant uptake rates, sensitivity to specific pollutants, and other criteria. When calculating health impacts, the appropriate C-R functions would need to be selected. Due to the level of speculation required to make these assumptions, this could expose a project to potential challenges, as experts may debate about the correct C-R function used for analyses. As discussed above, while a microscale model could be used for some aspects of projects to address localized roadway impacts, linking specific health effect to concentrations would be speculative under CEQA due to the uncertainties in such an analysis, as discussed above.

[62] Ibid. page I-5.
[63] Ibid. page I-6.

### *Limitations on Extrapolating Metrics from Existing Health Studies*

In the absence of an adopted metric by an expert agency identifying emission or concentration levels with a particular health effect, there is information on this topic available within a body of health research and series of independent studies, as generally described in previous sections and in Attachment 1 (SCAQMD Final 2016 AQMP, Appendix I: Health Effects). However, utilizing this body of work can also be problematic if attempting to make reliable or meaningful conclusions relating project emissions to specific health impacts, For example, many of the health studies rely on specific population subgroups or provide limited sample sizes, and therefore have conclusions which would not apply to health effects on the general public. In addition, within the universe of these studies, there exists a broad range of findings and at times, inconsistent conclusions between studies. Research in this field is also subject to other limitations, including the scientific infeasibility of parsing out specific pollutants from other variables with an acceptable degree of certainty, which results in weak causal relationships between particular pollutants and specific health effects. Therefore, it would be speculative to use a limited study to relate concentrations of any specific pollutant to specific health impacts for a number of reasons. While pollutant increments could be compared to relevant data identified from a specific study, it is not recommended to base findings of a specific health-related impact on any single limited study. Therefore, even if a project's pollutant concentrations could be determined with an acceptable degree of accuracy, existing available information could still only provide a range or general idea of health impacts to the population at large.

## Health Effects from Regional Emissions Generated by Local Plans or Projects are Likely Nominal

The SCAQMD also conducted pollutant modeling for proposed Rule 1315 in which the CEQA analysis accounted for essentially all of the increases in emissions due to new or modified sources in the District between 2010 and 2030, or an approximate increase of 6,620 pounds per day of $NO_X$ and 89,947 pounds per day of VOC. At this regional scale, the SCAQMD was able to correlate this very large emissions increase to expected health outcomes from ozone and particulate matter. The results of the analysis showed that this increase of regional pollutant emissions would contribute to only a small increase in the air basin wide ozone concentrations in 2030 of 2.6 ppb and less than 1 ppb of $NO_2$.[64]

Comparatively, a typical City project emits much lower amounts of pollutant emissions. For City projects that generate emissions exceeding SCAQMD's operational significance thresholds, (e.g., peak daily regional

[64] SCAQMD, *Final Program Environmental Assessment for Re-Adoption of Proposed Rule 1315,* 2011. Page 1-11. https://www.aqmd.gov/home/research/documents-reports/lead-agency-scaqmd-projects/aqmd-projects---year-2011/re-adoption-of-proposed-rule-1315.

emissions of 150 pounds per day of $PM_{10}$ and 55 pounds per day of $NO_X$, VOC or $PM_{2.5}$), these projects also typically represent relatively small amounts of pollutant emissions, with regional impacts which may not even be detected by current regional air quality models. For example, when comparing the Rule 1315 analysis to a large City project, such as the Olympia Project (a mixed-use development with 1.8 million square feet of floor area on a 3.3-acre site), Olympia's regional operational emissions would result in approximately 2 pounds of VOC and 12 pounds of $NO_X$ over the SCAQMD's significance thresholds, or approximately 0.06 and 1.0 percent of the emissions analyzed by SCAQMD related to Rule 1315, respectively.

As a further comparison to a local plan or community plan-level City project, such as the Hollywood Community Plan Update (which anticipates an approximate 27 percent increase for both housing/population and employment within a 22 square mile regional center within the City), the plan's regional operational emissions would result in an increase of 472 lbs. per day in VOCs and a decrease of 2,763 lbs. per day of $NO_X$, or approximately 0.5 percent of the VOC emissions analyzed by SCAQMD related to Rule 1315. $NO_X$ emissions would decrease under the Community Plan and would therefore not exceed any significant thresholds. This demonstrates that most City projects studied in project and plan-level EIRs would result in emissions at much lower rates than those necessary to be able to correlate project emissions with specific health effects. Furthermore, construction and operational emissions are typically more regional (e.g., emitted by mobile sources distributed across region's roadway network) and different than the identified stationary sources as modeled in SCAQMD's analysis of Rule 1315, which would add to the difficulties of modeling project-related emissions.

Running the regional-scale photochemical grid model used for predicting ozone attainment with the emissions from any individual project or even a relatively small-scale area project would not yield reliable information regarding a measurable increase in ozone concentrations sufficient to accurately quantify ozone-related health effects. Any modeled increase in ozone concentrations would not be useful for a meaningful analysis, as the increase would be so comparatively small that it would be well within the margin of error of such models. Similarly, it would also not be feasible to identify a Project's impact on the days of nonattainment per year. Based on this information, a general description of the adverse health effects resulting from the pollutants at issue is all that can be feasibly provided at this time.

# CONCLUSION

Federal and state ambient air quality standards are designed to prevent the harmful effects of air pollution. These standards are continually updated based on evolving research, including research which relates air quality impacts with health effects. At the regional level, plans such as the SCAQMD's AQMP and SCAG's RTP/SCS work to ensure that the South Coast Air Basin reaches and maintains attainment with these federal and state standards. Locally, the City's EIRs evaluate a plan or project's consistency with applicable policies identified in the SCAQMD's AQMP and SCAG's RTP/SCS. City EIRs also identify regulatory compliance measures which work to limit risk and exposure to TACs. In addition, in evaluating air quality impacts on a plan- or project-level, the City's EIRs utilize thresholds guidance and air quality models established by the SCAQMD, which have been developed to implement these regional plans for attainment and protection of public health. Improvements to air quality in the region attest to the efficacy of these plans and local implementation practices.

For local plans or projects that exceed any identified SCAQMD air quality threshold, City EIR documents typically identify and disclose generalized health effects of certain air pollutants but are currently unable to establish a reliable connection between any local plan or project and a particular health effect. In addition, no expert agency has yet to approve a quantitative method to reliably and meaningfully do so. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables. Therefore, at the time, it is infeasible for City EIRs to directly link a plan's or project's significant air quality impacts with a specific health effect. However, as air quality modeling and research on health effects advances over time, the City will continue to seek the latest guidance from local air quality agencies and experts and refine its approach based on future information as it becomes available.

ATTACHMENT 1

# SCAQMD FINAL 2016 AQMP - APPENDIX I HEALTH EFFECTS

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

# Appendix I

## Health Effects

## 2016 AIR QUALITY MANAGEMENT PLAN

March 2017

# FINAL 2016 AQMP
# APPENDIX I

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# HEALTH EFFECTS

**MARCH 2017**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**
**GOVERNING BOARD**

Chairman: DR. WILLIAM A. BURKE
Speaker of the Assembly Appointee

Vice Chairman: BEN BENOIT
Mayor Pro Tem, Wildomar
Cities of Riverside County

MEMBERS:

MARION ASHLEY
Supervisor, Fifth District
County of Riverside

JOE BUSCAINO
Councilmember, 15th District
City of Los Angeles Representative

MICHAEL A. CACCIOTTI
Mayor, South Pasadena
Cities of Los Angeles County/Eastern Region

JOSEPH K. LYOU, Ph. D.
Governor's Appointee

SHEILA KUEHL
Supervisor, Third District
County of Los Angeles

LARRY MCCALLON
Mayor Pro Tem, Highland
Cities of San Bernardino County

JUDITH MITCHELL
Councilmember, Rolling Hills Estates
Cities of Los Angeles County/Western Region

SHAWN NELSON
Supervisor, Fourth District
County of Orange

DR. CLARK E. PARKER, SR.
Senate Rules Committee Appointee

DWIGHT ROBINSON
Councilmember, Lake Forest
Cities of Orange County

JANICE RUTHERFORD
Supervisor, Second District
County of San Bernardino

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And

In consultation with:
California Air Resources Board

# TABLE OF CONTENTS

**INTRODUCTION** ..... **1**

**HEALTH EFFECTS OF AIR POLLUTION** ..... **1**

OZONE ..... 5

Short-Term Exposure Effects of Ozone ..... 6

Long-Term Exposure Effects of Ozone ..... 14

Sensitive Populations for Ozone-Related Health Effects ..... 17

Summary – Ozone Health Effects ..... 18

PARTICULATE MATTER ..... 18

Short-Term Exposure Effects of PM ..... 23

Long-Term Exposure Effects of PM ..... 29

Ultrafine Particles ..... 44

Sensitive Populations for PM-Related Health Effects ..... 47

Summary - Particulate Matter Health Effects ..... 48

Estimates of the Health Burden of Particulate Matter in the South Coast Air Basin ..... 48

NITROGEN DIOXIDE ..... 49

SULFUR DIOXIDE ..... 55

CARBON MONOXIDE ..... 57

LEAD ..... 60

TOXIC AIR CONTAMINANTS ..... 64

Diesel Particulate Matter ..... 65

Volatile Organic Compounds ..... 67

ODORS ..... 68

CONCLUSIONS ..... 69

**REFERENCES** ..... **71**

**ATTACHMENT**

**Publications from Health Related Research Projects Funded by SCAQMD**

# INTRODUCTION

This document presents a summary of scientific findings on the health effects of ambient air pollutants. The California Health and Safety Code Section 40471(b) requires that the South Coast Air Quality Management District (SCAQMD) prepare a report on the health impacts of particulate matter in the South Coast Air Basin (SCAB) in conjunction with the preparation of the Air Quality Management Plan (AQMP) revisions. This document, which was prepared to satisfy that requirement, also includes sections discussing the health effects of the other major pollutants. The intention of this document is to provide a brief summary of the conclusions of scientific reviews conducted by U.S. EPA and other scientific agencies, with some additional information from more recently published studies.

In addition to the air pollutant health effects summaries, there is an Attachment to this Appendix, which is a list of publications that have resulted from health-related research projects sponsored by SCAQMD over the past several years. Some of these studies are discussed in this Appendix, as appropriate, although there are many other studies referenced here. The studies funded by SCAQMD also help inform the SCAQMD's work in characterizing the air pollution and its effects in our local region and the influences of sources of air pollution in the Basin.

While information on ambient air quality statistics, attainment status, spatial distribution of air pollutants, environmental justice, socioeconomic impacts, control strategies, and cost-effectiveness are important issues that may relate to health effects, these issues are not the focus of this Appendix, and are instead discussed in detail in other chapters and appendices of the AQMP, or in the AQMP Socioeconomic Report.

# HEALTH EFFECTS OF AIR POLLUTION

Ambient air pollution is a major public health concern. Excess deaths and increases in illnesses associated with high air pollution levels have been documented in several episodes as early as 1930 in Meuse Valley, Belgium; 1948 in Donora, Pennsylvania; and 1952 in London. Although levels of pollutants that occurred during these acute episodes are now unlikely in the United States, ambient air pollution continues to be linked to increases in illness and other health effects (morbidity) and increases in death rates (mortality).

Adverse health outcomes linked to air pollution include cardiovascular effects, premature mortality, respiratory effects, cancer, reproductive effects, neurological effects, and other health outcomes. The evidence linking these effects to air pollutants is derived from population-based observational and field studies (epidemiological), toxicological studies, as well as controlled laboratory studies involving human subjects and animals. There have been an increasing number of studies focusing on the mechanisms (that is, on learning how specific organs, cell types, and biomarkers are involved in

the human body's response to air pollution). Yet the underlying biological pathways for these effects are not always clearly understood.

Although individuals inhale pollutants as a mixture under ambient conditions, the regulatory framework and the control measures developed are pollutant-specific for six major outdoor pollutants covered under Sections 108 and 109 of the Clean Air Act. This is appropriate, in that different pollutants can differ in their sources, their times and places of occurrence, the kinds of health effects they may cause, and their overall levels of health risk. Different pollutants, from the same or different sources, oftentimes occur together. While the combined effects of multiple air pollutants that occur simultaneously may be important, the air quality standards address each criteria pollutant separately, and thus, this Appendix is divided into sections by pollutant. To meet the air quality standards, comprehensive plans are developed such as the Air Quality Management Plan (AQMP); and to minimize exposure to toxic air contaminants in the South Coast AQMD, a local air toxics control plan is also prepared. These plans examine multiple pollutants, cumulative impacts, and transport issues related to attaining healthful air quality. A brief overview of the effects observed and attributed to various air pollutants is presented in this Appendix. Because the SCAB exceeds the federal standards for ozone and PM2.5, this Appendix focuses more attention in the discussion of these two pollutants, since the health impacts within the SCAB are potentially greater for these two pollutants compared to the health impacts of the other criteria pollutants. For the other pollutants, a brief summary of the associated health effects is provided.

This summary is drawn substantially from reviews presented previously (South Coast Air Quality Management District 1996; South Coast Air Quality Management District 2003; South Coast Air Quality Management District 2007; South Coast Air Quality Management District 2013b), and from the most recent U.S. EPA Integrated Science Assessment (ISA) reviews for Ozone (U.S. EPA 2013b), Carbon Monoxide (U.S. EPA 2010), Particulate Matter (U.S. EPA 2009), Nitrogen Oxides (U.S. EPA 2016), Sulfur Dioxide (U.S. EPA 2008), and Lead (U.S. EPA 2013a). Additional reviews prepared by the California Air Resources Board and the California EPA Office of Environmental Health Hazard Assessment for Particulate Matter (California Air Resources Board and Office of Environmental Health Hazard Assessment 2002), for Ozone (California Air Resources Board and Office of Environmental Health Hazard Assessment 2005) and for Nitrogen Dioxide (California Air Resources Board and Office of Environmental Health Hazard Assessment 2007) were included in the summary. In addition, several large review articles on the health effects of air pollution also helped inform this Appendix (American Thoracic Society 1996a; Brunekreef et al. 2002). More detailed citations and discussions on air pollution health effects can be found in these references.[1] Additionally, a supplemental literature review of mortality and morbidity impacts of PM2.5, ozone, $NO_2$, and $SO_2$ was conducted for the AQMP Socioeconomic Evaluation to identify more recent studies (Industrial Economics Inc. 2016b; Industrial Economics Inc. 2016a); this health effects summary also draws upon this literature review to discuss these more recent studies, particularly those published since the

[1] Most of the studies referred to in this Appendix are cited in the above sources. Only specific selected references to provide examples of the types of health effects are cited in this summary.

most recent ISA's. This summary highlights studies that were conducted in the South Coast Air Basin or in Southern California, or alternatively, in California, if few studies from our local region are available on the specific topic. Studies conducted in Southern California give an important "local perspective" in understanding and evaluating the health effects of air pollution. However, studies conducted in other locations also provide critical information that is pertinent to advancing the scientific understanding of the health effects of air pollution, including effects on our local population. As such, this summary also discusses key studies that were conducted in other locations.

Over the decades of national reviews of outdoor air pollution and their health impacts, the U.S. EPA has developed a list of five criteria by which the strength and credibility of data can be judged. This five-tier weight-of-evidence approach provides an objective basis for assessing the breadth, specificity, and consistency of evidence concerning a particular health outcome. Table I-1 shows the five descriptors used by the U.S. EPA for assessing causality, using a weight-of-evidence approach. Within each section discussing a specific pollutant are tables showing summaries of the U.S. EPA conclusions regarding the causality of air pollution health effects, which are the conclusions of their scientific evaluation of the research studies they have reviewed. For the criteria pollutants, the discussion in this Appendix will focus only on those categories of health effects for which the U.S. EPA has determined there is a causal or likely causal relationship with the pollutant, while other health effects may be discussed briefly. In particular, because of the relatively long time gap since the latest U.S. EPA ISA for PM (in 2009), and because the SCAB currently exceeds the federal standards for PM2.5, some additional health endpoints that are emerging as areas of interest with regard to PM exposure are discussed briefly in this Appendix.

It is important to note that the U.S. EPA is tasked with assessing new and emerging air quality science, including health studies, as part of the process of setting the federal air quality standards. In other words, the U.S. EPA's role is to assess the causal relationships between the pollutants and the different types of health endpoints. It is SCAQMD's role to describe the public health impacts of poor air quality in our region, as well as to develop and implement an emission reduction strategy to attain the federal and state ambient air quality standards. Therefore, it is not the intention of this Appendix to assess whether there is or is not an effect of a specific air pollutant on any particular health endpoint, but rather to summarize the health effects and causal determinations as assessed by U.S. EPA and other scientific agencies, to discuss some recent studies published since the latest U.S. EPA reviews, to give some quantitative estimates of the health impacts of particulate matter air pollution in the South Coast Air Basin, and to present a "local perspective" by highlighting studies conducted in the South Coast Air Basin, Southern California, or California.

## TABLE I-1

U.S. EPA's Weight of Evidence Descriptions for Causal Determination of Health Effects

| DETERMINATION | WEIGHT OF EVIDENCE |
|---|---|
| Causal Relationship | Evidence is sufficient to conclude that there is a causal relationship with relevant pollutant exposures. That is, the pollutant has been shown to result in health effects in studies in which chance, bias, and confounding could be ruled out with reasonable confidence. For example: (a) controlled human exposure studies that demonstrate consistent effects; or (b) observational studies that cannot be explained by plausible alternatives or are supported by other lines of evidence (e.g., animal studies or mode of action information). Evidence includes replicated and consistent high-quality studies by multiple investigators. |
| Likely To Be A Causal Relationship | Evidence is sufficient to conclude that a causal relationship is likely to exist with relevant pollutant exposures, but important uncertainties remain. That is, the pollutant has been shown to result in health effects in studies in which chance and bias can be ruled out with reasonable confidence but potential issues remain. For example: (a) observational studies show an association, but co-pollutant exposures are difficult to address and/or other lines of evidence (controlled human exposure, animal, or mode of action information) are limited or inconsistent; or (b) animal toxicological evidence from multiple studies from different laboratories that demonstrate effects, but limited or no human data are available. Evidence generally includes replicated and high-quality studies by multiple investigators. |
| Suggestive Of A Causal Relationship | Evidence is suggestive of a causal relationship with relevant pollutant exposures, but is limited because chance, bias, and confounding cannot be ruled out. For example, at least one high-quality epidemiologic study shows an association with a given health outcome but the results of other studies are inconsistent. |
| Inadequate To Infer A Causal Relationship | Evidence is inadequate to determine that a causal relationship exists with relevant pollutant exposures. The available studies are of insufficient quantity, quality, consistency or statistical power to permit a conclusion regarding the presence or absence of an effect. |
| Not Likely To Be A Causal Relationship | Evidence is suggestive of no causal relationship with relevant pollutant exposures. Several adequate studies, covering the full range of levels of exposure that human beings are known to encounter and considering susceptible populations, are mutually consistent in not showing an effect at any level of exposure. |

(Adapted from U.S. EPA, 2009)

# OZONE

Ozone is a gaseous air pollutant that is a highly reactive compound and a strong oxidizing agent. When ozone comes into contact with the respiratory tract, it can react with tissues and cause damage in the airways. Ozone, or its reaction products, can penetrate into the gas exchange region of the deep lung. Both short-term and long-term exposures to ozone have been linked to respiratory effects. Ozone from man-made sources is formed by photochemical reactions when pollutants such as volatile organic compounds, nitrogen oxides, and carbon monoxide react with sunlight. The main sources of such ozone precursors are discussed in detail in the draft 2016 AQMP Chapter 3. Additionally, a discussion of the spatial distribution of ozone is provided in the draft 2016 AQMP Chapter 2.

In 1997, the U.S. EPA established the first federal standard for ozone averaged over 8 hours, at 0.08 ppm. In 2005, the California Air Resources Board (CARB) established standards of 0.09 ppm averaged over one hour and at 0.070 ppm averaged over eight hours. In 2008, the U.S. EPA lowered the federal standard for ozone to 0.075 ppm averaged over eight hours. On the basis of recent evaluations of ozone health effects, U.S. EPA's Clean Air Scientific Advisory Committee recommended in 2015 that the National Ambient Air Quality Standard (NAAQS) for ozone be reduced and recommended a range in which 0.070 ppm would be the upper limit. In 2015, the U.S. EPA concluded that the current national standard was not adequate to protect public health and lowered the 8-hour ozone standard to 0.070 ppm (U.S. EPA 2015b). While the federal standards must be attained within a specified time frame, the California standards do not have specific defined deadlines, but must be attained by the earliest practicable date.

The table below provides the overall U.S. EPA staff conclusions on the causality of short-term (i.e. hours, days, weeks) and long-term (i.e. months, years) ozone health effects for the health outcomes evaluated (U.S. EPA 2013b).

**TABLE I-2**

Summary of U.S. EPA's Causal Determinations for Health Effects of Ozone

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Respiratory Effects | Causal relationship |
| Cardiovascular Effects | Likely to be a causal relationship |
| Central Nervous System Effects | Suggestive of a causal relationship |
| Effects on Liver and Xenobiotic Metabolism | Inadequate to infer a causal relationship |
| Effects on Cutaneous and Ocular Tissues | Inadequate to infer a causal relationship |
| Mortality | Likely to be a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Respiratory Effects | Likely to be a causal relationship |
| Cardiovascular Effects | Suggestive of a causal relationship |
| Reproductive and Developmental Effects | Suggestive of a causal relationship |
| Central Nervous System Effects | Suggestive of a causal relationship |
| Cancer | Inadequate to infer a causal relationship |
| Mortality | Suggestive of a causal relationship |

(From U.S. EPA, 2013a Table 1-1)

## Short-Term Exposure Effects of Ozone

The adverse effects reported with short-term ozone exposure are greater with increased activity because activity increases the breathing rate, the depth of the breaths, and the volume of air reaching the lungs, resulting in an increased amount of ozone reaching deeper into the lungs. Children are considered to be a particularly vulnerable population to air pollution effects because their lungs are still growing, they typically spend more time outdoors, are generally more physically active, and have a higher ventilation rate relative to their body weight, compared to adults (U.S. EPA 2013b).

A number of adverse health effects associated with ambient ozone levels have been identified from laboratory and epidemiological studies (American Thoracic Society 1996b; U.S. EPA 2006; U.S. EPA 2013b). These include increased respiratory symptoms, damage to cells of the respiratory tract,

decrease in lung function, increased susceptibility to respiratory infection, an increased risk of hospitalization, and increased risk of mortality. For short-term ozone exposures, the U.S. EPA determined in the most recent ISA that the evidence supports a causal relationship for respiratory effects, and a likely causal relationship for cardiovascular effects and mortality.

In the laboratory, exposure of human subjects to low levels of ozone causes reversible decreases in lung function as assessed by various measures such as respiratory volumes, airway resistance and reactivity, irritative cough and chest discomfort. The results of several studies where human volunteers were exposed to ozone for 6.6 hours at levels between 0.04 and 0.12 ppm were summarized by Brown (Brown et al. 2008). As shown in Figure I-1, there is an increasing response on lung function with increasing exposure levels in moderately exercising subjects. A study published after the analysis by Brown et al. exposed healthy young adults for 6.6 hours under intermittent moderate exercise to each of the following: filtered air, and ozone at 0.06, 0.07, 0.08, and 0.087 ppm (Schelegle et al. 2009). The study found decreases in lung function (forced expiratory volume in 1 second, or FEV1) with each of the different levels of ozone exposure, although the decrease in lung function at 0.06 ppm was not statistically different from exposure to filtered air. Lung function (FEV1) decreases were approximately 5 percent, 7 percent, and 11 percent at ozone exposure levels of 0.07, 0.08, and 0.087 ppm. A more recent study (Kim et al. 2011) exposed young healthy adults to ozone in the range of 0.06 to 0.10 ppm for 6.6 hours while engaging in intermittent moderate exercise, and found that the study participants exhibited an approximately 2 percent reduction in lung function (FEV1) and an increase in pulmonary inflammation after exposure to ozone at the 0.06 ppm concentration.

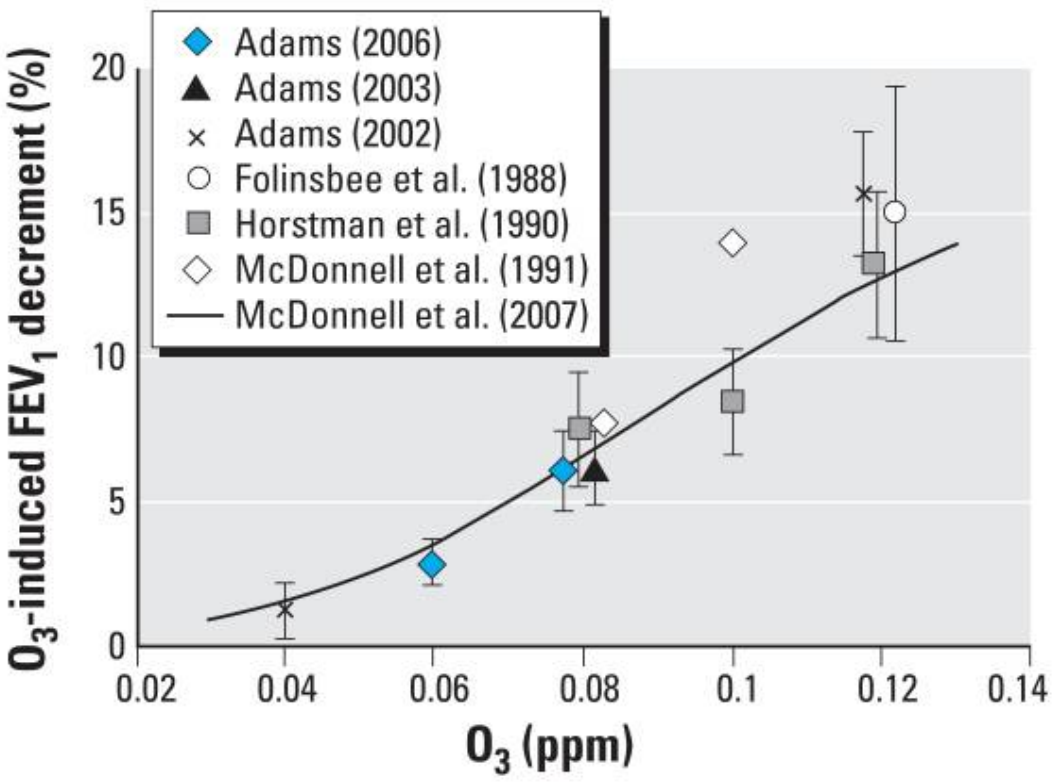



**FIGURE I-1**

Comparison of mean ozone-induced decrements in lung function following 6.6 hours of ozone exposure. Error bars represent the standard error. McDonnell et al. (2007) was a summary of results from several studies, and is represented by the line in the graph. (From: (Brown et al. 2008))

Some changes in lung function (volume and airway resistance changes) observed after study participants were exposed to ozone only once exhibit attenuated responses or a reduction in magnitude of responses when exposures are repeated, although there were a range of individual human responses observed, including some non-responders (Linn et al. 1988). Although it has been argued that the observed shift in response is evidence of a probable development of tolerance, it appears that while functional changes may exhibit attenuation, biochemical and cellular changes which may be associated with episodic and chronic exposure effects may not exhibit an attenuation. That is, internal damage to the respiratory system may continue with repeated ozone exposures, even if externally observable effects (chest symptoms and reduced lung function) disappear. An additional argument against toleration is that after several days or weeks without ozone exposures, the responsiveness (in terms of lung function as well as symptoms) returns, which is evidence that any tolerance developed is relatively short-lived (U.S. EPA 2013b).

Laboratory studies have also compared the degree of lung function change seen in healthy individuals versus asthmatics and those with chronic obstructive pulmonary disease (COPD). In several

laboratory studies of individuals with COPD, the percent decreases in lung function from short-term ozone exposures ≤0.30ppm among patients with COPD generally did not differ from the lung function decrements experienced by healthy patients (Linn et al. 1982; Solic et al. 1982; Linn et al. 1983; Kehrl et al. 1985). That finding, however, may not accurately reflect the true impact of exposure on these respiration-compromised individuals. Since the respiration-compromised group may have lower lung function to begin with, the same total percent change in lung function may represent a substantially greater relative adverse effect overall. Other studies have found that subjects with asthma are more sensitive to the short-term effects of ozone in terms of lung function and inflammatory response, as evidenced by measuring changes in lung function, increased hospitalizations, and emergency room visits for respiratory conditions (U.S. EPA 2013b). This evidence supports the hypothesis that asthmatics are a particularly sensitive population to the health effects of ozone.

In laboratory studies of animals, cellular and biochemical changes associated with respiratory tract inflammation have also been consistently found in the airway lining after low- level exposure to ozone. These changes include an increase in specific cell types and in the concentration of biochemical mediators of inflammation and injury such as Interleukin-1, Interleukin-6, Interleukin-8, Tumor Necrosis Factor α (TNF-α), and fibronectin (Van Bree et al. 2002; Johnston et al. 2007; U.S. EPA 2013b).

In addition to controlled laboratory conditions, epidemiological studies of individuals exercising outdoors, including children attending summer camp, have shown associations of reduced lung function with ozone exposure. There were wide ranges in responses among individuals. U.S. EPA's 2013 ISA indicated that most studies found reductions in lung function ($FEV_1$) in the range of approximately <1 to 2 percent when standardized to an increase of 0.04 ppm for a 1-hour maximum, an increase of 0.03 ppm for an 8-hour maximum, and an increase of 0.02 ppm for a 24-hour average (U.S. EPA 2013b). Somewhat greater decrements in lung function (4.9 to 7.3 percent) were found in children with asthma who had respiratory infections or were using corticosteroid medication.

Epidemiologic studies have found that increases in short-term ozone levels are associated with impacts on children's respiratory health, including increases in respiratory symptoms in children with asthma, and increased numbers of absences from school. Studies conducted in various cities in the U.S. and in other countries have reported increased respiratory symptoms among children with asthma, including wheeze, cough, difficulty breathing, and chest symptoms/tightness (U.S. EPA 2013b). The Children's Health Study, conducted by researchers at the University of Southern California, followed for several years a cohort of children that live in 12 communities in Southern California with differing levels of air pollution. A publication from this study reported that school absences in fourth graders for respiratory illnesses were positively associated with short-term increases in ambient ozone levels. An increase of 20 ppb (0.02 ppm) ozone was associated with a 63 percent increase in illness-related absence rates and an 83 percent increase in respiratory illnesses (Gilliland et al. 2001). A small panel study of Hispanic children with asthma living in the Huntington Park neighborhood of Los Angeles, California reported that a 10.8 ppb increase in ozone averaged

over 8 hours nearly doubled the odds of having asthma symptoms that interfered with daily activities (Delfino et al. 2003). Despite these studies, and some others linking ozone exposures with school absences, the U.S. EPA concluded that only limited evidence is currently available linking these ozone exposures to respiratory-related school absences (U.S. EPA 2013b).

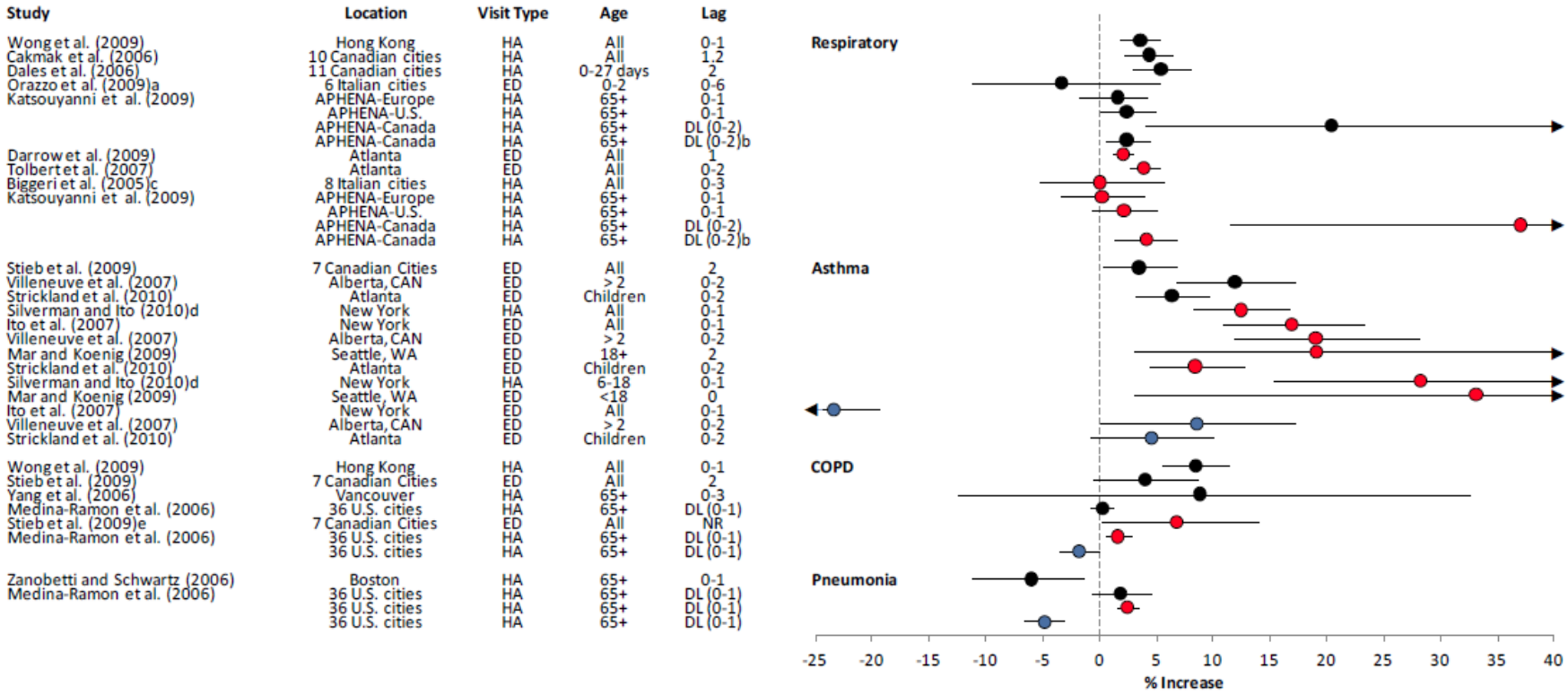
Numerous studies have found associations of short-term ozone levels and hospital admissions and emergency department admissions for respiratory conditions, and the U.S. EPA concluded in the latest ISA that the most recent epidemiological studies conducted in both single cities and multiple cities continue to provide evidence supporting a causal relationship between short-term ozone exposures and respiratory effects (U.S. EPA 2013b). The studies generally found stronger associations for asthma and COPD in the warm season or in the summer months, compared to the cold season, and also provided evidence that children are at greatest risk of ozone-related respiratory health effects. Several of these studies reviewed in the ISA had average ozone concentrations well below 60 ppb averaged over 8 hours and still reported associations with respiratory outcomes. One study of asthma emergency department visits reported ozone effects at concentrations as low as 30 ppb (Strickland et al. 2010). Figure I-2 presents examples of studies regarding all-year and seasonal analysis of ozone exposure and hospital admissions or emergency department visits. This figure illustrates the associations found between ambient ozone exposure and key respiratory outcomes (asthma, COPD and pneumonia), and shows the stronger effects with summertime ozone exposures. Recently, a study in California reported that short-term ozone exposures were associated with emergency department visits for asthma, acute respiratory infections, pneumonia, COPD, and upper respiratory tract infections, with more consistent associations during the warm season (Malig et al. 2016). This California study provides additional supporting evidence for ozone-related respiratory effects.

The potential cardiovascular effects of short-term ozone exposure have been studied in toxicological, human exposure, and epidemiological studies. Controlled human exposure studies have found that ozone exposures produce changes in heart function (as measured by heart rate variability) and increases in biomarkers in the blood for systemic inflammation and oxidative stress. The limited number of toxicological studies on this topic provide evidence of cardiovascular effects. The effects observed include increased heart rate variability, arrhythmias, vascular disease, and inflammation and oxidative stress leading to atherosclerosis, which can lead to tissue damage due to ischemia and reperfusion (i.e. having the blood supply cut off and then restored to the tissues) (U.S. EPA 2013b). The controlled human exposure and toxicological studies provide evidence of cardiovascular effects of ozone, and some plausible mechanisms for these effects. Epidemiological studies, including some recent multi-city studies show relatively consistent associations between short-term ozone exposures and cardiovascular mortality (these studies are discussed further below). However, epidemiological studies do not provide consistent evidence of cardiovascular morbidity with short-term ozone exposures. Studies conducted in the Los Angeles area or in California also do not provide consistent evidence of short-term ozone effects on cardiovascular morbidity. A study of elderly non-smokers in the Los Angeles area with a history of heart disease found no associations between ozone exposure and blood pressure nor ST-segment depression, a measure of cardiac ischemia (Delfino et

al. 2010; Delfino et al. 2011). A Los Angeles-based study of cardiovascular hospital admissions did not find increased risk with ozone exposures (Linn et al. 2000). However, a biomarker study of students at UC Berkeley who spent their summer vacation in either the Los Angeles or San Francisco Bay Area found that ozone exposures over a period of 2 weeks or 1 month were associated with increases in a biomarker of lipid peroxidation, but no association was found for a biomarker of antioxidant capacity (Chen et al. 2007). Lipid peroxidation is an indicator of oxidative stress, which may be triggered by pulmonary inflammation caused by ozone exposure. Given the strong evidence of cardiovascular morbidity from experimental studies and the consistent positive associations reported in epidemiological studies of cardiovascular mortality, but the lack of consistent evidence from epidemiological studies of cardiovascular morbidity, the U.S. EPA determined that there is a likely causal relationship between short-term ozone exposures and cardiovascular effects (U.S. EPA 2013b).

For mortality effects, the U.S. EPA 2013 ISA concluded that there was a likely causal relationship for short-term ozone exposures. This determination is supported by numerous studies have found positive associations between short-term increases in ozone levels and excess risk of mortality from all non-accidental causes, cardiovascular causes, and respiratory causes (Bell et al. 2004; Bell et al. 2005; Huang et al. 2005; Ito et al. 2005; Levy et al. 2005; Bell et al. 2008; Zanobetti et al. 2008). Studies conducted across multiple cities in the U.S. Canada, Europe and Asia reported increased cardiovascular and respiratory mortality risks with increased short-term ozone exposures, and several studies additionally reported increased mortality risk for summer season ozone exposures (Katsouyanni et al. 2009; Samoli et al. 2009; Stafoggia et al. 2010; Wong et al. 2010). Some studies have also demonstrated that these associations persist even when other variables including season and levels of particulate matter are accounted for, indicating that ozone mortality effects may be independent of other pollutants, although there is some variability across studies with regard to the sensitivity of the ozone associations to adjustment for PM (Bell et al. 2004; Huang et al. 2005; Katsouyanni et al. 2009; Stafoggia et al. 2010). With regard to respiratory effects, the substantial evidence supporting a causal relationship between short-term ozone exposures and respiratory morbidity provides strong support for the recent evidence from epidemiological studies linking such exposures to respiratory mortality. For cardiovascular effects, while there is strong evidence linking cardiovascular mortality with short-term ozone exposures, the epidemiological studies of non-fatal outcomes do not provide consistent evidence for a coherent mechanism linking ozone exposures to cardiovascular mortality (U.S. EPA 2013b).

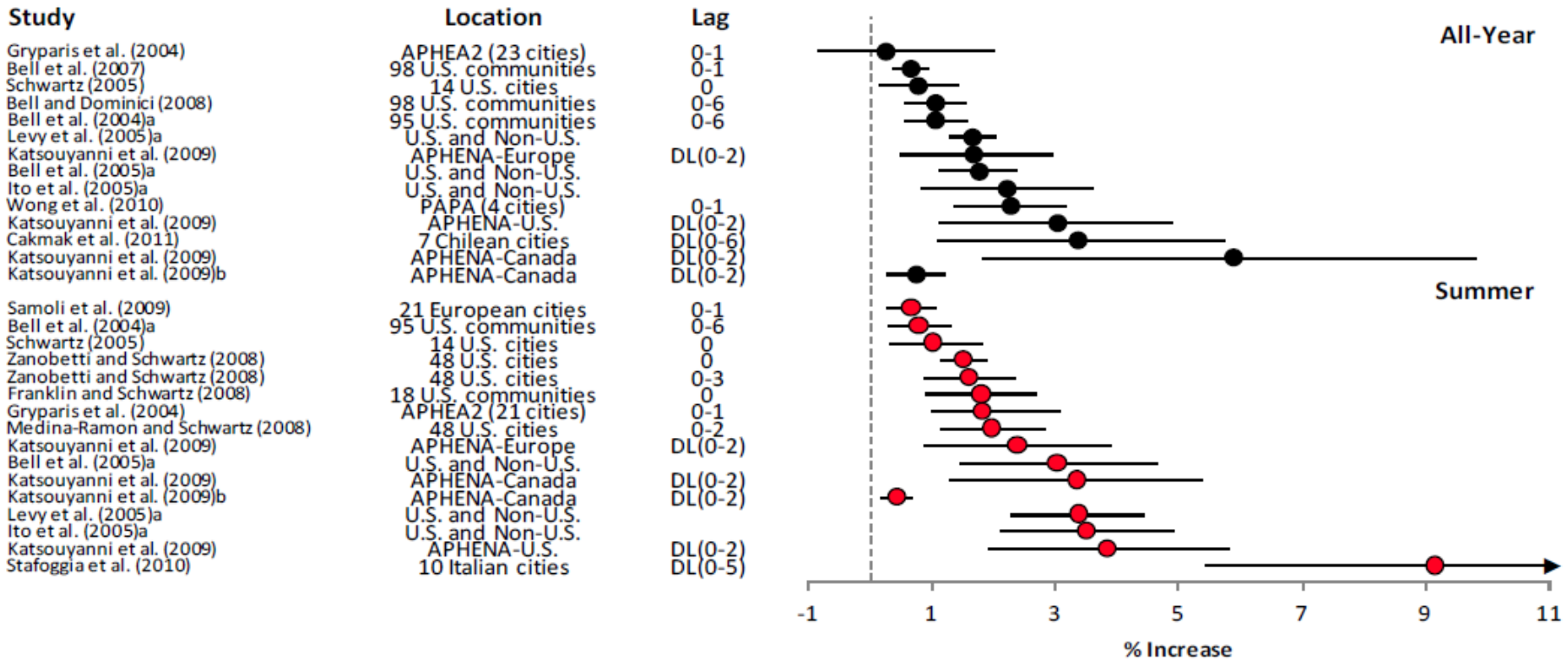
Examples of studies showing the relative change in mortality risks for all-year and summer-only analyses are shown in Figure I-3.




Note: Effect estimates are for a 20 ppb increase in 24-hour; 30 ppb increase in 8-hour max; and 40 ppb increase in 1-hour max $O_3$ concentrations. HA=hospital admission; ED=emergency department. Black=All-year analysis; Red=Summer only analysis; Blue=Winter only analysis. (From (U.S. EPA 2013b) Figure 6-19)

**FIGURE I-2**

Change in respiratory-related hospital admission and emergency department visits in studies that presented all-year and/or seasonal results.




Note: Effect estimates are for a 40 ppb increase in 1-hr max, 30 ppb increase in 8-hr max, and 20 ppb increase in 24-hr average $O_3$ concentrations. (From (U.S. EPA 2013b) Figure 6-27)

**FIGURE I-3**

Summary of mortality risk estimates for short-term $O_3$ exposure and all-cause (nonaccidental) mortality.

## Long-Term Exposure Effects of Ozone

The U.S. EPA 2013 ISA for Ozone concluded that there was a likely causal relationship between long-term ozone exposure and respiratory effects (U.S. EPA 2013b). Evidence supporting this determination comes from epidemiological and toxicological studies, particularly studies of asthma and related symptoms, asthma-related hospital admissions, lung function, lung inflammation and oxidative stress. Other health effects of long-term ozone exposure were determined to have "suggestive" or "inadequate" evidence of causality, although the few studies of respiratory mortality provide support to the respiratory health effects of ozone.

The Adventist Health and Smog Study (AHSMOG) and Children's Health Study cohorts are two large long-term studies conducted in California that examined several aspects of long-term ozone effects in adults and children, respectively. Several of these studies focused on asthma development and exacerbation. The AHSMOG study included adult, non-smoking, non-Hispanic white Seventh Day Adventists living in California. The 10-year follow-up AHSMOG study reported that a 10 ppb increase in annual mean ozone exposures increased the risk of asthma development in males by three-fold (relative risk 3.12, 95 percent confidence interval: 1.16, 5.85), but no effect was seen among females (relative risk 0.94, 95 percent confidence interval: 0.65, 1.34) (Greer et al. 1993). The 15-year follow-up AHSMOG study used an ozone metric focusing on 8-hour average exposures, and reported that a 10 ppb increase was associated with a 30 percent increased risk of developing asthma in males (relative risk 1.31, 95 percent confidence interval: 1.01, 1.71), and these effects persisted even after accounting for other pollutants (McDonnell et al. 1999). The latter study also found no effect in females, although this may reflect a greater potential for misclassification of air pollution exposure in females compared to males, due to different time-activity patterns resulting in greater time spent outdoors among males (U.S. EPA 2013b). In the Children's Health Study, among children living in 12 Southern California communities with high ozone concentrations, the relative risk of developing asthma in children playing three or more sports was found to be over three times higher than in children playing no sports (McConnell et al. 2002). The high ozone communities had a 4-year mean daytime ozone concentration of 59.6 ppb, compared to 40.0 ppb for the low-ozone communities. These findings indicate that new cases of asthma in children may be associated with performance of heavy exercise in communities with high levels of ozone. While it has long been known that air pollution can exacerbate symptoms in individuals with preexisting respiratory disease, this is among the first studies that indicate ozone exposure may contribute to asthma onset. However, three more recent Southern California studies did not find an association between ozone exposures and childhood asthma incidence, but did report increased risks of asthma onset with higher exposures to particulate matter or $NO_2$ (Islam et al. 2007; McConnell et al. 2010; Nishimura et al. 2013). These studies did not examine whether genetic factors may have played a role in making some people more susceptible than others to the respiratory effects of ozone exposure. Some analyses from the Children's Health Study identified specific genetic variants that, when combined with ambient ozone exposure, either increase or decrease the risk of developing asthma (Islam et al. 2008; Islam et al. 2009; Salam et al. 2009). These genetic variants are involved with antioxidant and/or anti-

inflammatory pathways, and are likely involved in key elements of asthma development (U.S. EPA 2013b).

Other studies examined the impact of long-term ozone exposures and respiratory symptoms, particularly among asthmatics. Studies have linked long-term ozone exposures to increased risk of having poorly-controlled asthma, increased asthma symptoms, and respiratory-related school absences (Gilliland et al. 2001; Akinbami et al. 2010; Jacquemin et al. 2012). An analysis from the CHS found no association between long-term ozone exposures and chronic lower respiratory tract symptoms, and another found an increased risk of bronchitic symptoms within a community, although the association was reduced when accounting for other pollutants (McConnell et al. 1999; McConnell et al. 2003). However, two studies from the CHS demonstrated gene-environment interactions for genes that are involved in inflammation or antioxidant pathways. One study found that asthmatic children with a particular genetic variant that reduces expression of the cytokine TNF-α (as part of an inflammatory response) had reduced risk of bronchitic symptoms for children in low-ozone communities, but not for children in high-ozone communities (Lee et al. 2009). A second study found that a particular genetic variant reduced the risk of respiratory-related school absences among children living in communities with high levels of ozone (defined in this study as being above the median value of 46.9 ppb) (Wenten et al. 2009).

Results of epidemiologic studies of hospital admissions and emergency department visits support the relationship between ozone exposure and respiratory effects. In a 2007 study conducted in Southern California, an increased risk of having poorly-controlled asthma was associated with living in areas above the 90$^{th}$ percentile ozone level (28.7 ppb, annual average) among men and elderly individuals (Meng et al. 2007). A study in the South Coast Air Basin found that ozone was associated with increased hospital discharges for asthma among children (Moore et al. 2008). Another study in the South Coast Air Basin looked at infants hospitalized for bronchiolitis. This study found a reduced risk of infant bronchiolitis hospitalization with increased ozone exposure, although there was no association for ozone when accounting for the effect of PM2.5, which was positively associated with this respiratory outcome (Karr et al. 2007). A study of people with asthma was conducted in the San Joaquin Valley of California, and found that a 10 ppb increase in ozone exposures averaged over one year increased the odds of asthma-related hospital admissions and emergency department visits by approximately 50 percent, and the odds of asthma symptoms among adults by about 40 percent (Meng et al. 2010). Studies conducted in other locations have also reported increases in asthma hospitalizations (U.S. EPA 2013b).

Some animal studies show results that indicate possible chronic effects including functional and structural changes of the lung. However, morphological, developmental, and immunological differences make it difficult to apply these results to humans experiencing ambient exposures. These changes observed in airway responsiveness provide support for the long-term effects of ozone in asthma development or exacerbation (U.S. EPA 2013b). However, epidemiologic studies examining long-term ozone exposures and lung function deficits have reported mixed results. For example, an analysis of the first CHS cohort found that PM2.5 and $NO_2$ exposures were associated with decreased

lung function, but did not find an association for ozone (Gauderman et al. 2004). An autopsy study involving Los Angeles County residents who died between ages 14 and 25 years due to violent death, although conducted many years ago when pollutant levels were higher than currently measured, provided supportive evidence of lung tissue damage (structural changes), which the authors suggested were attributable to air pollution (Sherwin 1991), although many uncertainties remain about the extent to which air pollution explains the findings.

Unlike short-term ozone exposures, there is limited evidence linking long-term ozone exposures with mortality. A large study based on the American Cancer Society Cancer Prevention Study II (CPS-II) cohort included 96 metropolitan statistical areas in the U.S., and reported that a 10 ppb increase in daily maximum 1-hour ozone concentrations averaged between April and September (warm season) was associated with a relative risk of 1.040 (95 percent confidence interval: 1.010, 1.067) for respiratory deaths, but no association with cardiovascular deaths (Jerrett et al. 2009). A U.S. study of Medicare enrollees reported increased risk of mortality with higher ozone exposures averaged over the warm season, among patients who had previously been hospitalized for congestive heart failure, myocardial infarction, COPD and diabetes (Zanobetti et al. 2011). A recent large-scale study found increased risk of all-cause, cardiovascular, and respiratory mortality with long-term ozone exposures, even after accounting for the effects of PM2.5 and $NO_2$, as well as other behavioral and demographic factors, including smoking (Turner et al. 2016). Other studies have found temperature to be an important potential risk factor for mortality, and may confound or modify the associations between air pollution exposure and mortality (Basu et al. 2002; Cheng et al. 2008). The Turner 2016 study examined the role of temperature, and found that the associations between ozone and mortality differed based on average daily maximum temperatures (Turner et al. 2016). While the U.S. EPA determination in the latest ISA was that the evidence was suggestive of long-term ozone exposure causing mortality, the studies of respiratory mortality support the evidence for the respiratory effects of ozone exposure, for which U.S. EPA has concluded there is a causal relationship.

For non-respiratory health endpoints, the U.S. EPA causal determinations were “suggestive of a causal relationship” (for cardiovascular, reproductive and developmental, central nervous system and mortality effects) or “inadequate to infer a causal relationship” (for cancer). Some studies conducted in California have examined reproductive or developmental effects, including birth defects, low birth weight or birth weight reductions, stillbirth and autism (Ritz et al. 2002; Ritz et al. 2007; Morello-Frosch et al. 2010; Becerra et al. 2013; Mobasher et al. 2013; Trasande et al. 2013; Laurent et al. 2014; Green et al. 2015; Symanski et al. 2016). Other recent studies have examined cardiovascular effects (Koken et al. 2003; Ensor et al. 2013; Rodopoulou et al. 2014). While many of these studies have reported associations with ambient ozone levels, the most recent U.S. EPA determination in 2013 was that the evidence was suggestive of a causal determination, but did not yet rise to a higher level.

## Sensitive Populations for Ozone-Related Health Effects

A number of population groups are potentially at increased risk for ozone exposure effects. In the most recent ISA for ozone in 2013, the U.S. EPA has identified several populations as having adequate evidence for increased risk from ozone exposures. These include children, older adults, outdoor workers, and individuals with asthma, certain variations in genes related to oxidative metabolism or inflammation, or reduced intake of certain nutrients such as Vitamins C and E (Kreit et al. 1989; Horstman et al. 1995; Sienra-Monge et al. 2004; Romieu et al. 2012; U.S. EPA 2013b; Bell et al. 2014). There is suggestive evidence for other potential factors, such as a person's sex, socioeconomic status, and obesity (U.S. EPA 2013b). Some other factors that could affect sensitivity to ozone have also been studied; however, there was inadequate evidence to conclude whether these were risk factors for ozone sensitivity. The table below summarizes the evidence for factors affecting sensitivity to ozone from the 2013 ISA for ozone.

**TABLE I-3**

Summary of Evidence for Potential Increased Susceptibility to Ozone-Related Health Effects

| Evidence Classification | Potential At Risk Factor |
|---|---|
| Adequate evidence | Genetic factors<br>Asthma<br>Children<br>Older adults<br>Diet<br>Outdoor worker |
| Suggestive evidence | Sex<br>SES<br>Obesity |
| Inadequate evidence | Influenza/infection<br>COPD<br>Cardiovascular disease<br>Diabetes<br>Hyperthyroidism<br>Race/ethnicity<br>Smoking<br>Air conditioning use |
| Evidence of no effect | -- |

From (U.S. EPA 2013b) Table 8-6

As previously mentioned, one group that has been recognized as being particularly sensitive to the effects of ozone is young children with asthma, because their lungs are still developing, their potential for increased exposure due to time spent exercising outdoors, and their high ventilation rates relative to body weight (U.S. EPA 2013b). Some factors that may contribute to the increased sensitivity among people with asthma include having an altered innate immune function and factors that decrease their antioxidant defenses (Alexis et al. 2014). Ozone creates secondary oxidation products that are electrophilic, and certain genetic factors influence a person's ability to metabolize

these electrophiles, which can affect respiratory function (U.S. EPA 2013b). Asthma exacerbations are more prevalent and severe in young boys than in girls, but the evidence on whether boys are more susceptible than girls to the effects of air pollution on asthma symptoms is not consistent (Guarnieri et al. 2014).

## Summary – Ozone Health Effects

In summary, outdoor ozone exposures have been associated with a range of negative human health effects. The strongest evidence for negative health impacts are on the respiratory system, and are measured by decreased lung function performance and increased cell injury. In addition, the 2013 ISA also concluded that there was a likely causal relationship between short-term ozone exposures and cardiovascular effects (such as changes in heart function, and increased systemic inflammation and oxidative stress) as well as respiratory mortality. Although the specific mechanisms of action for ozone effects on the various health endpoints have not been fully identified, there is evidence of the important roles of oxidation of key enzymes and proteins, inflammatory responses, changes in immune response, and modification and activation of neural reflex pathways (U.S. EPA 2013b).

The previous U.S. EPA review of ozone in the 2006 Air Quality Criteria Document (AQCD) had already concluded that there was clear, consistent evidence that acute ozone exposure is causally associated with respiratory effects (U.S. EPA 2006). Additionally, the 2006 AQCD for ozone concluded that the evidence was highly suggestive of ozone causing mortality, but that there was limited evidence for ozone causing cardiovascular effects. In the 2013 ISA, the U.S. EPA cited that several lines of evidence provide support for the respiratory effects of ozone, including human exposure studies, epidemiology and toxicology, which led to the conclusion that there was a causal relationship with short-term ozone exposures, and a likely causal relationship with long-term ozone exposures. In humans, respiratory effects were detected in laboratory studies at 0.06 ppm ozone concentrations, and in epidemiological studies with average ozone concentrations as low as 0.03 ppm (Strickland et al. 2010; Kim et al. 2011). Some populations are more sensitive to the health effects of ozone than others, including elderly persons, children, outdoor workers and persons with asthma.

# PARTICULATE MATTER

Airborne particulates are a complex group of pollutants that vary in physical, chemical, and biological dimensions. Physically, particles can vary by size, surface area and roughness, shape, and mass. Chemically, they vary by chemical composition. Biologically, they can vary by toxicity. In addition, particles vary by source, and can come from anthropogenic (man-made, such as from combustion of fuels, or frictional abrasion) or “natural” (plants – for example, pollens and spores) origins. The composition of particulate matter can vary across sub-regions, and a description of the spatial differences in PM composition can be found in the draft 2016 AQMP Chapter 2 and Appendix II.

The National Ambient Air Quality Standard for particulate matter was established in 1971, and set limits on the ambient level of Total Suspended Particulates (TSP). In 1987, the national particulate matter standards were revised to focus on particles sized 10 µm (micrometers) aerodynamic diameter and smaller. These can be inhaled and deposited throughout the upper and lower

respiratory system, depositing in both airways and gas-exchange areas of the lung. These particles are referred to as PM10. U.S. EPA initially promulgated ambient air quality standards for PM10 of 150 μg/m$^3$ averaged over a 24-hour period, and 50 μg/m$^3$ for an annual average. U.S. EPA has since rescinded the annual PM10 standard, but kept the 24-hour standard.

As more health research data has become available, concerns have centered on smaller and smaller particles. Additional focus has been placed on particles having an aerodynamic diameter of 2.5 μm or less (PM2.5). A greater fraction of particles in this size range can penetrate and deposit deep in the lungs. The U.S. EPA established standards for PM2.5 in 1997 and in 2006 lowered the air quality standards for PM2.5 to 35 μg/m$^3$ for a 24-hour average and reaffirmed 15 μg/m$^3$ for an annual average standard. There was considerable controversy and debate surrounding the review of particulate matter health effects and the consideration of ambient air quality standards (Kaiser 1997; Vedal 1997) when the U.S. EPA promulgated the initial PM2.5 standards in 1997. In 2002, the California Air Resources Board adopted an air quality standard for PM2.5 at a level of 12 μg/m$^3$, in the form of an annual average.

Since that time, additional studies have been published and some of the key studies were closely scrutinized and the data reanalyzed by additional investigators. The reanalyses confirmed the original findings, and there are now additional data confirming and extending the range of the adverse health effects of PM2.5 exposures. In 2012, the U.S. EPA revised the PM2.5 annual average standard to 12.0 μg/m$^3$ (U.S. EPA 2013c). This federal standard is set at same level as the current California PM2.5 annual standard, although the California standard does not have a specified attainment date. In 2014, the U.S. EPA announced it is preparing an ISA as part of the review of the federal PM standards (the process is described briefly in the draft AQMP Chapter 8). The draft AQMP Chapter 2 and Appendix II provide additional information about how PM levels in the South Coast Air Basin compare to the federal and state standards.

There have been several reviews of the health effects of ambient particulate matter (American Thoracic Society 1996a; Brunekreef et al. 2002; U.S. EPA 2004; U.S. EPA 2009; Brook et al. 2010). In addition, the California Air Resources Board (CARB) and the Office of Environmental Health and Hazard Assessment (OEHHA) have reviewed the adequacy of the California Air Quality Standards for Particulate Matter (California Air Resources Board and Office of Environmental Health Hazard Assessment 2002).

The major types of health effects associated with particulate matter include:

- Increased mortality
- Exacerbation of respiratory disease and of cardiovascular disease as evidenced by increases in:
    - Respiratory symptoms, exacerbation of asthma
    - Cardiovascular symptoms, non-fatal myocardial infarction
    - Hospital admissions and emergency room visits

- Physician office visits
- School absences

- Adverse birth outcomes
- Effects on lung function
- Changes in lung morphology

In the 2009 Integrated Science Assessment for Particulate Matter, the U.S. EPA presented conclusions on the particulate matter causal determination of several health effects based on an updated review of scientific studies (U.S. EPA 2009). The conclusions are presented separately for particulates in the size range of 2.5 to 10 micrometers (µm) in aerodynamic diameter (PM10-2.5, often referred to as the coarse fraction) and those ≤2.5 µm (PM2.5, or fine particles). Of note, there is currently no federal or California standard for PM10-2.5, although a PM10 standard remains in effect. These conclusions are depicted in the following tables.

**TABLE I-4**

Summary of U.S. EPA's Causal Determinations for Health Effects of PM10-2.5

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Suggestive of a causal relationship |
| Respiratory effects | Suggestive of a causal relationship |
| Mortality | Suggestive of a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Inadequate to infer a causal relationship |
| Respiratory effects | Inadequate to infer a causal relationship |
| Mortality | Inadequate to infer a causal relationship |
| Reproductive and developmental | Inadequate to infer a causal relationship |

(From (U.S. EPA 2009) Table 2-3 and Section 2.3.4)

There are also differences in the composition and sources of particles in the different size ranges that may have implications for health effects. The particles in the coarse fraction (PM10-2.5) are mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and resuspension of particles from the ground or road surfaces by wind and human activities, such as agricultural, mining, and construction operations, which may be particularly important in rural areas.

**TABLE I-5**

Summary of U.S. EPA's Causal Determinations for Health Effects of PM2.5

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Causal relationship |
| Respiratory effects | Likely to be a causal relationship |
| Central nervous system | Inadequate to infer a causal relationship |
| Mortality | Causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Causal relationship |
| Respiratory effects | Likely to be a causal relationship |
| Mortality | Causal relationship |
| Reproductive and developmental | Suggestive of a causal relationship |
| Cancer, Mutagenicity, Genotoxicity | Suggestive of a causal relationship |

(From (U.S. EPA 2009) Tables 2-1 and 2-2)

In contrast, particles smaller than 2.5 μm are mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary combustion sources. The particles are either directly emitted or are formed in the atmosphere from gases that are emitted. Components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Attention to another range of very small particles has been increasing over the last several years. These are generally referred to as "ultrafine" particles, with diameters of 0.1 μm or less. Ultrafine particles are mainly composed of particles from fresh emissions of combustion sources, but are also formed in the atmosphere by condensation of vapors that are emitted or by chemical or photochemical reactions with other contaminants in the air.

Ultrafine particles have relatively short half-lives (minutes to hours) and the particle size rapidly grows through condensation and coagulation processes into particles within the PM2.5 size range. Ultrafine particles are garnering interest since a limited number of epidemiological and some laboratory studies, though not all, indicate that their toxicity may be higher on a mass basis than larger particles. There is also evidence that these small particles, or toxic components carried on their surface, can translocate from the lung to the blood and to other organs of the body, or through the olfactory bulb into the brain (U.S. EPA 2009). Currently, there are no federal or California

standards for ultrafine particles. As such, the health effects of ultrafine particles is discussed in a separate section following the discussion of PM10 and PM2.5.

The current federal and California standards for particulate matter are listed in Table I-6.

**TABLE I-6**

Ambient Air Quality Standards for Particulate Matter

| STANDARD | FEDERAL | CALIFORNIA |
|---|---|---|
| PM10 24-Hour average | 150 μg/m$^3$ | 50 μg/m$^3$ |
| PM10 Annual Average | -- | 20 μg/m$^3$ |
| PM2.5 24-Hour Average | 35 μg/m$^3$ | -- |
| PM2.5 Annual Average | 12 μg/m$^3$ | 12 μg/m$^3$ |

## Short-Term Exposure Effects of PM

Epidemiological studies have provided evidence for most of the effects listed above. In an extensive report focusing on the history of particulate matter research, the U.S. EPA reviewed several well-conducted studies that reported an association between mortality and increased daily or several-day-average concentrations of PM10 (U.S. EPA 2004). In addition, excess mortality and morbidity are reported in many studies involving communities across the U.S. as well as in Europe, Asia, and South America (U.S. EPA 2009; Lu et al. 2015; Shah et al. 2015; Cai et al. 2016), although there are some studies that show no effect for the specific exposures and outcomes evaluated (Milojevic et al. 2014; Wang et al. 2015; Zu et al. 2016). While there were some studies conducted in California, the importance of assessing results from studies from many different locations around the world should not be understated. The repeatability and consistency of results across many locations strengthens the weight of evidence in the determination of causality.

A review and analysis of epidemiological literature for acute adverse effects of particulate matter was published by the American Thoracic Society in 1996, where several adverse effects were listed as associated with daily PM10 exposures (Table I-7). The review also reported that individuals who are elderly or have preexisting lung or heart disease are more susceptible than others to the adverse effects of PM10 (American Thoracic Society 1996a).

**TABLE I-7**

Combined Effect Estimates of Daily Mean Particulate Pollution (PM10)

| | **% CHANGE IN HEALTH INDICATOR PER EACH 10 µg/m$^3$ INCREASE IN PM10** |
|---|---|
| Increase in Daily Mortality | |
| Total deaths | 1.0 |
| Respiratory deaths | 3.4 |
| Cardiovascular deaths | 1.4 |
| Increase in Hospital Usage (all respiratory diagnoses) | |
| Admissions | 1.4 |
| Emergency department visits | 0.9 |
| Exacerbation of Asthma | |
| Asthmatic attacks | 3.0 |
| Bronchodilator use | 12.2 |
| Emergency department visits* | 3.4 |
| Hospital admissions | 1.9 |
| Increase in Respiratory Symptom Reports | |
| Lower respiratory | 3.0 |
| Upper respiratory | 0.7 |
| Cough | 2.5 |
| Decrease in Lung Function | |
| Forced expiratory volume | 0.15 |
| Peak expiratory flow | 0.08 |

* One study only
(From: (American Thoracic Society 1996a))

Since then, many more recent studies have provided additional evidence that excess mortality and morbidity are associated with short-term exposure to PM10 and PM2.5 (Pope et al. 2006).

Estimates of mortality effects from studies of PM10 exposures range from 0.3 to 1.7 percent increase for a 10 µg/m$^3$ increase in PM10 levels. The National Morbidity, Mortality, and Air Pollution Study (NMMAPS), a study of 20 of the largest U.S. cities, determined a combined risk estimate of about a 0.5 percent increase in total mortality for a 10 µg/m$^3$ increase in PM10 (Samet et al. 2000a). This

study also analyzed the effects of gaseous co-pollutants. When the gaseous pollutants were included in the analyses, the estimated associations between PM10 and mortality remained, though they were somewhat reduced. These results suggest that the effects reported in the study are likely due to the particulate exposures; they cannot readily be explained by coexisting weather stresses or other pollutants.

An expansion of the NMMAPS study to 90 U.S. cities also reported association with PM10 levels and mortality (Samet et al. 2000b; Health Effects Institute 2003). After the study was published, it was discovered that some of the study analyses had been performed with incorrect default values. The strong positive association between acute PM10 exposure and mortality remained, both upon reanalysis using revised software and using alternative modeling approaches (Dominici et al. 2002; Health Effects Institute 2003).

Studies of short-term exposures to PM2.5 have also found associations with increases in mortality. The NMMAPS study conducted a national analysis of PM2.5 mortality association for 1999-2000. The risk estimates were 0.29 percent for all-cause mortality and 0.38 percent for cardio-respiratory mortality (Dominici et al. 2007). In its 2009 review, U.S. EPA determined that estimates for PM2.5 generally are in the range of 0.29 to 1.21 percent increase in total deaths per 10 $\mu g/m^3$ increase in 24-hour PM2.5 levels. The estimates for cardiovascular related mortality range from 0.03 to 1.03 percent per 10 $\mu g/m^3$, and for respiratory mortality estimates range from 1.01 to 2.2 percent per 10 $\mu g/m^3$ 24-hour PM2.5 (U.S. EPA 2009). Figure I-4 shows a summary of U.S. and Canadian studies of mortality and short-term PM2.5 exposures, which shows that the most consistent positive associations were seen with cardiovascular and all-cause deaths. Positive associations for respiratory deaths were also seen in several of these studies, although the precision of the estimates for respiratory deaths was lower relative to that of all-cause or cardiovascular deaths.

Several studies have attempted to assess the relative importance of particles smaller than 2.5 µm and those between 2.5 µm and 10 µm (PM10-2.5). While some studies report that PM2.5 levels are better predictors of mortality effects, others suggest that PM10-2.5 is also important. Most of the studies found higher mortality associated with PM2.5 levels than with PM10-2.5. For example, a study of six cities in the U.S. found that particulate matter less than 2.5 µm was associated with increased mortality, but that the larger particles were not. In the U.S. EPA review (U.S. EPA 2009), several studies were presented that found associations of PM10-2.5 and mortality. Some of the studies showed differences by region of the U.S. In one study of 47 U.S. cities that had both PM2.5 and PM10 data available to calculate PM10-2.5 as a difference, overall, the study found a significant association between the computed PM10-2.5 and all-cause, cardiovascular, and respiratory mortality. The study also reported differences by season and climate area (Zanobetti et al. 2009).

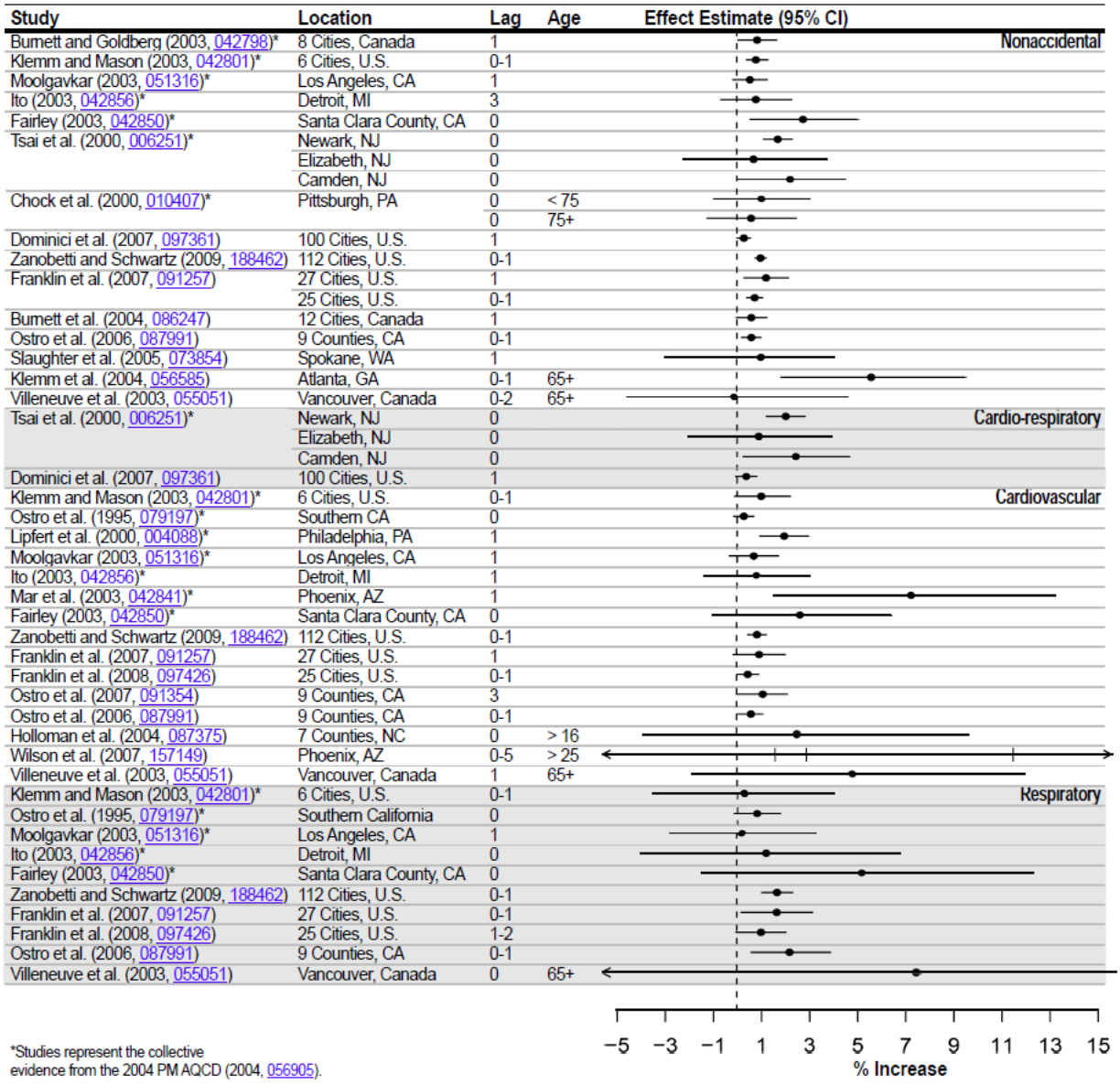



**FIGURE I-4**

Summary of Non-accidental All-Cause and Cause-Specific Mortality per 10 µg/m3 Increase in PM2.5 Short-term Exposures, for U.S.- and Canadian-based studies (from (U.S. EPA 2009), Figure 6-27). "Lag" indicates the number of days between the exposure and the outcome assessed.

A major knowledge gap in understanding the relative importance of "fine" PM (PM2.5) and "coarse" PM (PM10-2.5) is the relative lack of direct measurements of PM10-2.5. Most estimates are made by subtracting PM2.5 from PM10 measured at co-located samplers, a process that is subject to errors that are inherent in the subtracting of one relatively large number from another. More research is needed to better assess the relative effects of coarse (PM10-2.5) fractions of particulate matter on mortality. A graph from the U.S. EPA review is included in the figure below to demonstrate ranges

of mortality findings associated with coarse particulates. Consistent positive associations are seen, particularly for cardiovascular and nonaccidental all-cause mortality, with varying degrees of precision across the different studies.

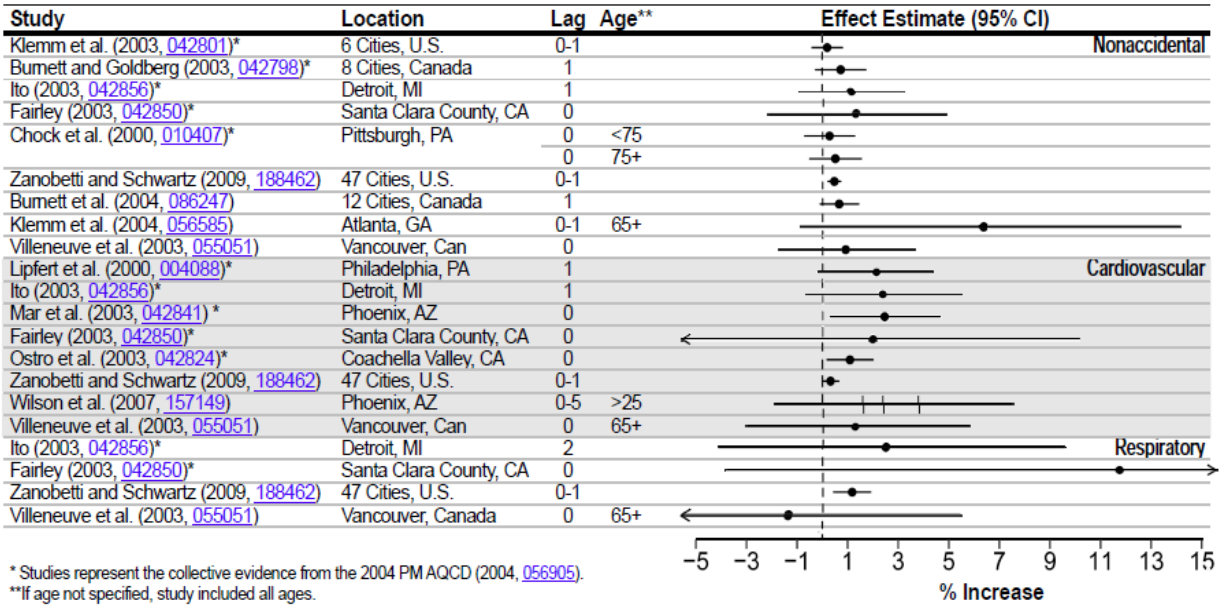



**FIGURE I-5**

Summary of Percent Increase in Total (Nonaccidental) and Cause-Specific Mortality Per 10 µg/m3 Increase in PM10-2.5 Short-term Exposure (from (U.S. EPA 2009), Figure 6-30). "Lag" indicates the number of days between the exposure and the outcome assessed.

A number of studies have evaluated the association between particulate matter exposure and indices of morbidity such as hospital admissions, emergency room visits or physician office visits for respiratory and cardiovascular diseases. The effect estimates for these various morbidities are generally higher than the estimates for mortality. Observed effects have been associated with PM10, PM2.5 and PM10-2.5.

In the NMMAPS study, hospital admissions for those 65 years or older were assessed in 14 U.S. cities. Several models were compared to estimate associations of hospital admissions for specific disease categories and short-term PM10 levels. Hospital admissions showed an increase ranging from 0.68 – 1.47 percent for cardiovascular diseases, a range of 1.46 – 2.88 percent increase for COPD, and a range of 1.31 – 2.86 percent increase for pneumonia per 10 µg/$m^3$ increase in $PM_{10}$ (Samet et al. 2000b). In the reanalysis of the study (Health Effects Institute 2003), it was found that when using different models, the pollution coefficients were generally lower. However, the authors note that most of the conclusions of associations with PM10 exposures and hospital admissions held. Two recent Southern California studies evaluated associations between short-term PM2.5 levels and asthma-related hospital or emergency admissions. One study, based in Orange County, reported

increased risk of asthma-related hospital encounters with increased ozone and PM2.5 in the warm seasons, and with CO, $NO_x$, and PM2.5 in the cool seasons (Delfino et al. 2014). The second study, conducted in Los Angeles County, reported monthly average PM2.5, CO, and $NO_2$ levels were positively associated with asthma hospitalization rates (Delamater et al. 2012).

Similarly, school absences, lost workdays, and restricted activity days have also been used in some studies as indirect indicators of acute respiratory conditions (Ostro 1987; Ostro 1990; Ransom et al. 1992; Gilliland et al. 2001; Park et al. 2002; Hales et al. 2016). These observations help support the hypotheses that particulate matter exposures increase inflammation in the respiratory tissues and may also increase susceptibility to infection (U.S. EPA 2009).

Some studies have reported that short-term particulate matter exposure is associated with changes in lung function (lung capacity and breathing volume); upper respiratory symptoms (hoarseness and sore throat); and lower respiratory symptoms (increased sputum, chest pain and wheeze). The severity of these effects is widely varied and is dependent on the population studied, such as adults or children with and without asthma. Sensitive individuals, such as those with asthma or pre-existing respiratory disease, may have increased or aggravated symptoms associated with short-term particulate matter exposures. Several studies have followed the number of medical visits associated with pollutant exposures. A range of increases from 1 to 4 percent for medical visits for respiratory illnesses was found corresponding to a 10 $\mu g/m^3$ change in PM10. A number of studies also looked at levels of PM2.5 or PM10-2.5. The findings suggest that both the fine and coarse fractions may have associations with some respiratory symptoms (U.S. EPA 2009). Among the newer health endpoints evaluated in recent studies of short-term effects of PM2.5 is stroke. One recent meta-analysis evaluated 16 studies of short-term PM2.5 exposures and estimated a 5 percent increased risk of stroke for each 10 $\mu g/m^3$ increase in PM2.5 (Shin et al. 2014).

The biological mechanisms by which particulate matter can produce health effects have been investigated in laboratory studies. Brook et al. (Brook et al. 2010) summarized three likely pathways by which PM exerts it effects on cardiovascular health outcomes: (1) PM can activate inflammatory pathways and cause systemic oxidative stress, leading to the production of pro-inflammatory cytokines; (2) PM can disrupt the autonomic nervous system leading to increased blood pressure, increased arrhythmic potential, and decreased heart rate variability; and (3) PM, particularly UFPs or particle constituents such as organic compounds and metals, can enter the bloodstream and cause increased constriction of the blood vessels and increased blood pressure. Each of these pathways may also lead to the formation of reactive oxygenated species (ROS, or free radicals) that can cause DNA oxidation and systemic inflammation. Inflammatory responses in the respiratory system in humans and animals can lead to inflammation in fat tissues and in the liver, which can lead to vascular dysfunction (e.g. atherosclerosis), changes in metabolic function (e.g. insulin resistance), and increased thrombotic potential (Brook et al. 2010). Several reviews discuss mechanistic studies in detail (Brunekreef et al. 2002; Brook et al. 2004; Brook et al. 2010). A study in cells using ambient air samples in communities near railyards in the South Coast Air Basin found that the PM2.5 phase of ambient air pollution contains prooxidant components, primarily metals, which can trigger an

inflammatory response in the cells (Eiguren-Fernandez et al. 2015; Cho 2016). The same study noted that vapor phase pollutants, which contain most of the electrophiles, may trigger a different biological response in the cells, suppressing inflammatory responses and could result in a reduced ability to fight off infections.

Some studies have examined the health effects of short-term exposures to specific PM constituents and sources (Lippmann 2014; Basagana et al. 2015; Atkinson et al. 2016). While there is some evidence suggesting possible links with specific constituents or sources, such as diesel exhaust, sulfates (related to coal combustion), and certain metals, the U.S. EPA determined that there were not enough studies evaluating short-term constituent- or source-specific exposures at the time of the previous Integrated Science Assessment to be able to make a causal determination (U.S. EPA 2009).

## Long-Term Exposure Effects of PM

Numerous studies have evaluated the health effects of long-term (months to years) or chronic exposure to particulate matter, with the largest number of studies examining cardiovascular and respiratory health endpoints, as well as mortality. Other health outcomes that have been linked to long-term PM exposures include reproductive effects, cancer outcomes, and, more recently, metabolic syndromes and neurological effects. The U.S. EPA 2009 Integrated Science Assessment for Particulate Matter (ISA for PM) concluded that sufficient evidence is available to support a causal determination for long-term PM2.5 exposures and cardiovascular and mortality effects, and a likely causal relationship for respiratory effects. A summary of the evidence is presented below, focusing on the long-term effects of PM2.5 exposures.

Many research studies, including some recent studies, have evaluated the health effects of exposures to air pollutants from traffic emissions using a variety of exposure modeling techniques (Hart et al. 2014; Harris et al. 2015; Kingsley et al. 2015; Rice et al. 2015; Danysh et al. 2016). In general, these articles are not discussed in detail here, because of the difficulty in attributing the observed effects to a specific pollutant or combination of pollutants. However, these studies do provide supporting evidence that air pollutants from traffic exhaust are linked to health effects in humans.

**Long-Term Particulate Matter Exposures and Mortality**

Since the initial promulgation by U.S. EPA of the National Ambient Air Quality Standards for PM2.5, controversy has remained over the association of mortality and exposures to PM2.5. Several large, prospective cohort studies conducted in the U.S. and Canada were used to evaluate long-term PM exposures and mortality, including total number of deaths and deaths due to specific causes. The strongest and most consistent evidence of long-term PM2.5 effects are for cardiovascular mortality, particularly ischemic heart disease, and there is evidence that ambient PM2.5 exposure is associated with and lung cancer mortality (Dominici et al. 2006; Krewski et al. 2009; Jerrett et al. 2013; International Agency for Research on Cancer 2015). Below is a brief discussion of the evidence linking

PM and mortality reviewed in the U.S. EPA 2009 ISA along with more recently published studies, with a focus on large prospective studies and studies conducted in California or Southern California.

In the assessment of evidence for mortality outcomes linked to long-term PM exposures, the 2009 U.S. EPA ISA for PM reviewed 15 studies evaluating PM2.5 exposures, 2 studies evaluating PM10-2.5 exposures, and 5 studies evaluating PM10 exposure. The majority of these studies were conducted in the United States, and 3 of the studies of PM2.5 exposures were conducted in California or Southern California. Previous reviews conducted in 1996 and 2004 by U.S. EPA assessed evidence primarily from large prospective cohort studies, such as the Harvard Six Cities Study (Dockery et al. 1993), the American Cancer Society (ACS) Study (Pope et al. 1995; Pope et al. 2002), and the Seventh-Day Adventist Health Air Pollution (AHSMOG) Study (Abbey et al. 1999; McDonnell et al. 2000). The U.S. EPA 2004 PM Air Quality Criteria Document concluded that there was strong evidence linking long-term PM2.5 exposures to all-cause and cardiopulmonary mortality, but not enough evidence for a link with PM10-2.5. The 2009 U.S. EPA ISA for PM similarly concluded that the newer studies provide additional evidence to support a causal determination for long-term PM2.5 exposures and increased mortality risk, but there continues to be insufficient evidence supporting such a link with particles in the coarse fraction. This most recent U.S. EPA review evaluated the additional updated analyses of the previously-established large cohort studies (Harvard Six Cities, ACS, AHSMOG, and Veterans studies), and noted two new major cohorts that provide further evidence linking PM2.5 and mortality: the Women's Health Initiative (WHI) study (Miller et al. 2007) and the Medicare Cohort Studies (Eftim et al. 2008).

The American Cancer Society Cancer Prevention Study II (ACS) is a large, prospective national cohort study of over one million participants in the U.S. recruited from all 50 states, the District of Columbia and Puerto Rico, and followed over many years. Over the past two decades, studies using data from this cohort have reported associations for PM2.5 for both total mortality and cardiorespiratory mortality (Pope et al. 1995; Krewski 2000; Pope et al. 2002; Jerrett et al. 2005; Krewski et al. 2009; Jerrett et al. 2013; Pope et al. 2015). The survey included several measures of smoking and exposure to second-hand smoke, which were included in the statistical models to account for the potential confounding effects of smoking. The original study reported that long-term exposures to fine particulate air pollution were associated with cardiopulmonary and lung cancer mortality (Pope et al. 1995). In a reanalysis of the data (Krewski 2000), mortality rates and PM2.5 levels were analyzed for 50 metropolitan areas of the U.S. Average (median) levels from monitors in each metropolitan area were used to estimate PM2.5 exposures. At these levels of aggregation, regional differences in the association of PM2.5 and mortality were noted, with higher mortality risks in the Northeast and Midwest, and more moderate mortality risks in the West.

Another follow-up study of the American Cancer Society cohort confirmed and extended the findings in the initial study. The researchers estimated that, on average, a 10 $\mu g/m^3$ increase in fine particulates was associated with approximately a 4 percent increase in total mortality, a 6 percent increase in cardiopulmonary mortality, and an 8 percent increase in risk of lung cancer mortality (Pope et al. 2002). In an additional reanalysis and extension of the American Cancer Society cohort

from 1982 to 2000 (Krewski et al. 2009), and including additional metropolitan areas for the most recent years, effects estimates on mortality were similar, though somewhat higher than those reported previously. The extended analyses included an additional 11 years of cohort follow-up compared to the original study. The authors reported positive and significant association between a 10 $\mu g/m^3$ change in PM2.5 level and all-cause, cardiopulmonary disease, and ischemic heart disease deaths. Mortality from ischemic heart disease was associated with the largest risk estimates.

Subsets of the ACS study data have also been evaluated to estimate effects in California and the metropolitan Los Angeles area (Jerrett et al. 2005; Jerrett et al. 2013). These results are discussed further below, along with results of other California or Southern California-based studies.

The Harvard Six Cities Study is a large prospective cohort study of adults in six U.S. cities, and began in the year 1974. The original analysis and a subsequent reanalysis found positive associations between particulate matter and sulfate in relation to mortality, after controlling for potential confounding factors such as smoking status, sex, age, and other factors (Dockery et al. 1993)(Krewski 2000). An extension of the Harvard Six Cities Cohort confirmed the association of mortality with PM2.5 levels, and reported that improvements in PM2.5 levels over the study time period were associated with decreased mortality risk (Laden et al. 2006). An update to this study covering the years 1974 to 2009 found a linear relationship of PM2.5 levels and mortality from all causes, cardiovascular causes, and from lung cancer (Lepeule et al. 2012). According to the authors, the PM2.5 levels decreased over time, but no evidence of a threshold for these effects was found.

AHSMOG is a cohort study of non-Hispanic white Seventh-day Adventists in California, with participants followed starting from the late 1970's. Confounding due to smoking in this study is unlikely due to very low smoking rates in this population; however, the study is limited in its the ability to apply the findings to other population groups. The study has linked long-term PM10 exposures and other air pollutants to deaths from all natural causes and deaths due to lung cancer among males (Abbey et al. 1999), although the authors concluded that these associations were likely due to exposures to fine particles rather than the coarse fraction of PM10 (McDonnell et al. 2000). In a re-analysis of the data, the study found PM2.5 was associated with an increased risk of coronary heart disease mortality among females but not among males (Chen et al. 2005). Similar associations among females only were found for coarse particles and PM10.

Other cohort studies include an analysis of mortality and PM2.5 exposures in a Medicare enrollee population. Zeger et al. (Zeger et al. 2008) assembled a Medicare enrollee cohort by including all Medicare enrollees residing in over 4,500 zip codes with centroids within six miles of a PM2.5 monitor. PM2.5 data was obtained from the monitoring stations, and mean annual levels were calculated for the zip codes within six miles of each monitor. The authors found that long-term exposures to PM2.5 was associated with all-cause mortality for the eastern and central portions of the U.S., and these mortality risk estimates were similar to those previously published in the Six Cities Study and the American Cancer Society cohorts. The authors reported that there were no statistically significant associations between zip code levels of PM2.5 and all-cause mortality rates in the western

region of the U.S. This finding was attributed largely to the higher PM2.5 levels in Los Angeles area counties compared to other western urban areas, but there were not higher mortality rates in the Los Angeles area counties. Several factors could explain this finding. The authors note that the toxicity of the PM mixture may differ by location, e.g. with higher PM2.5 sulfate levels in the eastern region. In addition, the use of ecological data rather than individual-level data for exposure assessment and some confounding factors, and the assessment of all-cause mortality rather than cause-specific mortality may have impacted the results of this study. For example, the authors used county-level COPD risk as an estimate of smoking prevalence, because individual-level measures of smoking were not available. The authors further reported that they found no associations of PM2.5 with all-cause mortality in persons aged 85 years or higher, which may reflect other competing causes of death in this age group not related to air pollution exposures.

The Women's Health Initiative (WHI) Study is a nationwide cohort of post-menopausal women in 36 metropolitan areas of the U.S. who had no history of cardiovascular disease (Miller et al. 2007). The study found that long-term exposure to PM2.5 was associated with a 24 percent increased risk of cardiovascular disease and a 76 percent increased risk of death from cardiovascular causes for each additional 10 $\mu g/m^3$ of PM2.5; these relative risk estimates are larger than those reported in the ACS and Six Cities Studies, but differences in health status, PM composition, and overall mortality risk in these distinct populations may account for such differences in the effect estimates. The WHI study results accounted for the potential confounding effects of several factors, including medical risk factors for cardiovascular disease, measures of socioeconomic status, and cigarette smoking. Another large cohort study focusing on women is the Nurses' Health Study, which found that PM10 exposures were associated with all-cause mortality and fatal coronary heart disease, with exposures 24 months prior to death having the strongest effects (Puett et al. 2008). These results accounted for several potential confounders, including smoking status and history, medical risk factors for cardiovascular disease, and area-level measures of socioeconomic status. This study did not evaluate PM2.5 exposures.

A recent pooled analysis of 22 European cohorts and including over 350,000 participants evaluated long-term air pollution exposures and exposure to PM2.5, PM10, and nitrogen oxides, using land use regression models to estimate exposures (Beelen et al. 2014). The authors reported that a 5 $\mu g/m^3$ increase in PM2.5 was associated with approximately a 7 percent increase in mortality from natural causes.

Estimates of mortality risks associated with long-term PM2.5 levels from recent studies are shown in the figure below. The recent evidence is consistent with past studies, showing increased risk of premature death with increased PM2.5 exposures. For cause-specific mortality, consistent positive associations are seen with cardiovascular mortality endpoints and with lung cancer deaths, but weak associations are seen with overall respiratory mortality.

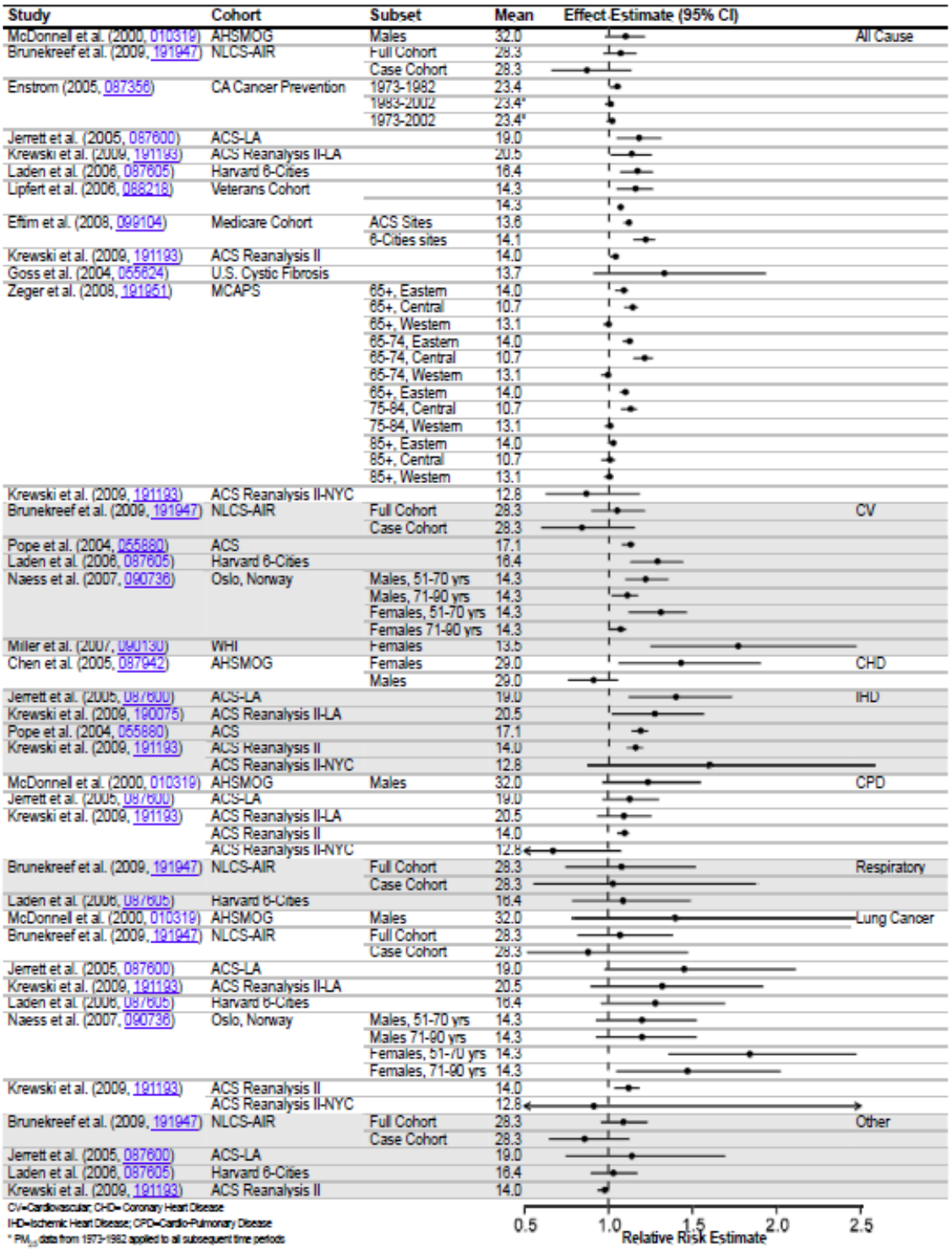



**FIGURE I-6**

Mortality Risk Estimates, Long-Term Exposure to PM2.5 in Cohort Studies (From (U.S. EPA 2009), Figure 7-7). "Mean"=mean PM2.5 exposure estimates in the study. CV=cardiovascular, CHD=coronary heart disease, IHD=ischemic heart disease, CPD=cardiopulmonary disease.

In addition to the AHSMOG study, other analyses of mortality and PM2.5 levels specific to California have also been reported, including an analysis of a subset of the ACS II data. An analysis of the ACS II study (Jerrett et al. 2013) followed individuals in California from that cohort recruited starting in 1982, with follow-up to 2000. PM2.5 levels at subject residences were estimated using land use regression models. Over 40 potential confounders were included in the statistical models, and included individual-level variables (e.g. smoking, diet, demographic, and other factors) and neighborhood-level variables (e.g. unemployment, poverty, income inequality, racial composition). The authors noted that mortality rates differ in urban areas compared to non-urban areas, and adjusted for urban/rural status in the model to estimate pollution effects on mortality. All-cause mortality, mortality from cardiovascular disease, and mortality from ischemic heart disease were positively associated with PM2.5 levels in single-pollutant models. These associations with PM2.5 remained after additional adjustment for ozone levels. Because of moderate correlations across pollutants, it may not be possible to draw conclusions about which pollutant(s) in this mixture cause the observed effects. Positive associations of all-cause and certain cause-specific mortality rates with estimated $NO_2$ and ozone levels were also found. The authors concluded that these results indicate that several components of combustion-related pollutant mixture are associated with mortality.

A study analyzed data from the California Teachers Study cohort of over 100,000 active and retired school teachers recruited in 1995, and followed through 2005 (Lipsett et al. 2011). Pollutant exposures at the subject residences were estimated using data from ambient monitors, and extrapolated using a distance-weighted method. The authors reported that a 10 $\mu g/m^3$ increase in PM2.5 was associated with a 20 percent risk increase in mortality from ischemic heart disease, but no associations were found with all-cause, cardiovascular, or lung cancer mortality. A 10 $\mu g/m^3$ increase in PM10 was associated with increased risk of ischemic heart disease and incident stroke. These results accounted for several individual- and neighborhood-level factors, including smoking, second-hand smoke, medical risk factors for cardiovascular disease, and indicators of socioeconomic status.

A more recent analysis of the California Teachers Study cohort from 2001 through 2007 estimated the association between particulate pollutants and all-cause, cardiovascular, ischemic heart disease, and respiratory mortality (Ostro et al. 2015). Exposure data at the residential level were estimated by a chemical transport model that computed pollutant concentrations from over 900 sources in California. Besides particle mass, monthly concentrations of 11 species and 8 sources or primary particles were generated at 4-km grids. The results were reported as finding statistically significant associations of ischemic heart disease mortality with PM2.5 mass and several of its components (Figure I-7). The study also found significant positive associations between ischemic heart disease mortality and ultrafine particle mass as well as several ultrafine particulate components including elemental carbon, organic carbon, copper, metals, meat cooking, and mobile source derived components. An earlier study using data from the same cohort had used monitoring data to estimate mortality risk, and similarly reported increased risk of all-cause, cardiopulmonary, and ischemic heart disease mortality with higher exposures to PM2.5 mass. This study also reported increased ischemic heart disease risk with higher exposures to PM2.5 constituents such as organic carbon, sulfates, and

nitrates (Ostro et al. 2010). Both studies adjusted for several individual- and neighborhood-level covariates, including smoking status and indicators of socioeconomic status.

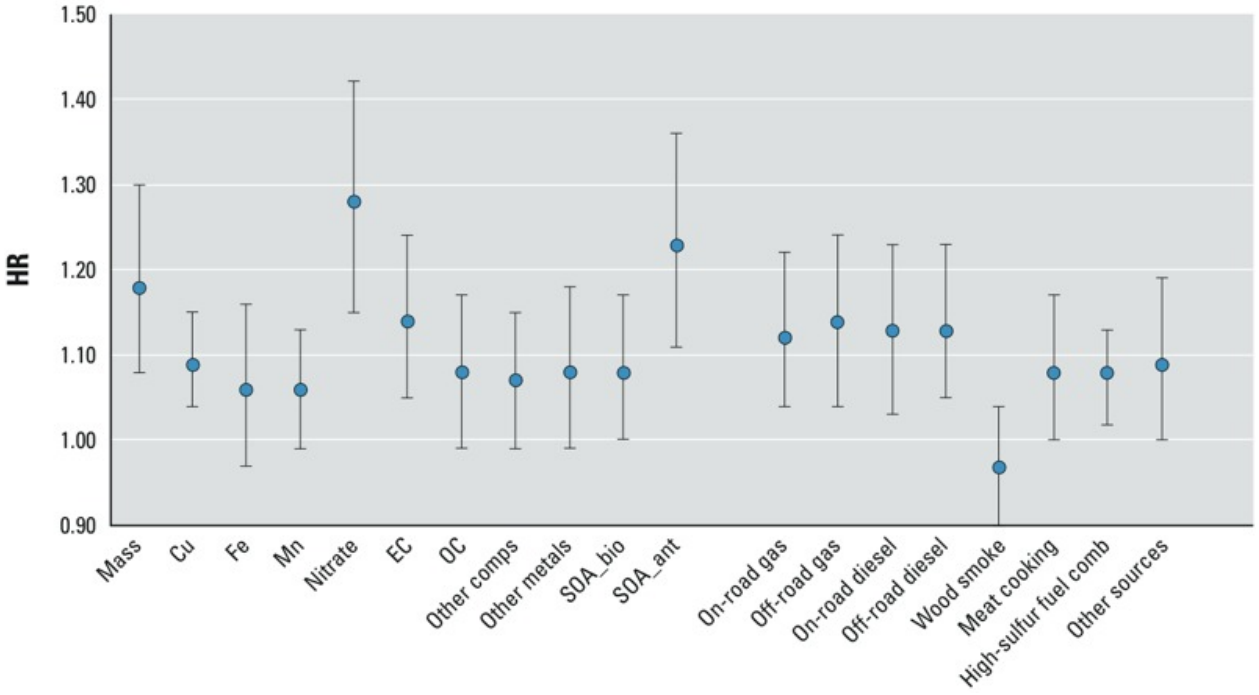



**FIGURE I-7**

Association of PM2.5 constituents and sources with Ischemic Heart Disease mortality (Hazard Ratios and 95 percent Confidence Intervals) using interquartile range. Abbreviations: comb = combustion; comps = components; SOA_bio= secondary organic aerosols from biogenic sources (derived from long-chain alkanes, xylenes, toluenes, and benzene and their oligomers); SOA_ant=secondary organic aerosols from biogenic sources (derived from isoprenes, monoterpenes, and sesiquiterpenes and their oligomers). (From (Ostro et al. 2015))

A cohort of elderly individuals (average age of 65 years in 1973) recruited from 11 California counties was followed over several years (Enstrom 2005). A positive association for long-term PM2.5 exposure with all-cause deaths was reported from 1973–1982. However, no significant association was found in the later time period of 1983–2002. PM2.5 levels were obtained from measurements made during 1979- 1983 by the EPA as part of the Inhalable Particle Monitoring Network and the cohort was confined to those participants in the American Cancer Society Cancer Prevention Study I who were living in the 11 counties that had one of the monitors. Pollutant levels were estimated using data from these monitors and averaged over each county, which may lead to exposure misclassification and bias toward finding no effect. The study adjusted for several potential confounding factors, including demographic factors, smoking, body mass index, and other factors.

The California Air Resources Board recently conducted a cross-sectional study of long-term PM2.5 exposures in rural and urban areas within California, using ambient monitoring data from 116

stations in the monitoring network, and calculating zip code-level exposure estimates (Garcia et al. 2016). The study observed larger effect sizes for increased PM2.5-related mortality risk in rural compared to urban areas from all causes, cardiovascular disease and cardiopulmonary disease. In urban areas, the study found PM2.5 exposures to be associated with increased risk of cardiovascular disease, ischemic heart disease, and cardiopulmonary disease; however, for all-cause non-accidental mortality risk, only an exposure model restricted to people living within 10 km of a monitoring station in urban areas showed an association with PM2.5. This study did not control for the potential confounding effects of smoking.

A recent study analyzed data from the National Institutes of Health AARP Diet and Health cohort, including about 160,000 participants in California (Thurston et al. 2016). Census tract-level PM2.5 exposures were estimated based on land use regression models. For the California cohort, PM2.5 levels were associated with an approximately 10 percent increase in cardiovascular disease mortality risk for each additional 10 $\mu g/m^3$ of PM2.5. A small but positive effect estimate was found for all-cause mortality in California, and no association was found for respiratory mortality in the California cohort, although the estimates indicated uncertainty in the magnitude and direction of these effects. This study adjusted for several potential confounders, including demographic factors, smoking, and indicators of socioeconomic status.

A few studies have focused on particulate matter exposure and health effects in residents of Southern California. Two analyses of the American Cancer Society II cohort, for example, focused specifically on the Los Angeles Metropolitan area using methods to estimate exposures on a finer geographical scale than previous studies that used geographic scales at the county or metropolitan area. Improved exposure estimation methods reduce potential bias from exposure misclassification. Using data from monitoring stations in the Los Angeles area, one study applied interpolation methods (Jerrett et al. 2005) and another applied land use regression techniques (Krewski et al. 2009) to estimate PM2.5 exposures to the study participants. Significant associations of PM2.5 with mortality from all causes and cardiopulmonary disease were reported, with the magnitude of risks being higher than those from the national studies of the American Cancer Society II cohort. Such improved exposure estimation techniques can reduce misclassification bias in epidemiological studies. It should be noted that various analyses were presented in these as well as other studies to estimate the influence of various individual-level and ecologic variables that might also be related to health effects risks. Including such variables helps control for potential confounding, but generally reduces the estimated association between PM2.5 and all-cause mortality. It may be illustrative to describe some of the estimates from the various calculations as presented by the authors of the Los Angeles area cohort (Krewski et al. 2009). In the descriptions in Table I-9, HR refers to the "hazard ratio" expressed for a 10 $\mu g/m^3$ change in PM2.5 exposure, followed by the 95 percent Confidence Interval. For example, if the hazard ratio is 2, the risk would be twice as high; and, conversely if the hazard ratio is 0.5, the risk would be one-half of that of the reference group. Several of the analyses results follow as excerpted from Krewski, 2009. Table I-8 includes PM2.5, plus various additional individual and ecological variables. Similar effects of covariate adjustment were seen for hazard ratios for

mortality from ischemic heart disease, although effect estimates were stronger for ischemic heart disease mortality compared to those for all-cause mortality.

**TABLE I-8**

Influence of Adding Confounding Variables on All-Cause Mortality

| VARIABLE INCLUDED | HAZARD RATIO per 10 µg/m$^3$ change in PM2.5 exposure |
|---|---|
| PM2.5 alone (stratified for age, sex, and race) | 1.197 (95% CI, 1.082–1.325); |
| PM2.5 with 44 individual-level covariates* | 1.143 (95% CI, 1.033–1.266) |
| PM2.5 with 44 individual-level covariates and the ecologic covariate of unemployment | 1.127 (95% CI, 1.015–1.252) |
| PM2.5 with 44 individual-level covariates and social factors extracted from the principal component analysis (which account for 81% of the total variance in the social variables) | 1.142 (95% CI, 1.026–1.272). |
| PM2.5 with 44 individual-level covariates and all ecologic covariates that were individually associated with mortality in bivariate models with PM2.5 exposure | 1.115 (95% CI, 1.003–1.239) |
| PM2.5 parsimonious model that included 44 individual-level covariates and ecologic confounder variables that both reduced the pollution coefficient and had associations with mortality | 1.126 (95% CI, 1.014–1.251) |

*These covariates included several measures of smoking.
(From Krewski, 2009)

U.S. EPA also released a Regulatory Impact Analysis (U.S. EPA 2012) which looked at the costs and benefits of alternate PM2.5 standard levels. As part of the analysis, U.S. EPA looked at California-specific studies regarding PM2.5 and mortality published in the scientific literature. The U.S. EPA analysis concluded "most of the cohort studies conducted in California report central effect estimates similar to the (nation-wide) all-cause mortality risk estimate we applied from Krewski et al. (2009) and Laden et al. (2006) albeit with wider confidence intervals. A couple of cohort studies conducted in California indicate higher risks than the risk estimates we applied." Thus, in U.S. EPA's judgment, the California-related studies provided estimates of mortality consistent with or higher than those from the national studies.

At the time of the 2009 ISA, few studies had examined long-term exposures to chemical-specific PM constituents or compared source-specific PM effects on mortality (U.S. EPA 2009). The 2009 ISA discussed only two studies that used direct measurements of PM constituents other than sulfates: the Veteran's Cohort (Lipfert et al. 2006) and the Netherlands Cohort Study (Beelen et al. 2008). These studies found mortality associations with long-term exposures to traffic pollutants, nitrates and sulfates.

With measures adopted to control emissions of air pollutants, ambient levels of PM2.5 have been decreasing. These reductions in particulate matter have been associated with reductions in mortality. For example, studies have found that increases in life expectancy are associated with reductions in air pollution levels, and that a portion of this increase can be attributed to reductions in PM2.5 exposures (Correia et al. 2013; Pope et al. 2013).

**Long-Term Particulate Matter Exposures and Cardiovascular Effects**

Studies of cardiovascular mortality provide the strongest evidence of an association between PM2.5 exposures and cardiovascular effects. The U.S. EPA 2009 ISA review determined that the evidence is sufficient to infer a causal relationship between long-term PM2.5 exposures and cardiovascular effects. In addition to the studies of mortality, other epidemiological studies provide additional evidence of sub-clinical and clinical cardiovascular effects, while toxicological studies suggest a plausible biological mechanism for such effects (Fanning et al. 2009; U.S. EPA 2009).

Epidemiological studies of subclinical effects typically have used subclinical measures of atherosclerosis, which is an underlying disease contributing to many clinical cardiovascular outcomes such as myocardial infarction, sudden cardiac death, stroke, and vascular aneurysms (U.S. EPA 2009). A study in Southern California residents used the carotid intima-media thickness (CIMT) as a measure of subclinical atherosclerosis (Kunzli et al. 2005). The subjects' residential areas were geocoded and a geospatial extrapolation of ambient monitoring data was used to assign annual mean concentrations of ambient PM2.5. The authors report results of an association between atherosclerosis and ambient air pollution as measured by PM2.5. The associations of PM2.5 and CIMT were strongest in women ≥ 60 years of age. The Multi-Ethnic Study of Atherosclerosis (MESA) is a population-based study of people living in 6 U.S. cities or counties, including Los Angeles, CA (Diez Roux et al. 2008). The MESA study reported that 20-year average PM2.5 exposures corresponded to a small increase in CIMT, although the magnitude of the increase was much smaller than the Kunzli 2005 study. The study accounted for the potential influence of sociodemographic factors, lipid status, smoking, diabetes, body mass index, and geographical location. Such differences may be attributable to differences in the study populations. Other sub-clinical outcome measures for atherosclerosis in the MESA study were weakly associated or not associated with PM exposures.

Clinical cardiovascular outcomes have also been examined in several epidemiological studies, including two that were based on prospective cohort studies: the Women's Health Initiative (WHI) Observational Study (Miller et al. 2007) and the Nurses' Health Study (Puett et al. 2008). Both these studies also examined cardiovascular mortality, and found links with long-term particulate matter

exposures. The WHI study included only women who were free of cardiovascular disease at enrollment, and estimated PM2.5 exposures using a nearest monitor approach. The study found PM2.5 exposures to be associated with cardiovascular disease outcomes, including myocardial infarction, revascularization, stroke, coronary heart disease death, and cerebrovascular disease, and accounted for the several potential confounding factors, such as sociodemographic factors, medical risk factors for cardiovascular disease, and cigarette smoking (Miller et al. 2007). An analysis of the Nurses' Health Study included women without a history of myocardial infarction and who lived in certain metropolitan areas in the northeastern U.S. (Puett et al. 2008). Long-term PM10 exposures were estimated using land use regression models as well as air pollution monitoring data, and the results accounted for potential confounding by smoking status and history, medical risk factors for cardiovascular disease, and area-level measures of socioeconomic status. This study found positive associations with the risk of all-cause and coronary heart disease mortality, and the results were suggestive of a link to coronary heart disease events although there was a great deal of uncertainty in this result. Other studies conducted in the U.S. and Europe have examined clinical cardiovascular outcomes with varying results (U.S. EPA 2009).

The U.S. EPA 2009 ISA concluded that epidemiologic studies, along with toxicological evidence linking PM exposures to atherosclerosis and other cardiovascular outcomes, provides evidence linking PM to cardiovascular effects and mortality. While the associations between PM and subclinical and clinical measures have inconsistent results, the consistency of the studies linking PM exposures to cardiovascular mortality and the coherence of the toxicological studies provide support for U.S. EPA's causal determination.

**Long-Term Particulate Matter Exposures and Respiratory Effects**

The U.S. EPA 2009 ISA review determined that the evidence for long-term particulate matter exposures on respiratory effects is likely to be causal. Several studies, including prospective cohort studies, have assessed the effects of long-term particulate matter exposure on respiratory symptoms and lung function changes. Consistent, positive associations have been found with respiratory symptoms, such as bronchitis, poorly controlled asthma, and decreased lung function in children (U.S. EPA 2009; Guarnieri et al. 2014). Since many of the studies of children included survey measures, these studies typically controlled for the potential confounding effect of tobacco smoking by the child and exposure to second-hand smoke at home, and some studies were also able to account for exposure to maternal smoking *in utero*.

The Southern California Children's Health Study established cohorts of school children from 12 Southern California communities, and followed these participants over time. One of the early studies from this cohort reported positive associations of particulate matter with prevalent bronchitis or phlegm among children with asthma. These effects were also associated with $NO_2$ and acid vapor levels (McConnell et al. 1999). Another study based on this cohort reported a lower rate of growth in lung function in children living in areas with higher levels of particulate pollution (Gauderman et al. 2000). Decreases in lung function growth were associated with PM10, PM2.5, PM10-2.5, acid

vapor, and $NO_2$. There was no association with ozone levels. The investigators were not able to identify independent effects of the pollutants but noted that motor vehicle emissions are a major source of the pollutants.

A follow-up study on a second cohort of children confirmed the findings that decreased lung function growth was associated with particulates, nitric oxides, and elemental carbon levels (Gauderman et al. 2002). Elemental carbon is often used as a measure for diesel particulate. Additionally, children who moved to areas with less air pollution were found to show improvement in lung function growth rate, while those who moved to areas with higher PM10 and $NO_2$ showed declines in lung function growth rates (Avol et al. 2001). By the time the fourth graders graduated from high school, a significant number showed lower lung function. The risk of lower lung function was about four times higher in children with the highest PM2.5 exposure when compared to the lowest exposure communities (Gauderman et al. 2004).

A follow-up report from the Children's Health Study assessed whether improving air quality in Southern California over the past decade has led to beneficial changes in health (Gauderman et al. 2015). It was reported that as the levels of nitrogen oxide and fine particulates were reduced as the result of reductions in air pollution emissions, the deficits in lung function growth were also of a smaller magnitude. Recently, the Children's Health Study cohort data were also used to evaluate associations with bronchitic symptoms in children (Berhane et al. 2016). The study found that reductions in NOx, ozone, and PM10 and PM2.5 were associated with decreases in bronchitic symptoms, with stronger effects observed in children with asthma. These results indicate that improvements in air quality, as measured by fine particulate and nitrogen oxides, are associated with improvements in children's health in Southern California.

A limited number of studies have linked PM exposures to asthma incidence. In an analysis of the Children's Health Study in Southern California, Islam et al. found that while children with better lung function are generally at lower risk of developing asthma, living in an area with long-term average PM2.5 levels ≥13.7 $\mu g/m^3$ offset this protective characteristic; in other words, this study related high PM2.5 levels with new-onset asthma in children (Islam et al. 2007). The U.S. EPA 2009 ISA report also reviewed two European studies that linked PM2.5 with asthma onset in children (Brauer et al. 2007) and adults (Kunzli et al. 2009). Two recent studies were identified in our literature search: the first study used the Sister Study national cohort and found that a 3.6 $\mu g/m^3$ increase in PM2.5 was associated with a 20 percent increased risk of incident asthma and a 14 percent increase in incident wheeze among adult females (Young et al. 2014); the second study was a study of Medicaid-enrolled children in Harris County, Texas, and found PM2.5 was associated with new-onset asthma in single-pollutant models (Wendt et al. 2014). However, accounting for the potential effects of other pollutants added substantial uncertainty in the overall effect estimates for PM2.5, meaning that it is difficult to distinguish in this study whether the effects are due to PM2.5 or other pollutant exposures.

The U.S. EPA 2009 ISA also noted that studies from many different locations, including Mexico City, Sweden, and a national cohort in the U.S. provide additional coherent and consistent evidence of respiratory effects associated with PM exposures.

**Long-Term Particulate Matter Exposures and Emerging Areas of Interest**

Beyond cardiovascular, respiratory and mortality effects, the U.S. EPA 2009 ISA review concluded that the evidence available at the time was suggestive of a causal relationship between long-term exposures to PM and reproductive/developmental effects, as well as cancer. Since the 2009 ISA, there have been several studies conducted that evaluated these health endpoints in relation to PM exposures, as well as studies of metabolic syndrome and neurological health outcomes. Because of the relatively long time gap since the latest ISA for PM, and because the SCAB exceeds the federal standards for PM2.5, these health endpoints are discussed briefly here, with a focus on studies conducted since the 2009 ISA, and studies conducted in California or in the SCAB.

Cancer

The U.S. EPA 2009 ISA review concluded that existing evidence is suggestive of a link between PM2.5 and cancer, with studies of lung cancer providing the strongest evidence. More recently, the International Agency for Research on Cancer (IARC) recently designated outdoor air pollution and particulate matter as carcinogenic to humans (Group 1 carcinogens), and a meta-analysis provided quantitative evidence for the associations between particulate matter and lung cancer risk (Hamra et al. 2014; International Agency for Research on Cancer 2015). The IARC review included studies evaluating associations between outdoor air pollution and lung cancer, urinary bladder cancer, breast cancer, leukemia and lymphoma, childhood cancers, and total cancers. Among these cancers, the IARC Working Group concluded that outdoor air pollution and particulate matter cause lung cancer, and that positive associations were observed between outdoor air pollution and urinary bladder cancer. The IARC Working Group also noted that associations with childhood leukemia were suggestive of an association, and, while there were some inconsistencies across studies, an association could not be ruled out. To estimate overall lung cancer risk, the meta-analysis included 14 studies reporting on PM2.5 and 9 studies reporting on PM10; the vast majority of these were cohort studies from North America and Europe. The meta-analysis found positive associations for both PM10 and PM2.5 and lung cancer risk, with the PM2.5 results being more consistent. Additionally, the study analyzed whether the association between PM2.5 and lung cancer differed by smoking status, and found positive associations for each smoking status group (current smokers, former smokers, and never-smokers).

A recent study from the Adventist Health and Smog Study-2 (AHSMOG-2) cohort in the U.S. and Canada reported that a 10 ug/$m^3$ increase in ambient PM2.5 increased the risk of lung cancer incidence by about 40 percent, after accounting for ozone exposures (Gharibvand et al. 2016). Because all participants are non-smokers, with over 80 percent never having smoked, and with the former smokers having an average of 24 years between quitting smoking and being diagnosed with lung cancer, the likelihood of confounding by smoking in this cohort is much lower than in most other

populations. Another recent study conducted in California evaluated air pollution in relation to survival after being diagnosed with lung cancer, and found that patients living in areas with higher $NO_2$, PM2.5 and PM10 had shorter survival times, particularly for those patients who were diagnosed at earlier stages of lung cancer (Eckel et al. 2016). Few other studies have evaluated air pollution effects on lung cancer survival, so this study represents a relatively newer area of research.

Reproductive Health Outcomes

The U.S. EPA 2009 ISA review concluded that existing evidence is suggestive of a link between PM2.5 and reproductive health effects. Numerous studies report evidence indicating that particulate matter exposure during pregnancy may be associated with adverse birth outcomes, with relatively consistent evidence linking PM2.5 and PM10 exposures to low birth weight or decreases in birth weight (Bobak et al. 1999; Sram et al. 2005; Stieb et al. 2012). Among the studies reviewed in the 2009 U.S. EPA ISA for particulate matter or in the literature search for more recent and/or local studies, several studies of low birth weight (defined as <2,500g or approximately 5.5 pounds at birth) or reductions in birth weight were conducted in California or in the Southern California region (Basu et al. 2004; Parker et al. 2005; Salam et al. 2005; Wilhelm et al. 2005; Morello-Frosch et al. 2010; Wilhelm et al. 2012; Basu et al. 2014; Laurent et al. 2014). Two of these studies were conducted in Los Angeles County and were published since the last AQMP in 2012, and both examined low birth weight among full-term babies ("term low birth weight"). Laurent et al. reported that a 5.82 $\mu g/m^3$ increase in PM2.5 exposures during pregnancy was linked to a 2.5 percent increased risk of term low birth weight (Laurent et al. 2014). The second study evaluated PM2.5 exposures by source, and found increased odds of term low birth weight with increased exposure to PM2.5 from diesel sources, gasoline, geological sources, as well as elemental carbon (Wilhelm et al. 2012). Studies from the U.S., Brazil, Mexico, the Czech Republic, South Korea, Japan, and Taiwan have reported that neonatal and early postnatal exposure to particulate matter may lead to increased infant mortality (U.S. EPA 2009). Among these studies, one was conducted in Southern California, and found increased risks for deaths among infants between one and 12 months old associated with exposures to particulates and other pollutants; however, no effect was seen for neonatal mortality (defined as mortality in the first month after birth) (Ritz et al. 2006). Some newer research has also linked particulate matter exposures to risk of certain birth defects and stillbirth. A California-based study used monitoring station data and traffic density measures to evaluate potential associations with a variety of birth defects in the San Joaquin Valley (Padula et al. 2013a; Padula et al. 2013b; Padula et al. 2013c; Padula et al. 2015). One of these studies reported evidence suggesting that PM10 and PM2.5 may increase the risk of certain congenital heart defects (Padula et al. 2013b). For neural tube defects, increased risks were linked to higher exposures to carbon monoxide and nitrogen oxide (Padula et al. 2013a), but higher risks for spina bifida with PM10 exposures were found only among mothers living in lower socioeconomic status neighborhoods (Padula et al. 2015). An earlier study conducted in Los Angeles County used ambient monitoring data to estimate exposures, and reported increased risk of certain congenital heart defects with higher exposures to carbon monoxide, but not for PM10; PM2.5 was not evaluated in this study (Ritz et al. 2002). A couple of recent studies evaluated PM2.5 exposures during gestation and risk of stillbirth. A recent study conducted in Ohio used monitoring station data

to evaluate stillbirth risk, and found that higher levels of PM2.5 exposure in the third trimester was linked to a 42 percent increased risk of stillbirth (DeFranco et al. 2015). A California-based study similarly found an increased risk of stillbirth with higher PM2.5 exposures averaged over the entire pregnancy, but the association may have been confounded by co-occurring nitrogen dioxide exposures (Green et al. 2015). A third study, conducted in Taiwan, found that higher PM10 and sulfur dioxide exposures in the first trimester were associated with increased risk of stillbirth among babies who were born preterm; PM2.5 was not assessed in this study (Hwang et al. 2011).

In the U.S. EPA review, it was noted that stronger associations with birth weight reductions are observed with PM2.5 compared to PM10, and animal toxicological studies provide supportive evidence, although a specific mechanism is not known (U.S. EPA 2009). These results and many other studies provide evidence that fetuses and infants are subgroups affected by particulate matter exposures.

Neurological Health Outcomes

A 2012 review conducted by a panel of research scientists convened by the National Institute of Environmental Health Sciences identified several studies that reported links between outdoor air pollution and central nervous system effects, such as decreased cognitive function, Alzheimer's disease, Parkinson's disease, and impacts on behavioral testing and development in childhood (Block et al. 2012). Toxicological studies suggest that the damage may be caused through an oxidative stress pathway, and demonstrate that PM can be inhaled into the lungs and translocated to the brain, and that ultrafine particles to reach the brain through the olfactory nerve (Peters et al. 2006). Some more recent studies have evaluated neurological impacts of PM, ranging from studies of older adults to prenatal exposures. The Normative Aging Study evaluated older men in Boston, MA, and reported an association between black carbon (a marker of traffic exhaust) and cognitive function, as measured through cognitive tests (Power et al. 2011). A study conducted in the Los Angeles Basin used monitoring data to evaluate long-term exposures in a middle-aged and older adult population, and reported PM2.5 exposure was associated with decreased verbal learning (Gatto et al. 2014). A study of school children in Spain reported that children attending schools with higher levels of air pollution, as measured by elemental carbon (a marker of diesel exhaust), $NO_2$, and ultrafine particles, experienced smaller growth in several cognitive measures (Sunyer et al. 2015). Three recent studies reported that PM2.5 exposures during the prenatal period were associated with autism in childhood. One study was conducted in Los Angeles County, and reported that 7 percent increased odds of autism with a 4.68 $\mu g/m^3$ increase in PM2.5; the effect estimate increased to 15 percent when accounting for ozone in the statistical models (Becerra et al. 2013). A California-based study found that an 8.7 $\mu g/m^3$ increase in PM2.5 during the prenatal period or in the first year of life doubled the odds of autism (Volk et al. 2013). The third study was based on the Nurses' Health Study II cohort, and reported an increased risk of autism with prenatal PM2.5 exposures, but not with exposures before pregnancy or after delivery (Raz et al. 2015). These studies provide emerging evidence of health effects of air pollution on neurological health outcomes.

Metabolic Syndrome

Metabolic syndrome, which is the clustering of several known risk factors for cardiovascular disease (Huang 2009), is a relatively new health outcome to be studied in relation to air pollution exposure. The U.S. EPA 2009 ISA reviewed only one epidemiological study and one toxicological study. These studies provided some evidence that particulate matter exposures may be linked to markers of metabolic syndrome, such as insulin resistance, hypertension, high cholesterol, or obesity, or that having a metabolic syndrome may increase susceptibility to the effects of PM10 exposures on cardiovascular outcomes (U.S. EPA 2009). More recently, a Swiss epidemiological study reported that long-term PM10 exposures were associated with increased risk of metabolic syndrome (Eze et al. 2015). Two other human studies found that people with metabolic syndrome exposed to particulate matter air pollution experienced cardiovascular effects and worsening insulin resistance (Devlin et al. 2014; Brook et al. 2016). Some recent animal studies have also reported impacts of PM on the development of obesity and metabolic syndrome, and that animals with pre-existing metabolic syndrome may be more sensitive to the cardiovascular effects of PM exposure (Brocato et al. 2014; Wagner et al. 2014; Wei et al. 2016).

## Ultrafine Particles

As noted above, numerous studies have found associations between particulate matter levels and adverse health effects, including mortality, hospital admissions, and respiratory disease symptoms. The vast majority of these studies used particle mass of PM10, PM2.5, or PM10-2.5 as the measure of exposure. Some researchers have postulated, however, that ultrafine particles may be responsible for some of the observed associations of particulate matter and health outcomes (Oberdorster et al. 1995; Seaton et al. 1995). Ultrafine particles are typically defined as particles with aerodynamic diameters of less than 0.1 µm or 100 nm. Ultrafine particles are formed as a result of combustion processes as well as secondary atmospheric transformations. Vehicle emissions, especially diesel exhaust, are major sources of ultrafine particles; therefore, proximity to a major roadway is an important factor that affects an individual's exposure to ultrafine particles (Zhu et al. 2002; HEI Review Panel on Ultrafine Particles 2013). There is currently no federal or California standard for ultrafine particles.

U.S. EPA staff has presented conclusions on causal determination of several health effects of ultrafine PM based on a recent review of the available scientific studies (U.S. EPA 2009). These causal determinations are depicted in Table I-9.

**TABLE I-9**

Summary of U.S. EPA's Causal Determination of Ultrafine PM by Exposure Duration and Health Outcome

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Suggestive of a causal relationship |
| Respiratory effects | Suggestive of a causal relationship |
| Central nervous system | Inadequate to infer a causal relationship |
| Mortality | Inadequate to infer a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Cardiovascular effects | Inadequate to infer a causal relationship |
| Respiratory effects | Inadequate to infer a causal relationship |
| Mortality | Inadequate to infer a causal relationship |
| Reproductive and developmental | Inadequate to infer a causal relationship |
| Cancer, Mutagenicity, Genotoxicity | Inadequate to infer a causal relationship |

(From (U.S. EPA 2009) Table 2-4 and Chapters 6 and 7)

In 2013, a review of the health effects of ultrafine particles concluded that current available evidence does not support that exposures to ultrafine particles alone account for the adverse health effects that have been associated with other ambient pollutants such as PM2.5, although the report noted several limitations in the exposure data relating to ultrafine particles (HEI Review Panel on Ultrafine Particles 2013). However, a more recent assessment of the studies published since that time suggest that UFP's may be more harmful compared to health compared to PM10 and PM2.5 (Li et al. 2016). Several potential mechanisms have been brought forward to suggest that the ultrafine portion may be important in determining the toxicity of ambient particulates, some of which are discussed below.

Smaller particles can also be inhaled deeper into the lungs, although the relationship between deposition fraction and particle size is complex. The ultrafine particles between 20-30 nm generally have higher fractional deposition in the alveolar region of the lung, where air exchange takes place. Because ultrafine particles are cleared from the lung more slowly compared to larger particles, the ultrafine particles can accumulate in the lung tissue where they can also translocate into the blood and to other organs (HEI Review Panel on Ultrafine Particles 2013). Ultrafine particles can also enter the brain tissues through the olfactory nerve (Peters et al. 2006). For a given mass concentration, ultrafine particles have much higher numbers of particles and surface area compared to larger particles. Particles can act as carriers for other adsorbed agents, such as trace metals and organic

compounds; and the larger surface area may transport more of such toxic agents than larger particles. Combined with the slower clearance of UFP's from the alveolar region of the lung, these small particles can deliver a greater amount of toxics to this part of the lung, causing increased inflammation (Li et al. 2016).

Exposures of laboratory animals to ultrafine particles have found cardiovascular and respiratory effects. Using an animal model of atherosclerotic disease, mice exposed to concentrated ultrafine particles (defined as less than 0.18 µm) near a roadway in Southern California showed larger early atherosclerotic lesions than mice exposed to concentrated PM2.5 or to filtered air (Araujo et al. 2008). In a mouse allergy model, exposures to concentrated ultrafine particles (less than 0.18 µm) resulted in a greater response to antigen challenge to ovalbumin (Li et al. 2010), indicating that vehicular traffic exposure could exacerbate allergic inflammation in already-sensitized animals. More specifically, ambient UFP's with a higher polycyclic aromatic hydrocarbon (PAH) content and higher oxidant potential triggered greater allergic inflammation in mice compared to a mixture of fine and ultrafine particles (Li et al. 2009). A related study identified specific proteins that are up-regulated among the exposed mice, which were proteins involved in allergic airway inflammation and immune system response (Kang et al. 2010). These results suggest that UFP's may play a role in the development or exacerbation of asthma, and point to an oxidative stress pathway. Additionally, some experiments using engineered nanoparticles found that the particle exposure led to a suppressed immune response to infections (Li et al. 2016).

Controlled exposures of human volunteers to ultrafine particles either laboratory-generated or as products of combustion, such as diesel exhaust containing particles, have found physiological changes related to vascular effects. Mills et al., for example found exposure to diesel exhaust particulate at 300 $\mu g/m^3$ attenuated both acetylcholine and sodium-nitroprusside-induced vasorelaxation (Mills et al. 2011). These exposures were higher than typical ambient concentrations, although the authors state that such concentrations can be found regularly in heavy traffic, occupational settings, and in some of the most polluted cities in the world. This study showed that diesel exhaust particulates had impacts on vascular function while carbon nanoparticles did not change vascular function, providing evidence that is complementary to the epidemiological studies linking particulate matter exposure to cardiovascular outcomes. Several other human exposures studies have reported effects of UFP's on inflammatory markers, lung function, heart rate and heart rate variability, including effects on people with asthma, diabetes, or metabolic syndrome (Li et al. 2016).

There is a lack of long-term studies of human population exposure to ultrafine particles, as there is currently no ultrafine monitoring network in the U.S. As noted above, however, a recent study from California estimated exposures to PM2.5 and ultrafine particles among members of the California Teachers Study cohort. Positive, statistically significant associations of ischemic heart disease mortality were observed with modeled PM2.5 and with ultrafine particle mass concentrations derived from chemical transport models using California emissions inventories (Ostro et al. 2015). Other epidemiological studies have reported links between UFP exposures both indoors and

outdoors with decreased microvascular function and increased systemic inflammation in adults (Karottki et al. 2014; Olsen et al. 2014), and with oxidative DNA damage in children (Song et al. 2013).

There have been several cross-sectional epidemiological studies of ultrafine particles, mainly from Europe. Some of these studies found effects on hospital admissions and emergency department visits for respiratory and cardiovascular effects, whereas other studies did not find such effects (U.S. EPA 2009). A recent study conducted in Rochester, NY reported that ambient UFP exposures in the prior week were associated with increased risk of asthma-related medical visits indicative of asthma exacerbation; the study did not find associations with accumulation mode PM, PM2.5, black carbon, or sulfur dioxide (Evans et al. 2014). Concentrations of ultrafine particles can vary geographically, and it is not clear how well the central-site monitors used in these studies reflect actual exposures.

Additional discussion on the sources and health effects of ultrafine particles can be found in Chapter 9 of the 2012 AQMP.

## Sensitive Populations for PM-Related Health Effects

Certain populations may be more sensitive to the health effects of particulate air pollution, and evidence to assess susceptibility comes from epidemiological, controlled human exposure, and toxicological studies of PM2.5 and PM10 exposures. The U.S. EPA 2009 ISA for PM concluded that there is evidence supporting increased susceptibility to the effects of PM among children (for respiratory effects) and older adults (for cardiovascular effects), individuals with pre-existing cardiovascular or respiratory conditions, individuals with lower socioeconomic status (sometimes assessed using proxy measures such as educational attainment or residential location), and individuals with certain genetic polymorphisms that control antioxidant response, regulate enzyme activity, or regulate procoagulants (U.S. EPA 2009). In addition, there is some limited evidence that additional factors may increase a person's susceptibility to PM health effects, including chronic inflammatory conditions (e.g. diabetes, obesity) and life stage, with pregnant women and fetuses *in utero* being potentially more susceptible. Table I-10 summarizes the U.S. EPA's 2009 ISA assessment of susceptibility factors for particulate matter.

**TABLE I-10**

Summary of Evidence for Potential Increased Susceptibility to PM-Related Health Effects

| Assessment of Evidence | Potential At Risk Factor |
|---|---|
| Increased susceptibility to PM | Older Adults (≥65 years)<br>Children (<18 years)<br>Genetic factors<br>Cardiovascular diseases<br>Respiratory illnesses<br>Socioeconomic status (SES)<br>Educational attainment (surrogate of SES)<br>Residential location (surrogate of SES) |
| Increased susceptibility to PM, but limited studies available | Pregnancy and developmental effects<br>Diabetes<br>Obesity<br>Health status, e.g. nutrition (surrogate of SES) |
| Did not increase susceptibility to PM | Gender<br>Race/ethnicity |
| Did not increase susceptibility to PM, but limited studies available | Respiratory contributions to cardiovascular effects |

Adapted From (U.S. EPA 2009) Table 8-2

## Summary - Particulate Matter Health Effects

A considerable body of scientific evidence from epidemiologic, controlled human exposure and toxicological studies support the causal determinations for particulate matter and several categories of health endpoints, with the strongest evidence supporting a causal relationship for PM2.5 exposures with cardiovascular effects and mortality. Specific cardiovascular effects include cardiovascular deaths, hospital admissions for ischemic heart disease and congestive heart failure, changes in heart rate variability and markers of oxidative stress, and markers of atherosclerosis. The scientific evidence also supported a likely causal relationship for PM2.5 exposure with respiratory effects, such as hospital admissions for COPD or respiratory infections, asthma development, asthma or allergy exacerbation, lung cancer, impacts on lung function, lung inflammation, oxidative stress, and airway hyperresponsiveness. Both short-term and long-term particulate matter exposures are linked to health effects in humans. Young children, older adults, and people with pre-existing respiratory or cardiovascular health conditions are among those who may be more susceptible to the adverse effects of PM.

## Estimates of the Health Burden of Particulate Matter in the South Coast Air Basin

In terms of estimating health burdens of air pollution exposure, CARB has conducted analyses in the past estimating exposures and quantitative health effects from exposures to particulate matter as well as other pollutants. A recent assessment focused on premature mortality and PM2.5, and

estimated the deaths associated with exposures above 5.8 µg/$m^3$, which is an estimate of background PM2.5 (California Air Resources Board 2010a). The analysis used the U.S. EPA's risk assessment methodology for calculating premature mortality and used ambient air quality measurements averaged over a three-year period of 2006-2008. An update to this analysis using ambient air quality data from 2009-2011 indicated that PM2.5-related premature deaths in California due to cardiopulmonary causes as 7,200 deaths per year with an uncertainty range of 5,600 – 8,700. Estimates were also made for the California Air Basins. For the South Coast Air Basin, the estimate was 4,000 cardiopulmonary deaths per year with an uncertainty range of 3,200–4,900. These estimates were calculated using the associations of cardiopulmonary mortality and PM2.5 from the second exposure period from Krewski (Krewski et al. 2009).

Another analysis of health impacts in the South Coast was conducted as part of the Socioeconomic Report for the 2012 AQMP. The analysis estimated the anticipated costs and benefits of adopting the measures in the Final 2012 AQMP, which included the projected public health benefits associated with lower PM2.5 concentrations as a result of the 2012 plan (South Coast Air Quality Management District 2012). Based on that analysis, the projected annual number of averted deaths due to PM2.5 reductions from the 2012 AQMP was 668 deaths in year 2014, and 275 deaths in year 2023. In addition, estimated numbers of health conditions prevented per year due to the 2012 AQMP were shown for several other health endpoints, including respiratory and cardiovascular outcomes. The estimates of cases averted in year 2014 were 597 cases of acute bronchitis, 29 to 261 non-fatal heart attacks, 18,384 person-days for lower and upper respiratory symptoms, 153 respiratory emergency room visits, 151 hospital admissions, 287,447 person-days of minor restricted activity, 48,805 work loss days, and 26,910 person-days of asthma attacks. Importantly, these estimates of prevented mortality and morbidity should not be compared to the estimates of deaths attributable to PM2.5 conducted by CARB, because these analyses are intended to answer different questions. The SCAQMD estimates address the question of "how many cases are averted due to the adoption of the 2012 AQMP?" while the CARB estimates address the question of "how many deaths are attributable to PM2.5 exposures above 5.8 µg/m3?". Both analyses provide important information regarding the health impacts of PM2.5.

## NITROGEN DIOXIDE

Nitrogen dioxide ($NO_2$) is a gaseous air pollutant that serves as an indicator of gaseous oxides of nitrogen, such as nitric oxide (NO) and other related compounds ($NO_x$). These gases can undergo photochemical reactions to form ground-level ozone, and are important contributors to ozone pollution levels in the SCAB. Evidence of the health effects of $NO_2$ is derived from human and animal studies, which link $NO_2$ with respiratory effects such as decreased lung function and increases in airway responsiveness and pulmonary inflammation (U.S. EPA 2016). The U.S. EPA in 2010 retained the existing standards of 53 ppb for $NO_2$ averaged over one year, and adopted a new short-term standard of 100 ppb (0.1 ppm) averaged over one hour. The standard was designed to protect against increases in airway reactivity in individuals with asthma based on controlled exposure studies, as well as respiratory symptoms observed in epidemiological studies. The revised standard also requires additional monitoring for $NO_2$ near roadways.

In the current U.S. EPA Integrated Science Assessment for Nitrogen Oxides (U.S. EPA 2016), the staff conclusion for causal relationships between exposures and health effects are shown in the following table.

**TABLE I-11**

Summary of U.S. EPA's Causal Determination for Health Effects of Nitrogen Dioxide

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Respiratory effects | Causal relationship |
| Cardiovascular and related metabolic effects | Suggestive of a causal relationship |
| Total mortality | Suggestive of a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Respiratory effects | Likely to be a causal relationship |
| Cardiovascular and related metabolic effects | Suggestive of a causal relationship |
| Reproductive and developmental effects | Fertility, Reproduction, and Pregnancy: Inadequate to infer a causal relationship<br>Birth Outcomes: Suggestive of a causal relationship<br>Postnatal Development: Inadequate to infer a causal relationship |
| Total Mortality | Suggestive of a causal relationship |
| Cancer | Suggestive of a causal relationship |

(From (U.S. EPA 2016), Table ES-1)

Since the previous U.S. EPA Integrated Science Assessment (ISA) for Nitrogen Oxides from 2008, the causal determination for short-term and long-term respiratory effects have been updated in the 2016 ISA to reflect the stronger evidence now available pointing to a causal or likely causal relationship. For non-respiratory outcomes, the U.S. EPA also updated their assessment of the weight of evidence to show that the evidence for several short- and long-term outcomes is suggestive, but not sufficient to infer a causal relationship. Evidence for low-level nitrogen dioxide ($NO_2$) exposure effects is derived from laboratory studies of asthmatics and from epidemiological studies. Additional evidence is derived from animal studies. In the 2016 ISA, the U.S. EPA cited the coherence of the results from a variety of studies, and a plausible biological mechanism (whereby $NO_2$ reacts with the respiratory lining and forms secondary oxidation products that increase airway responsiveness and allergic

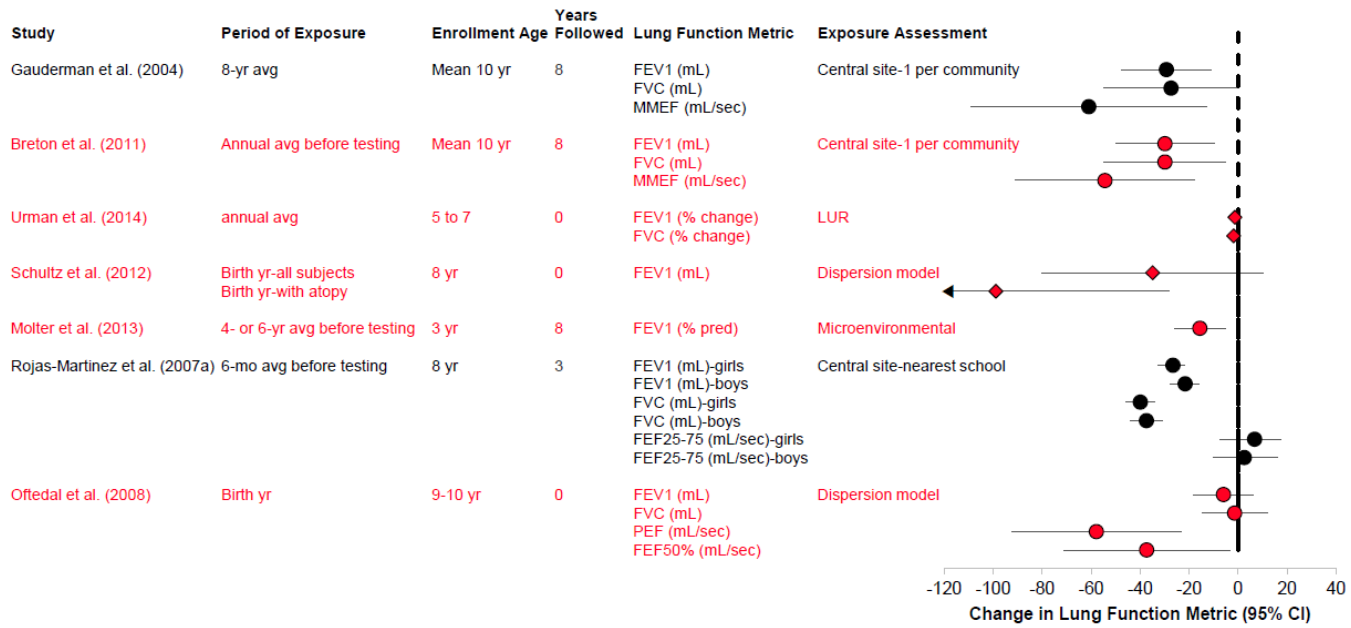
inflammation) to support the determination of a causal relationship between short-term $NO_2$ exposures and asthma exacerbations ("asthma attacks"). The long-term link with respiratory outcomes was strengthened by recent experimental and epidemiological studies, and the strongest evidence available is from studies of asthma development.

Several studies related to outdoor exposure have found health effects associated with ambient $NO_2$ levels, including respiratory symptoms, respiratory illness, decreased lung function, pulmonary inflammation, increased emergency room visits for asthma, and cardiopulmonary mortality. However, since traffic exhaust is an important source of $NO_2$ and several other pollutants, such as particulate matter, exposure generally occurs in the presence of other pollutants, making it more difficult for these studies to distinguish the specific role of $NO_2$ in causing effects independent of other pollutants. However, studies linking $NO_2$ to asthma exacerbations and human experimental studies provided support for the U.S. EPA determination that this causal relationship exists for short-term $NO_2$ exposures independent of other traffic-related pollutants (U.S. EPA 2016). The report also concludes that epidemiological studies do not rule out the possible influence of other traffic-related pollutants on the observed health effects.

The Children's Health Study in Southern California has evaluated a variety of health endpoints in relation to air pollution exposures, including lung function, lung development, school absences, and asthma. The study found associations between long-term exposure to air pollution, including $NO_2$, PM10, and PM2.5, and respiratory symptoms in asthmatic children (McConnell et al. 1999). Particles and $NO_2$ levels were correlated, and independent effects of individual pollutants could not be discerned. A subsequent analysis using more refined exposure estimation methods indicated consistent associations between long-term $NO_2$ exposures and respiratory symptoms in children with asthma (McConnell et al. 2003).

Ambient levels of $NO_2$ were also associated with a decrease in lung function growth in a group of children followed for eight years, including children with no history of asthma. In addition to $NO_2$, the decreased growth was also associated with particulate matter and airborne acids. The study authors postulated this may be a result of a package of pollutants from traffic sources (Gauderman et al. 2004).

A number of studies have since reported deficits in lung function associated with nitrogen oxides exposures. Examples are shown in Figure I-8.



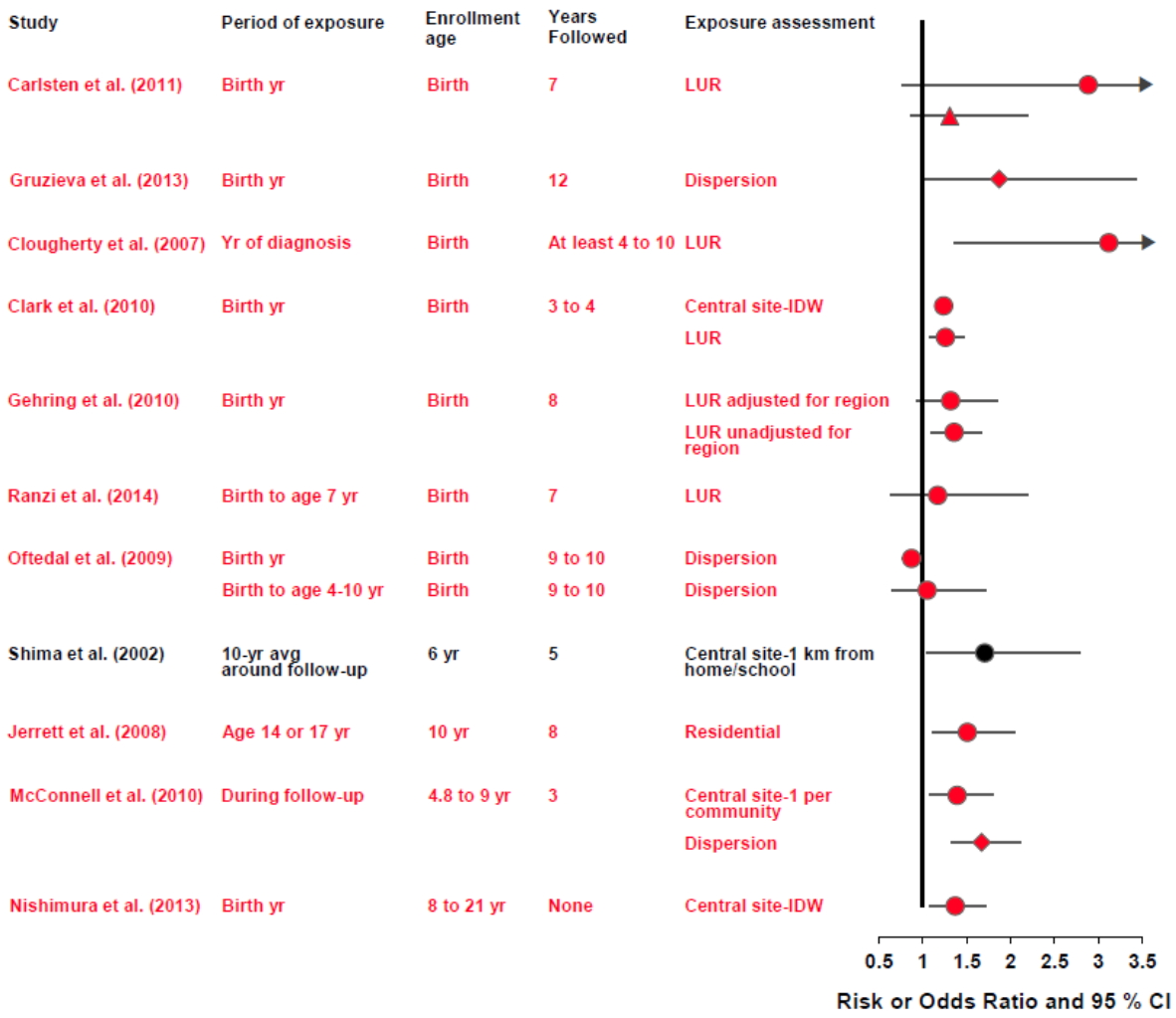

Note: Studies in red are recent studies. Studies in black were included in the 2008 ISA for Oxides of Nitrogen. Circles = $NO_2$; Diamonds = $NO_x$. All mean changes in this plot are standardized to a 10-ppb increase in $NO_2$ and a 20-ppb increase in $NO_x$ concentration. Effect estimates from studies measuring $NO_x$ in $\mu g/m_3$ (Schultz et al., 2012) have not been standardized.

**FIGURE I-8**

Associations of nitrogen dioxide ($NO_2$) or the sum of nitric oxide and $NO_2$ ($NO_x$) with lung function indices from prospective studies of children (From (U.S. EPA 2016), Figure 6-5).

A follow-up report from the Children's Health Study has assessed whether improving air quality in Southern California over the past several decades has led to beneficial changes in health among children (Gauderman et al. 2015). It was reported that as the levels of nitrogen oxide and fine particulates came down as the result of air pollution emissions reductions, the deficits in lung function growth were also of a smaller magnitude. Such improvements were observed in children with asthma as well as in those without asthma. These results indicate that improvements in air quality are associated with improvements in children's health.

In recent years, the most compelling evidence of long-term effects of $NO_2$ has been from prospective cohort studies that link $NO_2$ exposures to the development of asthma, primarily in children. The U.S. EPA included several recent studies in their review, as shown in the Figure I-9. The vast majority of these studies found that higher $NO_2$ exposures were linked to an increased risk or odds of developing asthma among children.




Effect estimates are standardized to a 10-ppb increase in $NO_2$, with the exception of Gruzieva et al. (2013) who examined NOx in µg/m3 and Oftedal et al (2009) who did not report increments for the effect estimates for the birth to age 4 years or birth to age 10 years exposure periods. Note: Black symbols = studies evaluated in the 2008 Integrated Science Assessment for Oxides of Nitrogen; Red symbols = recent studies. Circles=$NO_2$; triangles=NO; diamonds=NOx.

**FIGURE I-9**

Associations of ambient nitrogen dioxide ($NO_2$) concentrations with asthma incidence in longitudinal cohort studies of children (From (U.S. EPA 2016), Figure 6-1).

Among the studies of childhood asthma incidence reviewed in the 2016 U.S. EPA ISA for Oxides of Nitrogen, two studies were conducted in Southern California. Both studies were based on the Children's Health Study cohort, but one study used a smaller subset of the cohort and estimated $NO_2$ exposures using monitors at the children's homes (Jerrett et al. 2008). The second study examined over 2000 children and used data from air monitoring stations as well as modeled $NO_2$ levels to estimate exposures (McConnell et al. 2010). Both studies found a positive association between $NO_2$ exposures and the onset of asthma in these children, however, because $NO_2$ is often strongly

correlated with PM2.5 and other components of traffic-related air pollution, it is possible that the effects observed are due to some other component of traffic exhaust for which $NO_2$ serves as a proxy measure. The consistency of the effects found linking $NO_2$ exposure and asthma development in children, the use of prospective longitudinal study designs following children for several years, and the use of several different methods to estimate exposures are noted strengths of such studies. Experimental studies have found that $NO_2$ exposures increase responsiveness of airways, pulmonary inflammation, and oxidative stress, and can lead to the development of allergic responses. These biological responses provide evidence of a plausible mechanism for $NO_2$ to cause asthma.

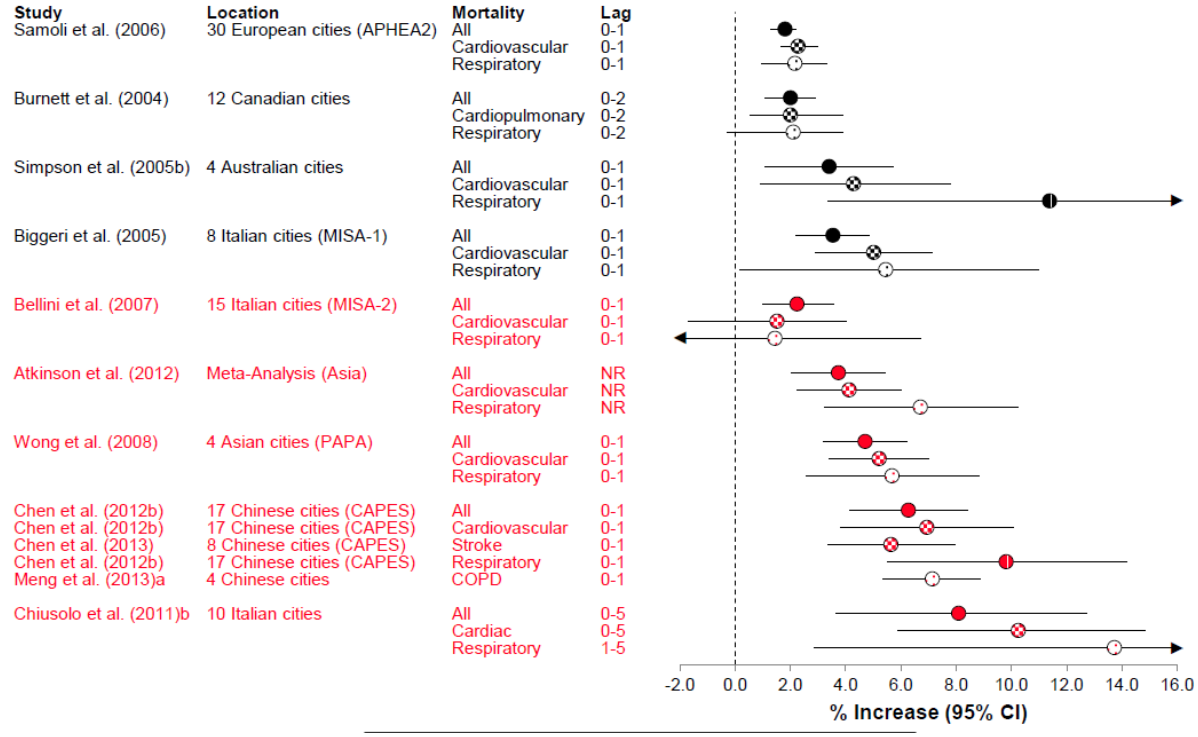
Results from controlled exposure studies of asthmatics demonstrate an increase in the tendency of airways to contract in response to a chemical stimulus (airway responsiveness) or after inhaled allergens (U.S. EPA 2016). Effects were observed among adult volunteers with asthma when exposed to 100 ppb $NO_2$ for 60 minutes and to 200-300 ppb for 30 minutes, with approximately 70 percent of study participants experiencing an increase in airway responsiveness. A similar response was reported in some studies with healthy subjects at higher levels of exposure (1.5 - 2.0 ppm), although these changes in healthy adults are likely of little or no clinical significance. Increased airway responsiveness among people with asthma can lead to worse symptoms and reduced lung function. Mixed results have been reported from controlled human exposure studies of people with chronic obstructive lung disease, with some studies reporting no change in symptom score while other studies reporting increased symptom scores when participants were exposed to $NO_2$ while exercising (U.S. EPA 2016).

Short-term controlled studies of rats exposed to $NO_2$ over a period of several hours indicate cellular changes associated with allergic and inflammatory responses that can lead to liver damage and reduced hepatic function. Rodent models exposed to $NO_2$ repeatedly for 4 to 14 days demonstrated increased airway responsiveness with high levels of exposure (4000 ppb). Animal studies also provide evidence that $NO_2$ exposures have negative effects on the immune system, and therefore increase the host's susceptibility to respiratory infections. Epidemiological studies showing associations between $NO_2$ levels and hospital admissions for respiratory infections also support such a link (U.S. EPA 2016).

Several epidemiological studies conducted in California have examined associations between $NO_2$ exposures and other health effects, including some recent studies evaluating cardiovascular effects (Coogan et al. 2012; Bartell et al. 2013; Wittkopp et al. 2013), mortality (Lipsett et al. 2011; Bartell et al. 2013; Jerrett et al. 2013), birth outcomes (Ghosh et al. 2012; Laurent et al. 2014; Padula et al. 2014; Ritz et al. 2014; Green et al. 2015), and cancer (Ghosh et al. 2013). Many studies conducted in other geographic areas have also found links with these health outcomes, and the latest assessment by U.S. EPA is that the existing studies are suggestive of a causal relationship for some of these endpoints or inadequate to infer a causal relationship for other endpoints (U.S. EPA 2016). In addition, some of the newer outcomes evaluated in relation to $NO_2$ exposures include neurological outcomes such as Parkinson's disease (Ritz et al. 2016), Alzheimer's disease (Oudin et al. 2016), and autism (Becerra et al. 2013; Volk et al. 2013), as well as metabolic diseases such as diabetes and obesity (Coogan et al. 2012; Robledo et al. 2015; White et al. 2016). However, many of these studies

use $NO_2$ exposures as a proxy measure for traffic-related air pollutants, and do not aim to identify a specific pollutant within the mix of pollutants from this source. Thus, there is uncertainty on whether $NO_2$ exposure has independent relationships with non-respiratory related health effects, or whether $NO_2$ is simply a marker of near-road air pollution exposure, which includes a mixture of air pollutants, including some air toxics.

Examples of studies reporting an association of mortality with short-term $NO_2$ exposures are shown in the figure below.




Note: Black symbols = multicity studies evaluated in the 2008 Integrated Science Assessment for Oxides of Nitrogen; Red symbols = recent studies. Filled circle = total mortality; Crosshatch = cardiovascular mortality; Vertical lines = respiratory mortality.

**FIGURE I-10**

Percentage increase in total, cardiovascular, and respiratory mortality from multi-city studies for a 20-ppb increase in 24-hour average or 30-ppb increase in one-hour maximum nitrogen dioxide concentrations (From (U.S. EPA 2016), Figure 5-23).

## SULFUR DIOXIDE

Sulfur dioxide ($SO_2$) is a gaseous air pollutant that has been linked to a variety of respiratory effects, such as decreased lung function and increased airway resistance. Controlled laboratory studies involving human volunteers have clearly identified asthmatics as a very sensitive group to the effects of ambient sulfur dioxide ($SO_2$) exposures. Healthy subjects have failed to demonstrate any short-term respiratory functional changes at exposure levels up to 1.0 ppm over 1-3 hours. In exercising asthmatics, brief exposure (5-10 minutes) to $SO_2$ at levels between 0.2-0.6 ppm can result in increases in airway resistance and decreases in breathing capacity. The response to $SO_2$ inhalation is

observable within two minutes of exposure, increases further with continuing exposure up to five minutes, then remains relatively steady as exposure continues. $SO_2$ exposure is generally not associated with any delayed reactions or repetitive asthmatic attacks (U.S. EPA 2008). In 2010, the U.S. EPA $SO_2$ air quality standard was set at 75 ppb (0.075 ppm) averaged over one hour to protect against acute asthma attacks in sensitive individuals.

The EPA assessment based on the 2008 Integrated Science Assessment for Sulfur Oxides is shown in the table below (U.S. EPA 2008). The U.S. EPA recently released a draft of the revised ISA for SO2 (U.S. EPA 2015a) which evaluates recent evidence assessing links to mortality and cardiovascular, respiratory, carcinogenic, and reproductive effects (Brunekreef et al. 2009; Hart et al. 2011; Pascal et al. 2013; Chen et al. 2014; Gianicolo et al. 2014; Milojevic et al. 2014; Moridi et al. 2014; Stingone et al. 2014; Straney et al. 2014; Wang et al. 2014; Winquist et al. 2014; Yang et al. 2014; Ancona et al. 2015; Green et al. 2015; Rich et al. 2015; Shah et al. 2015; Yorifuji et al. 2015).

**TABLE I-12**

Summary of U.S. EPA's Causal Determinations for Health Effects of Sulfur Oxides

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Respiratory morbidity | Causal relationship |
| Cardiovascular morbidity | Inadequate to infer a causal relationship |
| Mortality | Suggestive of a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Respiratory morbidity | Inadequate to infer a causal relationship |
| Carcinogenic effects | Inadequate to infer a causal relationship |
| Prenatal and neonatal outcomes | Inadequate to infer a causal relationship |
| Mortality | Inadequate to infer a causal relationship |

(From (U.S. EPA 2008) Chapter 3)

In epidemiologic studies of children and adults, associations of short-term variations in $SO_2$ levels with increases in respiratory symptoms, emergency department visits, and hospital admissions for respiratory-related causes have been reported. There is uncertainty as to whether $SO_2$ is associated with the effects or whether other co-occurring pollutants may explain the observed effects, although some studies indicated that the $SO_2$ effects remained even after accounting for the effects of other pollutants, including PM2.5. Coupled with the human clinical studies, these data suggest that $SO_2$ can trigger asthmatic episodes in individuals with pre-existing asthma (U.S. EPA 2008).

Animal studies have shown $SO_2$ effects on pulmonary inflammation with acute exposure at concentrations consistent with ambient $SO_2$ levels. Toxicological studies using animals found that repeated exposures to concentrations of $SO_2$ as low as 0.1 ppm promoted allergic sensitization and airway inflammation. Such evidence, combined with human clinical studies and epidemiological studies in people with asthma support the U.S. EPA determination of a causal relationship between short-term $SO_2$ exposure and respiratory morbidity. One of these studies was conducted in the Los Angeles area, and found that higher ambient $SO_2$ levels were associated with increased odds of asthma symptoms among Hispanic children with asthma (Delfino et al. 2003).

Some epidemiological studies indicate that the cardiovascular mortality effects associated with short-term exposures to ambient $SO_2$ were generally reduced when accounting for other pollutants, although the evidence is still suggestive of a causal relationship. Few epidemiological studies are available to assess the potential confounding effects of other co-occurring pollutants in studies of long-term effects. For example, there is some evidence that sulfates, which are formed when $SO_2$ oxidizes rapidly in the atmosphere, may be associated with lung function changes, although the evidence is not consistent (Reiss et al. 2007). Sulfates are positively correlated with $SO_2$ levels, so it is difficult to distinguish the effect of one individual pollutant. Based on a level determined necessary to protect the most sensitive individuals, the California Air Resources Board (CARB) in 1976 adopted a standard of 25 $\mu g/m^3$ (24-hour average) for sulfates. There is no federal air quality standard for sulfates.

## CARBON MONOXIDE

Carbon monoxide (CO) is a gaseous air pollutant that has a high affinity to bond with oxygen-carrying proteins (hemoglobin and myoglobin). The resulting reduction in oxygen supply in the bloodstream is responsible for the toxic effects of CO, which are typically manifested in the oxygen-sensitive organ systems. The effects have been studied in controlled laboratory environments involving exposure of humans and animals to CO, as well as in population-based studies of ambient CO exposure effects. People with deficient blood supply to the heart (ischemic heart disease) are known to be susceptible to the effects of CO. Protection of this group is the basis of the existing National Ambient Air Quality Standards for CO at 35 ppm for one hour and 9 ppm averaged over eight hours. The health effects of ambient CO have been recently reviewed by U.S. EPA, with the strongest evidence supporting a likely causal link between short-term CO exposures and cardiovascular outcomes, although studies have linked both short-term and long-term CO exposures to several other health outcomes (Table I-13) (U.S. EPA 2010).

**TABLE I-13**

Summary of U.S. EPA's Causal Determinations for Health Effects of Carbon Monoxide

| **SHORT-TERM EXPOSURES** | |
|---|---|
| **Health Outcome** | **Causality Determination** |
| Cardiovascular morbidity | Likely to be a causal relationship |
| Central nervous system | Suggestive of a causal relationship |
| Respiratory morbidity | Suggestive of a causal relationship |
| Mortality | Suggestive of a causal relationship |
| **LONG-TERM EXPOSURES** | |
| **Health Outcome** | **Causality Determination** |
| Cardiovascular morbidity | Inadequate to infer a causal relationship |
| Central nervous system | Suggestive of a causal relationship |
| Birth outcomes and developmental effects | Suggestive of a causal relationship |
| Respiratory morbidity | Inadequate to infer a causal relationship |
| Mortality | Not likely to be a causal relationship |

(From (U.S. EPA 2010) Table 2-1)

Inhaled CO has no known direct toxic effect on lungs but rather exerts its effects by interfering with oxygen transport—through the formation of carboxyhemoglobin (COHb, a chemical complex of CO and hemoglobin) ), which reduces the amount of oxygen the blood can carry to the tissues. Exposure to CO is often evaluated in terms of COHb levels in blood, measured as percentage of total hemoglobin bound to CO. Endogenous COHb is estimated to be <1 percent in healthy individuals, but COHb levels are sensitive to health status and metabolic state, with higher levels among smokers and persons with inflammatory diseases. Estimates based on a large prospective study of adults conducted in the 1970s showed a dose-response relationship between the average number of cigarettes smoked per day and the COHb concentrations (never smokers: 1.59±1.72 percent, former smokers: 1.96±1.87 percent, 1-5 cigarettes/day: 2.31±1.94 percent, 6–14 cigarettes/day: 4.39±2.48 percent, 15–24 cigarettes/day: 5.68±2.64 percent, >=25 cigarettes/day: 6.02±2.86 percent) (Hart et al. 2006).

Under controlled laboratory conditions, healthy subjects exposed to CO sufficient to result in 5 percent COHb levels exhibited reduced duration of maximal exercise performance due to the inability to deliver sufficient oxygen to the heart and other muscles. Studies involving subjects with coronary artery disease who engaged in exercise during CO exposures have shown that COHb levels as low as

2.4 percent can lead to earlier onset of electrocardiograph changes indicative of deficiency of oxygen supply to the heart. Other effects of inadequate oxygen delivery to the body tissues include earlier onset of chest pain, increase in the duration of chest pain, headache, confusion and drowsiness (U.S. EPA 2000).

A number of epidemiological studies have found associations between short-term ambient CO levels and increased hospital admissions and emergency department visits for ischemic heart disease, including myocardial infarction (U.S. EPA 2010). In studies reporting results stratified by age and sex, larger effects were generally observed among older adults and among males. Examples of such studies, including information on number of days of lag time between exposure and hospital admissions for key cardiovascular outcomes, are shown in the figure below.

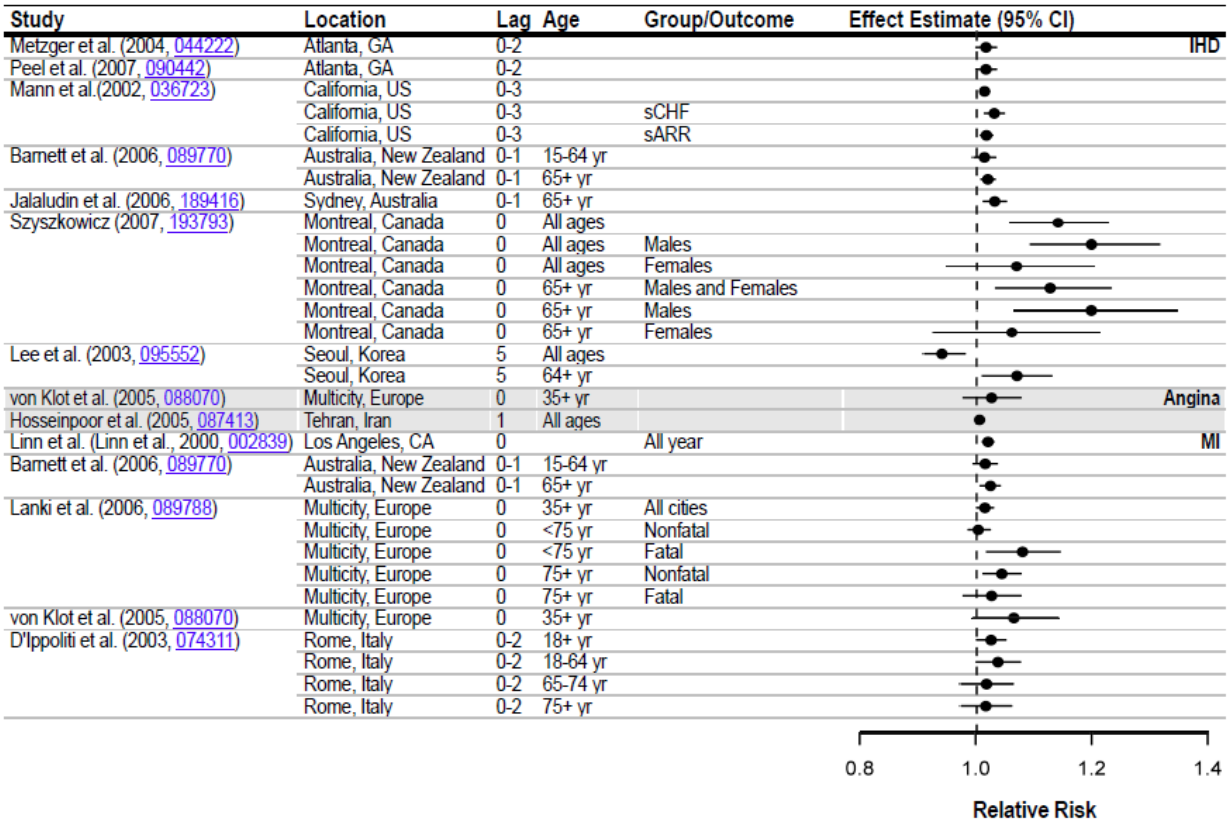



**FIGURE I-11**

Effect estimates (95 percent confidence intervals) associated with hospital admissions for various forms of heart disease. Effect estimates have been standardized to a 1 ppm increase in ambient CO for 1-h max CO concentrations, 0.75 ppm for 8-h max CO concentrations, and 0.5 ppm for 24-h average CO concentrations (From (U.S. EPA 2010), Figure 5-2). Lag time is the time between the exposure and the outcome measured. The closed circle on the diagram indicates the effect estimate, while the bar indicates the 95 percent confidence interval.

Research studies have also evaluated ambient CO exposures in relation to reproductive health outcomes. Epidemiological studies conducted in Southern California have reported an association

between with CO exposure during pregnancy and increases in pre-term births (Ritz et al. 2000; Wilhelm et al. 2005; Ritz et al. 2007). The increases in the pre-term births were also associated with PM10 or PM2.5 levels. There are very few studies examining CO exposure and birth defects, but one Southern California study found increased risks for cardiac-related birth defects with carbon monoxide exposure in the second month of pregnancy (Ritz et al. 2002). Toxicological studies in laboratory animals with higher than ambient levels of CO have also reported decrements in birth weight and prenatal growth, as well as impaired neurobehavior in the offspring of exposed animals (U.S. EPA 2010). The U.S. EPA concluded in their most recent review that the evidence linking long-term CO exposures with reproductive health outcomes was suggestive of a causal relationship.

## LEAD

Lead (Pb) is a toxic air contaminant that is recognized to exert an array of deleterious effects on multiple organ systems. There are a number of potential public health effects at low level exposures, and there is no recognized lower threshold for health effects (U.S. EPA 2013a). The health implications are generally indexed by blood lead levels which are related to lead exposures both from inhalation as well as from ingestion. Effects include impacts on population IQ as well as heart disease and kidney disease. The initial air quality standard for lead was established by U.S. EPA in 1978 at a level of 1.5 µg /$m^3$ averaged over a calendar quarter. U.S. EPA revised the NAAQS for lead in 2008 to a level of 0.15 µg/$m^3$ averaged over a rolling three-month period to protect against lead toxicity. The SCAB's attainment status for lead is described in the draft 2016 AQMP Chapter 2.

The U.S. EPA has recently reviewed the health effects of ambient lead exposures in conjunction with an Integrated Science Assessment and a review of the NAAQS for lead (U.S. EPA 2013a; U.S. EPA 2015c). Lead can accumulate and be stored in the bone, and this lead in bone can be released into the blood when the bone is metabolized, which happens naturally and continuously. Blood lead is the most common measure of lead exposure, and it represents recent exposure and may be an indicator of total body burden of lead (U.S. EPA 2013a). The following table gives the summary of causality conclusions from the U.S. EPA review, which illustrates the wide range of health effects associated with lead exposure.

**TABLE I-14**

Summary of U.S. EPA's Causal Determinations for Health Effects of Lead

| HEALTH OUTCOME | CAUSALITY DETERMINATION |
|---|---|
| **Children - Nervous System Effects** | |
| Cognitive Function Decrements | Causal relationship |
| Externalizing Behaviors: Attention, Impulsivity and Hyperactivity | Causal relationship |
| Externalizing Behaviors: Conduct Disorders in Children and Young Adults | Likely to be a causal relationship |
| Internalizing Behaviors | Likely to be a causal relationship |
| Auditory Function Decrements | Likely to be a causal relationship |
| Visual Function Decrements | Inadequate to infer a causal relationship |
| Motor Function Deficits | Likely to be a causal relationship |
| **Adults – Nervous System Effects** | |
| Cognitive Function Decrements | Likely to be a causal relationship |
| Psychopathological Effects | Likely to be a causal relationship |
| **Cardiovascular effects** | |
| Hypertension | Causal relationship |
| Subclinical Atherosclerosis | Suggestive of a causal relationship |
| Coronary Heart Disease | Causal relationship |
| Cerebrovascular Disease | Inadequate to infer a causal relationship |
| **Renal Effects** | |
| Reduced Kidney Function | Suggestive of a causal relationship |
| **Immune System Effects** | |
| Atopic and Inflammatory Response | Likely to be a causal relationship |
| Decreased Host Resistance | Likely to be a causal relationship |
| Autoimmunity | Inadequate to infer a causal relationship |
| **Hemotologic Effects** | |
| Decreased Red Blood Cell Survival and Function | Causal relationship |
| Altered Heme Synthesis | Causal relationship |
| **Reproductive and Developmental Effects** | |
| Development | Causal relationship |
| Birth Outcomes (low birth weight, spontaneous abortion) | Suggestive of a causal relationship |
| Male Reproductive Function | Causal relationship |
| Female Reproductive Function | Suggestive of a causal relationship |
| **Cancer** | |
| Cancer | Likely to be a causal relationship |

(From (U.S. EPA 2013a) Table ES-1)

Children appear to be sensitive to the neurological toxicity of lead, with effects observed at blood lead concentration ranges of 2–8 µg/dL. No clear threshold has been established for such effects. According to the U.S. EPA review, the most important effects observed are neurotoxic effects in children and cardiovascular effects in adults. The effects in children include impacts on intellectual

attainment and school performance. Figure I-12 provides a summary of the lowest levels of blood lead that have been associated with certain neurological, hematological and immune effects in children.

| Lowest Observed Effect Blood Lead Level | Neurological Effects | Hematological Effects | Immune Effects |
|---|---|---|---|
| 30 µg/dL | | Increased urinary δ-aminolevulinic acid | |
| 15 µg/dL | Behavioral disturbances (e.g., inattention, delinquency)<br>Altered electrophysiological responses | Erythrocyte protoporphyrin (EP) elevation | |
| 10 µg/dL | Effects on neuromotor function<br>CNS cognitive effects (e.g., IQ deficits) | Inhibition of δ-aminolevulinic acid dehydratase (ALAD)<br>Pyrimidine-5′-nuclotidase (Py5N) activity inhibition | Effects on humoral (↑ serum IgE) and cell-mediated (↓ T-cell abundance) immunity |
| 5 µg/dL | (???) | (???) | |
| 0 µg/dL | | | |

Note: Arrows depict cases where weight of overall evidence strongly substantiates likely occurrence of type of effect in association with blood-Pb concentrations in range of 5-10 µg/dL, or possibly lower, as implied by (???). Although no evident threshold has yet been clearly established for those effects, the existence of such effects at still lower blood-Pb levels cannot be ruled out based on available data.

Source: Adapted/updated from Table 1-17 of U.S. Environmental Protection Agency (1986a).

**FIGURE I-12**

Summary of Lowest Observed Effect Levels for Key Lead-Induced Health Effects in Children (From (U.S. EPA 2007), Table 3-1)

Figures I-12 and I-13, taken from the U.S. EPA review (U.S. EPA 2007), depict the health effects of lead in relation to blood levels. In the figure, the question marks indicate that there are no demonstrated threshold blood lead levels for health effects. The Centers for Disease Control (CDC) has recently revised their lead hazard information and replaced their level of concern for adverse effects of 10 µg/dL blood lead level with a childhood blood lead level reference value of 5 µg/dL to identify children and environments associated with lead-exposure hazards (Centers for Disease Control and Prevention 2016).

Figure I-13 provides a summary of the lowest levels of blood lead that have been associated with key health effects in adults. For adults, evidence supports a causal relationship between lead and increased blood pressure and hypertension, as well as coronary heart disease (myocardial infarction, ischemic heart disease, and heart rate variability). Other health effects among adults are also relatively high on the causal scale, including neurological, hematological, and renal effects.

| Lowest Observed Effect Blood Lead Level | Neurological Effects | Hematological Effects | Cardiovascular Effects | Renal Effects |
|---|---|---|---|---|
| 30 µg/dL | Peripheral sensory nerve impairment | Erythrocyte protoporphyrin (EP) elevation in males | | Impaired Renal Tubular Function |
| 20 µg/dL | Cognitive impairment | | | |
| 15 µg/dL | Postural sway | Erythrocyte protoporphyrin (EP) elevation in females | | |
| | | Increased urinary δ-aminolevulinic acid | | |
| 10 µg/dL | | Inhibition of δ-aminolevulinic acid dehydratase (ALAD) | Elevated blood pressure ↓ | |
| 5 µg/dL | | | (???) | Elevated serum creatine (↓ creatine clearance) |
| 0 µg/dL | | | | |

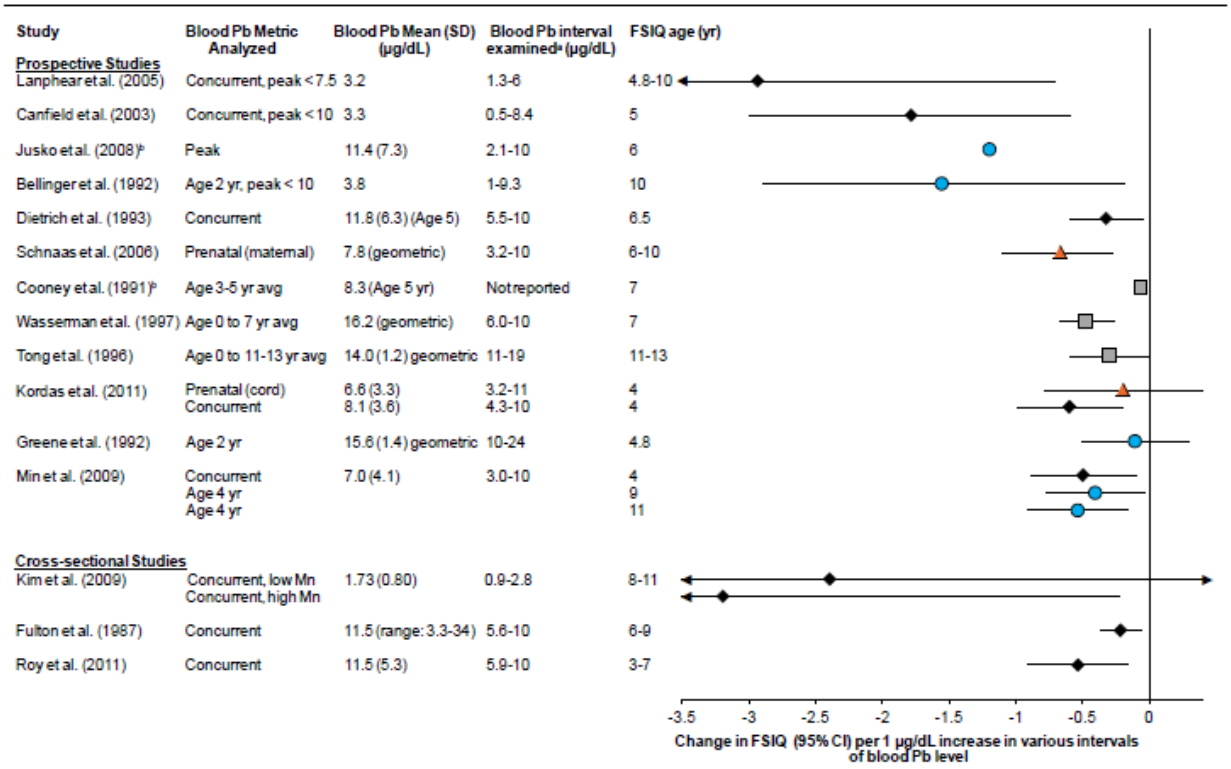
Note: Arrows depict cases where weight of overall evidence strongly substantiates likely occurrence of type of effect in association with blood-Pb concentrations in range of 5-10 µg/dL, or possibly lower, as implied by (???). Although no evident threshold has yet been clearly established for those effects, the existence of such effects at still lower blood-Pb levels cannot be ruled out based on available data.

Source: Adapted/updated from Table 1-16 of U.S. Environmental Protection Agency (1986a).

**FIGURE I-13**

Summary of Lowest Observed Effect Levels for Key Lead-Induced Health Effects in Adults (From (U.S. EPA 2007), Table 3-2)

In its most recent review of lead health effects, the U.S. EPA confirmed its previous conclusion regarding the cognitive decline in children as the most sensitive adverse effect associated with lead exposures. The effects as measured by a reduction in IQ from a number of studies are shown in the following figure. According to the review, the currently available evidence supports a median estimate of -1.75 IQ points for a change of 1 µg/dL blood lead to describe the neurocognitive impacts on young children (U.S. EPA 2015c).




[a]See Table 4-3 for explanation of the blood Pb level interval examined. Effect estimates were calculated for the lowest range examined in the study or the 10th percentile of blood Pb level to a blood Pb level of 10 µg/dL.
[b]Sufficient data were not available to calculate 95% CI.

Note: Mn = manganese. Results are presented for most of the cohorts examined in the literature and generally are grouped according to strength of study design, representativeness of the study population characteristics and blood Pb levels examined, and extent of consideration for potential confounding. There is not necessarily a continuum of decreasing strength across studies. Results usually are presented for the oldest age examined in cohorts. Multiple results from a cohort are grouped together. To facilitate comparisons among effect estimates across studies with different distributions of blood Pb levels and model structures (e.g., linear, log-linear), effect estimates are standardized to a 1 µg/dL increase for the lowest range of blood Pb levels examined in the study or the interval from the 10th percentile of blood Pb level to 10 µg/dL. For populations with 10th percentiles near or above 10 µg/dL, the effect estimate was calculated for the 10th to 90th percentile of blood Pb level. The percentiles are estimated using various methods and are only approximate values. Effect estimates are assumed to be linear within the blood Pb level interval evaluated. The various tests used to measure FSIQ are scored on a similar scale (approximately 40-160 FSIQ points). Black diamonds, blue circles, orange triangles, and gray squares represent effect estimates for concurrent, earlier childhood, prenatal, and lifetime average blood Pb levels, respectively. The horizontal lines associated with point estimates represent 95% confidence intervals (CI).

**FIGURE I-14**

Associations of Blood Pb Levels with Full-Scale IQ (FSIQ) in Children (From (U.S. EPA 2013a), Figure 4-2)

# TOXIC AIR CONTAMINANTS

Toxic air contaminants are pollutants for which there generally are no ambient air quality standards. The Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner, 1983) created California's first program to reduce exposures to air toxics by requiring CARB to adopt Air Toxics Control measures. Air Districts must either enforce these measures or adopt their own equally or more stringent measures. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, Connelly,

1987) supplements the earlier program by requiring air toxics inventories for certain facilities, notification of people's exposure to significant health risks, and facility plans to reduce these risks. Under California's Air Toxics Program, the Office of Environmental Health Hazard Assessment (OEHHA) assesses the health effects of substances that may pose a risk of adverse health effects, and CARB assesses the potential for humans to be exposed to these substances. These effects are usually an increased risk for cancer, adverse birth outcomes, or respiratory effects. After review by the state Scientific Review Panel, CARB holds a public hearing on whether to formally list substances that may pose a significant risk to public health as a Toxic Air Contaminant. Chapter 9 of the draft 2016 AQMP describes the Air Toxics Control Plan for the SCAQMD.

Air toxics include many different types of chemicals, and the discussion here will not address all air toxics in a comprehensive manner. However, this section will discuss very briefly diesel particulate matter and volatile organic compounds (VOC's), because diesel particulate matter is the most significant contributor to cancer risk in the South Coast Air Basin, and because some VOC's are air toxics, and are part of the control measures proposed in the current Air Quality Management Plan.

## Diesel Particulate Matter

The California Air Resources Board listed diesel particulate matter as a Toxic Air Contaminant in 1998, based on the determination that it was a human carcinogen (California Air Resources Board 2010b). The International Agency for Research on Cancer, an arm of the World Health Organization, classified diesel exhaust as probably carcinogenic to humans in 1989 (International Agency for Research on Cancer 1989). More recently, IARC convened an international panel of scientists to review the published literature since the initial classification regarding the carcinogenicity of diesel combustion emissions. The panel concluded that diesel exhaust is a substance that causes lung cancer in humans (International Agency for Research on Cancer 2012b).

OEHHA also establishes potency factors for air toxics that are carcinogenic. The potency factors can be used to estimate the additional cancer risk from ambient levels of toxics. This estimate represents the chance of contracting cancer in an individual over a lifetime exposure to a given level of an air toxic and is usually expressed in terms of additional cancer cases per million people exposed.

SCAQMD conducted studies on the ambient concentrations and estimated the potential health risks from air toxics (South Coast Air Quality Management District 2000; South Coast Air Quality Management District 2008; South Coast Air Quality Management District 2015). In the latest SCAQMD Multiple Air Toxics Exposure Study, MATES IV, a one-year monitoring program was undertaken at 10 sites throughout the SCAB over the time period July 2012 – June 2013 (South Coast Air Quality Management District 2015). Over 30 substances were measured, which included the toxics that contributed the most to health risks in the Basin. The results showed that the overall lifetime risk for excess cancer from a 70-year lifetime exposure to the levels of air toxics calculated from the regional model was 367 in a million. This reflects a greater than 50 percent reduction in exposures and risks compared to the MATES III Study that was conducted from 2004 -2006. The largest contributor to this risk was diesel particulate matter, accounting for 68 percent of the air

toxics risk. The average measured levels were also compared to the non-cancer chronic Reference Exposure Levels (RELs), and found to be below the established RELs for the over 30 substances measured.

In 2015, OEHHA updated the calculation procedure to estimate cancer risks from air toxics exposures (Dodge et al. 2015). The revisions to the calculation methodology included accounting for higher risks attributable to early life exposures (up to age 16 years), updates to the population distribution of breathing rates by age, and a reduction in the time of household residence. In combination, these changes resulted in risk estimates in the MATES IV study to be about 2.5 times higher than the previous methodology employed in the MATES studies. The average lifetime risk for excess cancer cases is estimated to be 897 per million using the updated procedure (South Coast Air Quality Management District 2015). However, it is important to note that results from the MATES IV study still represent approximately a 50 percent reduction in air toxics levels and cancer risk compared to MATES III. In addition to the maps in the MATES IV final report (South Coast Air Quality Management District 2015), an interactive map of the MATES IV cancer risks from air toxics calculated using the 2015 OEHHA guidelines is available through this website: http://www.aqmd.gov/home/tools/public.

In 2009, the Advanced Collaborative Emissions Study (ACES) reported that newer diesel engine technologies are very effective in reducing the amount of emissions from diesel trucks, as required by recent regulations (Khalek et al. 2009). In a long-term exposure study published in 2015, rats breathing the lower emissions did not develop cancer, while the rats breathing the higher emissions from older diesel engines (in previous studies) did develop cancer (McDonald et al. 2015). However, the 2015 study did not evaluate whether the PM from the newer engines was any more or less toxic compared to the older engines on a gram per gram basis; the study was not designed to determine such differences. Therefore, without any additional data on the toxicity of PM from the newer diesel engines, the analysis done in the MATES IV study used the same risk factor for both, applied to the mass of PM. For example, whether a person is exposed to 10 ug/$m^3$ of particulate matter from a single old diesel engine or several new diesel engines, the cancer risk would be the same because it is calculated based on 10 ug/$m^3$ of exposure.

In the Particulate Matter section of this Appendix, the vast majority of the studies described evaluated the health effects of total PM2.5 exposures by mass, regardless of whether they were from newer diesel engines, older diesel engines, or other sources. While this new diesel technology is very effective in terms of reducing the amount of emissions from diesel trucks, what people are being exposed to is a total concentration of PM from many sources. Health studies generally use this total concentration to analyze whether or not there is an effect on the specific health outcomes evaluated. In addition, it is important to note that direct PM2.5 emissions from diesel engines represent a small portion of overall PM2.5 exposure. $NO_x$ emissions from diesel engines that eventually lead to PM2.5 formation in the atmosphere, however, represent a larger component of PM2.5 exposure (South Coast Air Quality Management District 2013a; Harley 2014).

## Volatile Organic Compounds

VOC's are a class of air pollutants that undergo photochemical reactions in the air to form ozone. It should be noted that there are no state or national ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because limiting VOC emissions reduces the rate of photochemical reactions that contribute to the formation of ozone.

VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM and lower visibility levels. In addition, VOC's that have toxic properties are also regulated as air toxics. Chapter 3 of the draft 2016 AQMP presents data on VOC sources and emissions in the South Coast Air Basin.

Some examples of VOC's that are known to cause health effects include benzene, toluene, ethylbenzene and xylenes (abbreviated BTEX), 1,3-butadiene, formaldehyde, and perchloroethylene. Several of these VOC's are carcinogenic. Based on the MATES IV analysis, benzene, 1,3-butadiene, and carbonyls (formaldehyde and acetaldehyde) together account for approximately 21 percent of the total cancer risk from air toxics in the SCAB. Not all carcinogenic VOC's are known to cause the same types of cancers, although several are associated with blood cancers. For example, the cancers most closely associated with long-term benzene exposure are leukemias. Formaldehyde is linked to nasopharyngeal cancer and leukemias, while 1,3-butadiene causes cancers in both the blood and lymphatic systems (International Agency for Research on Cancer 2012a).

Many VOC's can also cause non-cancer health effects. For these types of health outcomes, OEHHA has developed acute and chronic Reference Exposure Levels (RELs). RELs are concentrations in the air below which adverse health effects are not likely to occur. Acute RELs refer to short-term exposures, generally of one-hour duration. Chronic RELs refer to long-term exposures of several years. OEHHA has also established eight-hour RELs for several substances. The ratio of ambient concentration to the appropriate REL can be used to calculate a Hazard Index. A Hazard Index of less than one would not be expected to result in adverse effects (Dodge et al. 2015).

In the MATES IV assessment of chronic non-cancer health risks, the monitored air toxics levels were found to be below the chronic RELs. In other words, the general levels of air toxics in the SCAB are not expected to cause adverse non-cancer health effects. Importantly, the MATES IV monitoring network was designed to characterize the air toxics exposures in the basin overall. Given that ambient monitoring is necessarily conducted at a limited number of locations, and modeling is limited to a spatial resolution of 2km, there may be higher exposures not captured by the fixed-site monitoring. To address this limitation, particularly in some communities with environmental justice concerns, the MATES IV study also included local-scale studies in 3 communities very close to known industrial sources or large mobile source facilities, with a focus on ultrafine particles and diesel PM emissions. Details of these study results can be found in the MATES IV final report (South Coast Air Quality Management District 2015).

# ODORS

Environmental odors are recognized as having the potential to cause health effects and/or quality of life impacts. The theory of "miasma" dates back to Hippocrates in ancient Greek times, and related bad odors to disease. The health effects of environmental odors can vary widely, and depend on the compound causing the odor, the level of the compound, as well as the sensitivity and physiological responses of the person detecting the odor.

Different levels of odor exposure can cause a range of responses and health effects, and the science of odor as a potential health issue was summarized previously by Schiffman and Williams (Schiffman et al. 2005b). There are two key nerves in the nasal cavity involved in odor effects: the olfactory nerve provides the sense of smell, while the trigeminal nerve provides the sense of irritation. At very low levels, an odor can be detected (i.e. odor threshold), and at slightly higher levels, an odor can be recognized and identified. At levels higher than detection or recognition levels, an odor can cause annoyance or intolerance, and at even higher levels, an odor can cause irritation or possible toxicity, if the odor is caused by a compound that is also an air toxic (Schiffman et al. 2005b).

Schiffman and Williams proposed three mechanisms of action for odor symptoms (Schiffman et al. 2005b). In the first mechanism, an odor substance can be at the level that can produce irritation, which triggers the trigeminal nerve. This mechanism is considered a toxic effect because symptoms appear when the chemical concentration is at or above the irritation level; here, the odor serves only as the marker of the toxic effect. In the second mechanism, the odor compound is below the irritation level but above odor detection thresholds, which can result in odor annoyance. This mechanism is relatively common among environmental odors, and has been studied in communities exposed to odors from landfills, hazardous waste sites or concentrated animal feeding operations (CAFO's) (Shusterman et al. 1991; Schiffman et al. 2005a; Heaney et al. 2011; Schinasi et al. 2011; Blanes-Vidal et al. 2012; Hooiveld et al. 2015). In this mechanism, the health effect is not a toxicological effect, and the dose does not necessarily correlate well with the effect in these instances. Genetic factors, previous exposure ("learning"), and beliefs about the safety of the odor may play important roles in these odors causing health symptoms (Shusterman 2001). The third proposed mechanism is when an odor substance is present along with a co-pollutant or endotoxin that is capable of producing health effects. In this mechanism, the effect is also a toxic effect, but the odor serves as a marker of the presence of a mixture that includes a toxic compound; if the co-pollutant were not present, no health effect would be expected in this scenario.

Individual characteristics can play important roles in altering an individual's response to an odor. Factors that can influence odor perception include age, genetics, gender, medical history (including mental health, neurological conditions, and other health conditions), health-related behaviors (tobacco, alcohol), and occupational and environmental factors (Greenberg et al. 2013; Wilson et al. 2014; Agency for Toxic Substances and Disease Registry 2016). Additionally, an individual's cognitive associations with the odor prior to an exposure can result in increased reporting of health-related symptoms after exposure (Shusterman et al. 1991; Shusterman 2001; Greenberg et al. 2013). Common symptoms associated with environmental odor exposures include headache, nasal

congestion, eye, nose and throat irritation, hoarseness or sore throat, cough, chest tightness, shortness of breath, wheezing heart palpitations, nausea, drowsiness, and mental depression (Agency for Toxic Substances and Disease Registry 2016). If the concentrations of the odor compound are below irritation levels, then the symptoms are not expected to persist once the person is no longer exposed; however, being exposed to odor levels at or above irritation levels for longer periods of time may cause symptoms that persist after moving out of the exposure area (Agency for Toxic Substances and Disease Registry 2016).

## CONCLUSIONS

A large body of scientific evidence shows that the adverse impacts of air pollution on human and animal health are clear. A considerable number of population-based and laboratory studies have established a link between air pollution and increased morbidity and, in some instances, premature mortality. Importantly, the health effects of air pollution extend beyond respiratory effects, and there is substantial evidence that air pollution (including particulate matter and ozone) exposures cause cardiovascular morbidity and mortality. Some air pollutants, such as diesel PM, lead, and several other air toxics, have been linked to increased cancer risk. Health studies have also identified populations who may be more susceptible to the adverse effects of air pollution, such as children, older adults, low SES communities, people with certain pre-existing health conditions, and people with certain genetic factors. Understanding the impacts of air pollution on these more susceptible populations can help inform policies that better protect public health, for example, in setting standards for criteria air pollutants, and in the development of methods to evaluate air toxics health risks. Continued research on the effects of specific PM constituents and ultrafine particles will be important in furthering the understanding of how these pollutants affect human health.

As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. The new findings have, in turn, led to the revision and lowering of National Ambient Air Quality Standards (NAAQS) which, in the judgment of the Administrator of the U.S. EPA, are necessary to protect public health. Chapter 8 of the draft 2016 AQMP provides an overview of the extensive, multi-year, public process involved in setting federal air quality standards. Assessments of the scientific evidence from health studies is an important part of the process, and has helped inform revisions to the federal air pollution standards. Figures I-15 and I-16 are meant to convey some of the historical context to recent revisions to the NAAQS for ozone and for particulate matter, with regard to key developments in the understanding of the health effects of these pollutants.

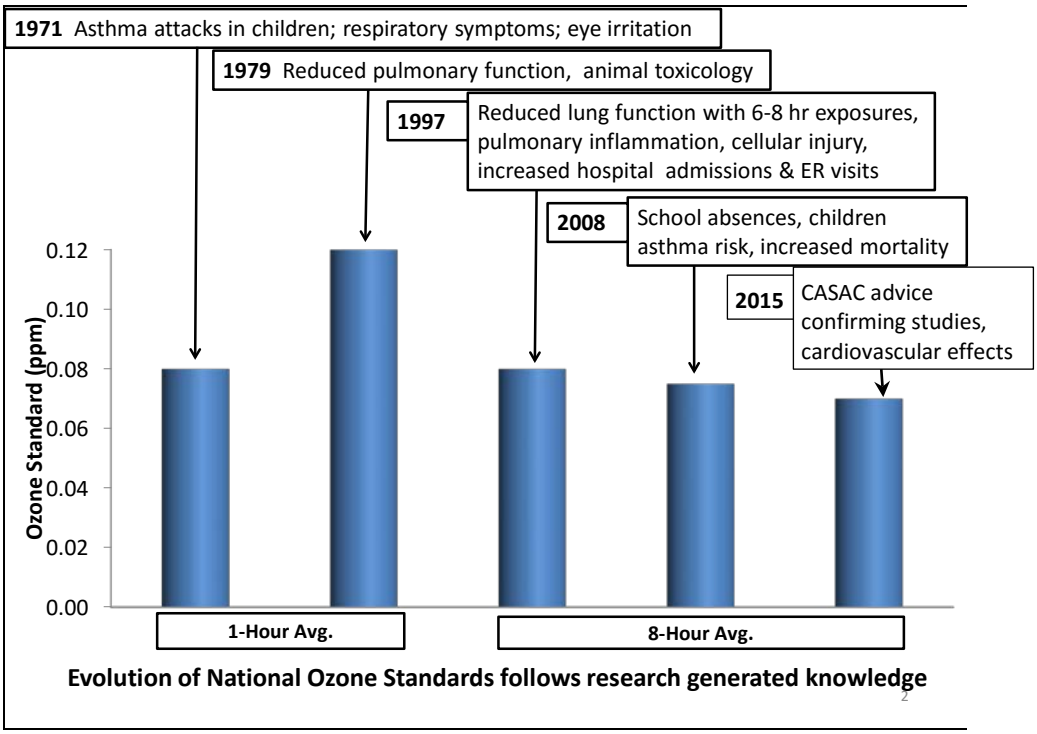



**FIGURE I-15**

Historical Context to Revisions of NAAQS for Ozone

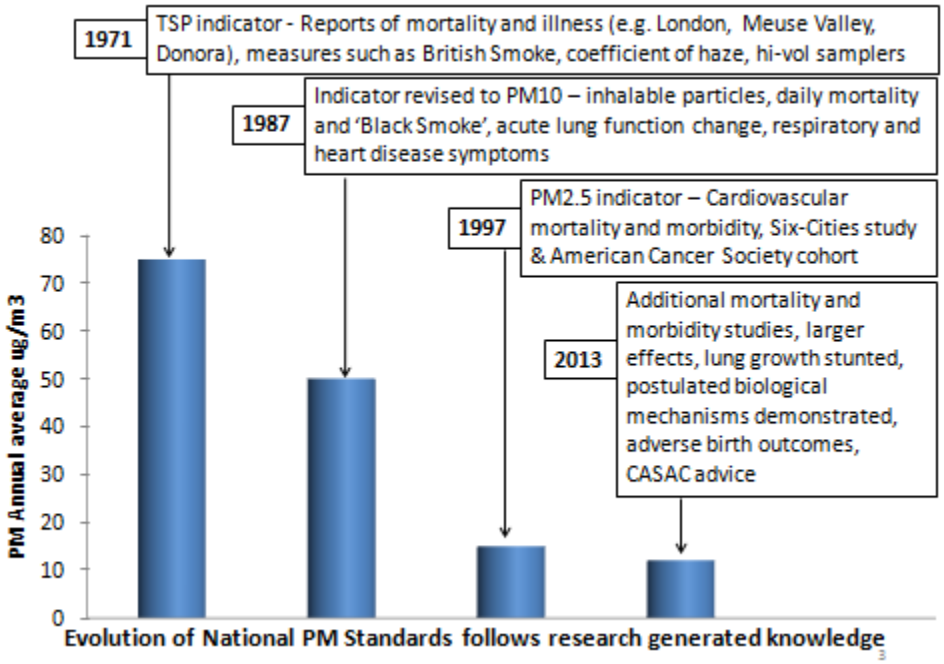



**FIGURE I- 16**

Historical Context to Revisions of NAAQS for PM

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ATTACHMENT 2

# SCAQMD

# SIERRA CLUB v. COUNTY OF FRESNO

# AMICUS BRIEF

S219783

**IN THE SUPREME COURT OF C ALIFORNIA**

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SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,

Plaintiffs and Appellants,

v.

COUNTY OF FRESNO,

Defendant and Respondent,

and,

FRIANT RANCH, L.P.,

Real Party in Interest and Respondent.

SUPREME COURT
FILED
APR 13 2015
Frank A. McGuire Clerk
Deputy

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After a Published Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726
Honorable Rosendo A. Pena, Jr.

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# APPLICATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT FOR LEAVE TO FILE BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE*

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## TABLE OF CONTENTS

APPLICATION FOR LEAVE TO FILE *amicus curiae* brief..... App-1

HOW THIS BRIEF WILL ASSIST THE COURT ..... App-1

STATEMENT OF INTEREST OF *AMICUS CURIAE* ..... App-3

CERTIFICATION REGARDING AUTHORSHIP & FUNDING ..... App-4

BRIEF OF AMICUS CURIAE ..... 1

SUMMARY OF ARGUMENT ..... 1

ARGUMENT ..... 2

I. RELEVANT FACTUAL AND LEGAL FRAMEWORK. ..... 2

A. Air Quality Regulatory Background ..... 2

B. The SCAQMD's Role Under CEQA ..... 6

II. THIS COURT SHOULD NOT SET A HARD-AND-FAST RULE CONCERNING THE EXTENT TO WHICH AN EIR MUST CORRELATE A PROJECT'S EMISSION OF POLLUTANTS WITH RESULTING HEALTH IMPACTS..... 8

III. THE QUESTION OF WHETHER AN EIR CONTAINS SUFFICIENT ANALYSIS TO MEET CEQA'S REQUIREMENTS IS A MIXED QUESTION OF FACT AND LAW GOVERNED BY TWO DIFFERENT STANDARDS OF REVIEW. ..... 16

A. Standard of Review for Feasibility Determination and Sufficiency as an Informative Document ..... 16

B. Friant Ranch's Rationale for Rejecting the Independent Judgment Standard of Review is Unsupported by Case Law. ..... 23

IV. COURTS MUST SCRUPULOUSLY ENFORCE THE REQUIREMENTS THAT LEAD AGENCIES CONSULT WITH AND OBTAIN COMMENTS FROM AIR DISTRICTS ..... 26

CONCLUSION ..... 29

## TABLE OF AUTHORITIES

**State Cases**

*Association of Irritated Residents v. County of Madera* (2003)
107 Cal App.4th 1383 ..... 1, 9

*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004)
124 Cal.App.4th 1184 ..... 9, 22

*Berkeley Keep Jets Over the Bay v. Board of Port Commissioners*
(2007) 91 Cal.App.4th 1344 ..... 21, 28

*Center for Biological Diversity v. County of San Bernardino* (2010)
185 Cal.App.4th 866. ..... 20

*Citizens of Goleta Valley v. Bd. of Supervisors* (1990)
52 Cal.3d 553 ..... 8-9

*County of Amador v. El Dorado County Water Agency* (1999)
76 Cal.App.4th 931 ..... 23

*Crocker National Bank v. City and County of San Francisco* (1989)
49 Cal.3d 881 ..... 18

*Ebbetts Pass Forest Watch v. California Dept. of Forestry & Fire*
*Protection* (2008) 43 Cal.4th 936 ..... 21

*Fall River Wild Trout Foundation v. County of Shasta,* (1999)
70 Cal.App.4th 482 ..... 27, 28

*Gray v. County of Madera* (2008)
167 Cal.App.4th 1099 ..... 25

*Laurel Heights Improvement Assn. v.*
*Regents of the Univ of Cal.* ("*Laurel Heights I*")
(1988) 47 Cal.3d 376 ..... 1, 8, 19, 20, 21, 22

*Natural Res. Def. Council v SCAQMD,*
Los Angeles Superior Court No. BS110792 ..... 12

*Neighbors for Smart Rail v. Exposition Metro Line* (2013)
57 Cal.4th 439 ..... 15, 20

**State Cases (cont'd)**

*Orange County Air Pollution Control District v. Public Util. Com.* (1971) 4 Cal.3d 945 ..... 27

*Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99 ..... 19

*Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949 ..... 26, 27

*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271 ..... 9, 23

*Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215 ..... 28

*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587 ..... 20

*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412 ..... 1, 17, 19, 24, 25, 26

*Western Oil & Gas Assn. v. Monterey Bay Unified APCD* (1989) 49 Cal.3d 408 ..... 5

**California Statutes**

Health & Saf. Code § 39666 ..... 5
Health & Saf. Code § 40000 ..... 3
Health & Saf. Code § 40001 ..... 3
Health & Saf. Code § 40410 ..... 3
Health & Saf. Code §§ 40460, et seq ..... 4
Health & Saf. Code § 41508 ..... 5
Health & Saf. Code §§ 42300, et seq ..... 5
Health & Saf. Code § 44320 ..... 5
Health & Saf. Code § 44322 ..... 5
Health & Saf. Code § 44360 ..... 5
Pub. Resources Code § 20180.3 ..... 27
Pub. Resources Code § 21061 ..... 19
Pub. Resources Code § 21061.1 ..... 16

**California Statutes (cont'd)**

Pub. Resources Code § 21080 ..... 6
Pub. Resources Code § 21080.5 ..... 6
Pub. Resources Code § 21083.1 ..... 26
Pub. Resources Code § 21100 ..... 27
Pub. Resources Code § 21104 ..... 6, 7 26
Pub. Resources Code §§ 21150-21154 ..... 7
Pub. Resources Code § 21151.8 ..... 25
Pub. Resources Code § 21153 ..... 6, 7, 26

**California Regulations**

Cal. Code Regs., tit. 14, §§ 15000, et seq. ("CEQA Guidelines")

CEQA Guidelines § 15050 ..... 6
CEQA Guidelines § 15051 ..... 1, 6
CEQA Guidelines § 15073 ..... 6
CEQA Guidelines § 15086 ..... 6
CEQA Guidelines § 15088.5 ..... 28
CEQA Guidelines § 15096 ..... 6
CEQA Guidelines § 15126.2 ..... 25
CEQA Guidelines § 15131 ..... 26
CEQA Guidelines § 15144 ..... 19, 24
CEQA Guidelines § 15151 ..... 9, 18, 19
CEQA Guidelines § 15204 ..... 1, 9, 21
CEQA Guidelines § 15251 ..... 6
CEQA Guidelines § 15366 ..... 7
CEQA Guidelines § 15381 ..... 6

Cal. Code Regs., tit. 17, § 60104 ..... 3

**Federal Statutes**

42 U.S.C. § 7401; CAA § 101 ..... 4
42 U.S.C. § 7408; CAA § 108 ..... 3
42 U.S.C. § 7409; CAA § 109 ..... 4
42 U.S.C. § 7410; CAA § 110 ..... 4, 5
42 U.S.C. § 7412; CAA § 112 ..... 5
42 U.S.C. § 7502; CAA § 172 ..... 5, 13
42 U.S.C. § 7503; CAA § 173 ..... 5, 13
42 U.S.C. § 7511a; CAA § 182 ..... 13
42 U.S.C. § 7521; CAA § 202 ..... 4
42 U.S.C. § 7543; CAA § 209 ..... 4
42 U.S.C. § 7547; CAA § 213 ..... 4

**Rules**

SCAQMD Rule 1303 ..... 7
SCAQMD Rule 1401 ..... 5, 8, 9

**Other**

Association of Environmental Professionals, 2015 CEQA Statute and Guidelines (2015) (Appendix G, "Environmental Checklist Form." ..... 24

CARB, *Health Impacts Analysis: PM Premature Death Relationship* ..... 14

CARB, *Health Impacts Analysis: PM Mortality Relationship* ..... 16

CARB, Resolution 98-35, Aug. 27, 1998 ..... 8

SCAQMD, *Air Quality Analysis Handbook* ..... 13

SCAQMD, *Final 2012 AQMP (Feb. 2013)* ..... 3, 11

SCAQMD, *Final Subsequent Mitigated Negative Declaration for: Warren E&P, Inc. WTU Central Facility, New Equipment Project (certified July 19, 2011)* ..... 14-15

SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System,* ..... 12

SCAQMD Governing Board Agenda, April 3, 2015, Agenda Item 16, Attachment A ..... 7

SCAQMD, Health Risk Assessment Summary form ..... 10

SCAQMD, *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB2588)* ..... 10

U.S. EPA, Ground Level Ozone ..... 11

U.S. EPA, *Guideline on Ozone Monitoring Site Selection* (Aug. 1998) EPA-454/R-98-002 § 5.1.2 ..... 11

U.S. EPA, *Health Effects of Ozone in the General Population,* Figure 9, ..... 11

U.S. EPA, National Ambient Air Quality Standards (NAAQS) ..... 4

U.S. EPA, Particulate Matter (PM) ..... 4

**TO THE HONORABLE CHIEF JUSTICE AND JUSTICES OF THE SUPREME COURT:**

## APPLICATION FOR LEAVE TO FILE *AMICUS CURIAE* BRIEF

Pursuant to Rule 8.520(f) of the California Rules of Court, the South Coast Air Quality Management District (SCAQMD) respectfully requests leave to file the attached *amicus curiae* brief. Because SCAQMD's position differs from that of either party, we request leave to submit this amicus brief in support of neither party.

## HOW THIS BRIEF WILL ASSIST THE COURT

SCAQMD's proposed amicus brief takes a position on two of the issues in this case. In both instances, its position differs from that of either party. The issues are:

1) Does the California Environmental Quality Act (CEQA) require an environmental impact report (EIR) to correlate a project's air pollution emissions with specific levels of health impacts?
2) What is the proper standard of review for determining whether an EIR provides sufficient information on the health impacts caused by a project's emission of air pollutants?

This brief will assist the Court by discussing the practical realities of correlating identified air quality impacts with specific health outcomes. In short, CEQA requires agencies to provide detailed information about a project's air quality impacts that is sufficient for the public and decisionmakers to adequately evaluate the project and meaningfully understand its impacts. However, the level of analysis is governed by a rule of reason; CEQA only requires agencies to conduct analysis if it is reasonably feasible to do so.

With regard to health-related air quality impacts, an analysis that correlates a project's air pollution emissions with specific levels of health impacts will be feasible in some cases but not others. Whether it is feasible depends on a variety of factors, including the nature of the project and the nature of the analysis under consideration. The feasibility of analysis may also change over time as air districts and others develop new tools for measuring projects' air quality related health impacts. Because SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, it is uniquely situated to express an opinion on the extent to which the Court should hold that CEQA requires lead agencies to correlate air quality impacts with specific health outcomes.

SCAQMD can also offer a unique perspective on the question of the appropriate standard of review. SCAQMD submits that the proper standard of review for determining whether an EIR is sufficient as an informational document is more nuanced than argued by either party. In our view, this is a mixed question of fact and law. It includes determining whether additional analysis is feasible, which is primarily a factual question that should be reviewed under the substantial evidence standard. However, it also involves determining whether the omission of a particular analysis renders an EIR insufficient to serve CEQA's purpose as a meaningful, informational document. If a lead agency has not determined that a requested analysis is infeasible, it is the court's role to determine whether the EIR nevertheless meets CEQA's purposes, and courts should not defer to the lead agency's conclusions regarding the legal sufficiency of an EIR's analysis. The ultimate question of whether an EIR's analysis is "sufficient" to serve CEQA's informational purposes is predominately a question of law that courts should review de novo.

This brief will explain the rationale for these arguments and may assist the Court in reaching a conclusion that accords proper respect to a lead agency's factual conclusions while maintaining judicial authority over the ultimate question of what level of analysis CEQA requires.

## STATEMENT OF INTEREST OF *AMICUS CURIAE*

The SCAQMD is the regional agency primarily responsible for air pollution control in the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of the Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410; Cal. Code Regs., tit. 17, § 60104.) The SCAQMD participates in the CEQA process in several ways. Sometimes it acts as a lead agency that prepares CEQA documents for projects. Other times it acts as a responsible agency when it has permit authority over some part of a project that is undergoing CEQA review by a different lead agency. Finally, SCAQMD also acts as a commenting agency for CEQA documents that it receives because it is a public agency with jurisdiction by law over natural resources affected by the project.

In all of these capacities, SCAQMD will be affected by the decision in this case. SCAQMD sometimes submits comments requesting that a lead agency perform an additional type of air quality or health impacts analysis. On the other hand, SCAQMD sometimes determines that a particular type of health impact analysis is not feasible or would not produce reliable and informative results. Thus, SCAQMD will be affected by the Court's resolution of the extent to which CEQA requires EIRs to correlate emissions and health impacts, and its resolution of the proper standard of review.

## CERTIFICATION REGARDING AUTHORSHIP AND FUNDING

No party or counsel in the pending case authored the proposed amicus curiae brief in whole or in part, or made any monetary contribution intended to fund the preparation or submission of the brief. No person or entity other than the proposed *Amicus Curiae* made any monetary contribution intended to fund the preparation or submission of the brief.

Respectfully submitted,

DATED: April 3, 2015

SOUTH COAST AIR QUALITY
MANAGEMENT DISTRICT
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*MANAGEMENT DISTICT*

## BRIEF OF AMICUS CURIAE

## SUMMARY OF ARGUMENT

The South Coast Air Quality Management District (SCAQMD) submits that this Court should not try to establish a hard-and-fast rule concerning whether lead agencies are required to correlate emissions of air pollutants with specific health consequences in their environmental impact reports (EIR). The level of detail required in EIRs is governed by a few, core CEQA (California Environmental Quality Act) principles. As this Court has stated, "[a]n EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." (*Laurel Heights Improvement Assn. v. Regents of the Univ of Cal.* (1988) 47 Cal.3d 376, 405 ["*Laurel Heights I*"]) Accordingly, "an agency must use its best efforts to find out and disclose all that it reasonably can." (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 428 (quoting CEQA Guidelines § 15144)[1].). However, "[a]nalysis of environmental effects need not be exhaustive, but will be judged in light of what is reasonably feasible." (*Association of Irritated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1390; CEQA Guidelines §§ 15151, 15204(a).)

With regard to analysis of air quality related health impacts, EIRs must generally quantify a project's pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g., premature mortality; hospital admissions). In such cases, a general description of the adverse health impacts resulting from the pollutants at issue may be sufficient. In other cases, due to the magnitude

[1] The CEQA Guidelines are found at Cal. Code Regs., tit. 14 §§ 15000, *et seq.*

or nature of the pollution emissions, as well as the specificity of the project involved, it may be feasible to quantify health impacts. Or there may be a less exacting, but still meaningful analysis of health impacts that can feasibly be performed. In these instances, agencies should disclose those impacts.

SCAQMD also submits that whether or not an EIR complies with CEQA's informational mandates by providing sufficient, feasible analysis is a mixed question of fact and law. Pertinent here, the question of whether an EIR's discussion of health impacts from air pollution is sufficient to allow the public to understand and consider meaningfully the issues involves two inquiries: (1) Is it feasible to provide the information or analysis that a commenter is requesting or a petitioner is arguing should be required?; and (2) Even if it is feasible, is the agency relying on other policy or legal considerations to justify not preparing the requested analysis? The first question of whether an analysis is feasible is primarily a question of fact that should be judged by the substantial evidence standard. The second inquiry involves evaluating CEQA's information disclosure purposes against the asserted reasons to not perform the requested analysis. For example, an agency might believe that its EIR meets CEQA's informational disclosure standards even without a particular analysis, and therefore choose not to conduct that analysis. SCAQMD submits that this is more of a legal question, which should be reviewed de novo as a question of law.

## ARGUMENT

## I. RELEVANT FACTUAL AND LEGAL FRAMEWORK.

### A. Air Quality Regulatory Background

The South Coast Air Quality Management District (SCAQMD) is one of the local and regional air pollution control districts and air quality

management districts in California. The SCAQMD is the regional air pollution agency for the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410, 17 Cal. Code Reg. § 60104.) The SCAQMD also includes the Coachella Valley in Riverside County (Palm Springs area to the Salton Sea). (SCAQMD, *Final 2012 AQMP (Feb. 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "chapter 7" hyperlink; pp 7-1, 7-3 (last visited Apr. 1, 2015).) The SCAQMD's jurisdiction includes over 16 million residents and has the worst or nearly the worst air pollution levels in the country for ozone and fine particulate matter. (SCAQMD, *Final 2012 AQMP (Feb. 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "Executive Summary" hyperlink p. ES-1 (last visited Apr. 1, 2015).)

Under California law, the local and regional districts are primarily responsible for controlling air pollution from all sources except motor vehicles. (Health & Saf. Code § 40000.) The California Air Resources Board (CARB), part of the California Environmental Protection Agency, is primarily responsible for controlling pollution from motor vehicles. (*Id.*) The air districts must adopt rules to achieve and maintain the state and federal ambient air quality standards within their jurisdictions. (Health & Saf. Code § 40001.)

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (EPA) to identify pollutants that are widely distributed and pose a threat to human health, developing a so-called "criteria" document. (42 U.S.C. § 7408; CAA § 108.) These pollutants are frequently called "criteria pollutants." EPA must then establish "national ambient air quality standards" at levels "requisite to protect public health",

allowing "an adequate margin of safety." (42 U.S.C. § 7409; CAA § 109.) EPA has set standards for six identified pollutants: ozone, nitrogen dioxide, sulfur dioxide, carbon monoxide, particulate matter (PM), and lead. (U.S. EPA, National Ambient Air Quality Standards (NAAQS), http://www.epa.gov/air/criteria.html (last updated Oct. 21, 2014).)[2]

Under the Clean Air Act, EPA sets emission standards for motor vehicles and "nonroad engines" (mobile farm and construction equipment, marine vessels, locomotives, aircraft, etc.). (42 U.S.C. §§ 7521, 7547; CAA §§ 202, 213.) California is the only state allowed to establish emission standards for motor vehicles and most nonroad sources; however, it may only do so with EPA's approval. (42 U.S.C. §§ 7543(b), 7543(e); CAA §§ 209(b), 209(c).) Sources such as manufacturing facilities, power plants and refineries that are not mobile are often referred to as "stationary sources." The Clean Air Act charges state and local agencies with the primary responsibility to attain the national ambient air quality standards. (42 U.S.C. § 7401(a)(3); CAA § 101(a)(3).) Each state must adopt and implement a plan including enforceable measures to achieve and maintain the national ambient air quality standards. (42 U.S.C. § 7410; CAA § 110.) The SCAQMD and CARB jointly prepare portion of the plan for the South Coast Air Basin and submit it for approval by EPA. (Health & Saf. Code §§ 40460, et seq.)

The Clean Air Act also requires state and local agencies to adopt a permit program requiring, among other things, that new or modified "major" stationary sources use technology to achieve the "lowest achievable emission rate," and to control minor stationary sources as

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[2] Particulate matter (PM) is further divided into two categories: fine particulate or $PM_{2.5}$ (particles with a diameter of less than or equal to 2.5 microns) and coarse particulate ($PM_{10}$) (particles with a diameter of 10 microns or less). (U.S. EPA, Particulate Matter (PM), http://www.epa.gov/airquality/particlepollution/ (last visited Apr. 1, 2015).)

needed to help attain the standards. (42 U.S.C. §§ 7502(c)(5), 7503(a)(2), 7410(a)(2)(C); CAA §§ 172(c)(5), 173(a)(2), 110(a)(2)(C).) The air districts implement these permit programs in California. (Health & Saf. Code §§ 42300, et seq.)

The Clean Air Act also sets out a regulatory structure for over 100 so-called "hazardous air pollutants" calling for EPA to establish "maximum achievable control technology" (MACT) for sources of these pollutants. (42 U.S.C. § 7412(d)(2); CAA § 112(d)(2).) California refers to these pollutants as "toxic air contaminants" (TACs) which are subject to two state-required programs. The first program requires "air toxics control measures" for specific categories of sources. (Health & Saf. Code § 39666.) The other program requires larger stationary sources and sources identified by air districts to prepare "health risk assessments" for impacts of toxic air contaminants. (Health & Saf. Code §§ 44320(b), 44322, 44360.) If the health risk exceeds levels identified by the district as "significant," the facility must implement a "risk reduction plan" to bring its risk levels below "significant" levels. Air districts may adopt additional more stringent requirements than those required by state law, including requirements for toxic air contaminants. (Health & Saf. Code § 41508; *Western Oil & Gas Assn. v. Monterey Bay Unified APCD* (1989) 49 Cal.3d 408, 414.) For example, SCAQMD has adopted a rule requiring new or modified sources to keep their risks below specified levels and use best available control technology (BACT) for toxics. (SCAQMD, *Rule 1401-New Source Review of Toxic Air Contaminants*, http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiv; then follow "Rule 1401" hyperlink (last visited Apr. 1, 2015).)

## B. The SCAQMD's Role Under CEQA

The California Environmental Quality Act (CEQA) requires public agencies to perform an environmental review and appropriate analysis for projects that they implement or approve. (Pub. Resources Code § 21080(a).) The agency with primary approval authority for a particular project is generally the "lead agency" that prepares the appropriate CEQA document. (CEQA Guidelines §§ 15050, 15051.) Other agencies having a subsequent approval authority over all or part of a project are called "responsible" agencies that must determine whether the CEQA document is adequate for their use. (CEQA Guidelines §§ 15096(c), 15381.) Lead agencies must also consult with and circulate their environmental impact reports to "trustee agencies" and agencies "with jurisdiction by law" including "authority over resources which may be affected by the project." (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines §§ 15086(a)(3), 15073(c).) The SCAQMD has a role in all these aspects of CEQA.

Fulfilling its responsibilities to implement its air quality plan and adopt rules to attain the national ambient air quality standards, SCAQMD adopts a dozen or more rules each year to require pollution reductions from a wide variety of sources. The SCAQMD staff evaluates each rule for any adverse environmental impact and prepares the appropriate CEQA document. Although most rules reduce air emissions, they may have secondary environmental impacts such as use of water or energy or disposal of waste—e.g., spent catalyst from control equipment.[3]

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[3] The SCAQMD's CEQA program for its rules is a "Certified Regulatory Program" under which it prepares a "functionally equivalent" document in lieu of a negative declaration or EIR. (Pub. Resources Code § 21080.5, CEQA Guidelines § 15251(l).)

The SCAQMD also approves a large number of permits every year to construct new, modified, or replacement facilities that emit regulated air pollutants. The majority of these air pollutant sources have already been included in an earlier CEQA evaluation for a larger project, are currently being evaluated by a local government as lead agency, or qualify for an exemption. However, the SCAQMD sometimes acts as lead agency for major projects where the local government does not have a discretionary approval. In such cases, SCAQMD prepares and certifies a negative declaration or environmental impact report (EIR) as appropriate.[4] SCAQMD evaluates perhaps a dozen such permit projects under CEQA each year. SCAQMD is often also a "responsible agency" for many projects since it must issue a permit for part of the projects (e.g., a boiler used to provide heat in a commercial building). For permit projects evaluated by another lead agency under CEQA, SCAQMD has the right to determine that the CEQA document is inadequate for its purposes as a responsible agency, but it may not do so because its permit program already requires all permitted sources to use the best available air pollution control technology. (SCAQMD, *Rule 1303(a)(1) – Requirements*, http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiii; then follow "Rule 1303" hyperlink (last visited Apr. 1, 2015).)

Finally, SCAQMD receives as many as 60 or more CEQA documents each month (around 500 per year) in its role as commenting agency or an agency with "jurisdiction by law" over air quality—a natural resource affected by the project. (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines § 15366(a)(3).) The SCAQMD staff provides comments on as many as 25 or 30 such documents each month.

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[4] The SCAQMD's permit projects are not included in its Certified Regulatory Program, and are evaluated under the traditional local government CEQA analysis. (Pub. Resources Code §§ 21150-21154.)

(SCAQMD Governing Board Agenda, Apr. 3, 2015, Agenda Item 16, Attachment A, http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-april-3-2015; then follow "16. Lead Agency Projects and Environmental Documents Received by SCAQMD" hyperlink (last visited Apr. 1, 2015).) Of course, SCAQMD focuses its commenting efforts on the more significant projects.

Typically, SCAQMD comments on the adequacy of air quality analysis, appropriateness of assumptions and methodology, and completeness of the recommended air quality mitigation measures. Staff may comment on the need to prepare a health risk assessment detailing the projected cancer and noncancer risks from toxic air contaminants resulting from the project, particularly the impacts of diesel particulate matter, which CARB has identified as a toxic air contaminant based on its carcinogenic effects. (California Air Resources Board, Resolution 98-35, Aug. 27, 1998, http://www.arb.ca.gov/regact/diesltac/diesltac.htm; then follow Resolution 98-35 hyperlink (last visited Apr. 1, 2015).) Because SCAQMD already requires new or modified stationary sources of toxic air contaminants to use the best available control technology for toxics and to keep their risks below specified levels, (SCAQMD Rule 1401, supra, note 15), the greatest opportunity to further mitigate toxic impacts through the CEQA process is by reducing emissions—particularly diesel emissions—from vehicles.

## II. THIS COURT SHOULD NOT SET A HARD-AND-FAST RULE CONCERNING THE EXTENT TO WHICH AN EIR MUST CORRELATE A PROJECT'S EMISSION OF POLLUTANTS WITH RESULTING HEALTH IMPACTS.

Numerous cases hold that courts do not review the correctness of an EIR's conclusions but rather its sufficiency as an informative document. (*Laurel Heights 1, supra*, 47 Cal.3d at p. 392; *Citizens of Goleta Valley v.*

*Bd. of Supervisors* (1990) 52 Cal.3d 553, 569; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197.)

As stated by the Court of Appeal in this case, where an EIR has addressed a topic, but the petitioner claims that the information provided about that topic is insufficient, courts must "draw[] a line that divides *sufficient* discussions from those that are *insufficient*." (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) The Court of Appeal readily admitted that "[t]he terms themselves – sufficient and insufficient – provide little, if any, guidance as to where the line should be drawn. They are simply labels applied once the court has completed its analysis." (*Id.*)

The CEQA Guidelines, however, provide guidance regarding what constitutes a sufficient discussion of impacts. Section 15151 states that "the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." Case law reflects this: "Analysis of environmental effects need not be exhaustive, but will be judged in light of what was reasonably feasible." (*Association of Irritated Residents v. County of Madera, supra,* 107 Cal.App.4th at p. 1390; see also CEQA Guidelines § 15204(a).)

Applying this test, this Court cannot realistically establish a hard-and-fast rule that an analysis correlating air pollution impacts of a project to quantified resulting health impacts is always required, or indeed that it is never required. Simply put, in some cases such an analysis will be "feasible"; in some cases it will not.

For example, air pollution control districts often require a proposed new source of toxic air contaminants to prepare a "health risk assessment" before issuing a permit to construct. District rules often limit the allowable cancer risk the new source may cause to the "maximally exposed individual" (worker and residence exposures). (*See, e.g.*, SCAQMD Rule 1401(c)(8); 1401(d)(1), *supra* note 15.) In order to perform this analysis, it

is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). (SCAQMD, *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB2588), pp. 11-16*; (last visited Apr. 1, 2015) http://www.aqmd.gov/home/library/documents-support-material; "Guidelines" hyperlink; AB2588; then follow AB2588 Risk Assessment Guidelines hyperlink.)

Thus, it is feasible to determine the health risk posed by a new gas station locating at an intersection in a mixed use area, where receptor locations are known. On the other hand, it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the project.

In order to find the "cancer burden" or expected additional cases of cancer resulting from the project, it is also necessary to know the numbers and location of individuals living within the "zone of impact" of the project: i.e., those living in areas where the projected cancer risk from the project exceeds one in a million. (SCAQMD, Health Risk Assessment Summary form, http://www.aqmd.gov/home/forms ; filter by "AB2588" category; then "Health Risk Assessment" hyperlink (last visited Apr. 1, 2015).) The affected population is divided into bands of those exposed to at least 1 in a million risk, those exposed to at least 10 in a million risk, etc. up to those exposed at the highest levels. (*Id.*) This data allows agencies to calculate an approximate number of additional cancer cases expected from

the project. However, it is not possible to predict which particular individuals will be affected.

For the so-called criteria pollutants[5], such as ozone, it may be more difficult to quantify health impacts. Ozone is formed in the atmosphere from the chemical reaction of the nitrogen oxides ($NO_x$) and volatile organic compounds (VOC) in the presence of sunlight. (U.S. EPA, Ground Level Ozone, http://www.epa.gov/airquality/ozonepollution/ (last updated Mar. 25, 2015).) It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. (U.S. EPA, *Guideline on Ozone Monitoring Site Selection* (Aug. 1998) EPA-454/R-98-002 § 5.1.2, http://www.epa.gov/ttnamti1/archive/cpreldoc.html (last visited Apr. 1, 2015).) $NO_x$ and VOC are known as "precursors" of ozone.

Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes. (U.S. EPA, *Health Effects of Ozone in the General Population,* Figure 9, http://www.epa.gov/apti/ozonehealth/population.html#levels (last visited Apr. 1, 2015).) However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing $NO_x$ by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. (South Coast Air Quality Management District, *Final 2012 AQMP (February 2013)*, http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan; then follow "Appendix V: Modeling & Attainment Demonstrations" hyperlink,

[5] See discussion of types of pollutants, supra, Part I.A.

pp. v-4-2, v-7-4, v-7-24.) SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by $NO_x$ or VOC emissions from relatively small projects.

On the other hand, this type of analysis may be feasible for projects on a regional scale with very high emissions of $NO_x$ and VOCs, where impacts are regional. For example, in 2011 the SCAQMD performed a health impact analysis in its CEQA document for proposed Rule 1315, which authorized various newly-permitted sources to use offsets from the districts "internal bank" of emission reductions. This CEQA analysis accounted for essentially *all* the increases in emissions due to new or modified sources in the District between 2010 and 2030.[6] The SCAQMD was able to correlate this very large emissions increase (e.g., 6,620 pounds per day $NO_x$ (1,208 tons per year), 89,180 pounds per day VOC (16,275 tons per year)) to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).[7] (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System* (see hyperlink in fn 6*)* at p. 4.1-35, Table 4.1-29.)

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[6] (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, Attachment G, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System, Vol. 1, p.4.0-6,* http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-february-4-2011; the follow "26. Adopt Proposed Rule 1315 – Federal New Source Review Tracking System" (last visited April 1, 2015).)

[7] The SCAQMD was able to establish the location of future $NO_x$ and VOC emissions by assuming that new projects would be built in the same locations and proportions as existing stationary sources. This CEQA document was upheld by the Los Angeles County Superior Court in *Natural Res. Def. Council v SCAQMD*, Los Angeles Superior Court No. BS110792).

However, a project emitting only 10 tons per year of $NO_x$ or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or $NO_x$ with specific health impacts from ozone. This is in part because ozone formation is not linearly related to emissions. Ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology and seasonal impacts, and because ozone is formed some time later and downwind from the actual emission. (EPA Guideline on Ozone Monitoring Site Selection (Aug. 1998) EPA-454/R-98-002, § 5.1.2; https://www.epa.gov/ttnamti1/archive/cpreldoc.html; then search "Guideline on Ozone Monitoring Site Selection" click on pdf) (last viewed Apr. 1, 2015).)

SCAQMD has set its CEQA "significance" threshold for $NO_x$ and VOC at 10 tons per year (expressed as 55 lb/day). (SCAQMD, *Air Quality Analysis Handbook*, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook; then follow "SCAQMD Air Quality Significance Thresholds" hyperlink (last visited Apr. 1, 2015).) This is because the federal Clean Air Act defines a "major" stationary source for "extreme" ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year. (42 U.S.C. §§ 7511a(e), 7511a(f); CAA §§ 182(e), 182(f).) Under the Clean Air Act, such sources are subject to enhanced control requirements (42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173), so SCAQMD decided this was an appropriate threshold for making a CEQA "significance" finding and requiring feasible mitigation. Essentially, SCAQMD takes the position that a source that emits 10 tons/year of $NO_x$ or VOC would contribute cumulatively to ozone formation. Therefore, lead agencies that use SCAQMD's thresholds of significance may determine

that many projects have "significant" air quality impacts and must apply all feasible mitigation measures, yet will not be able to precisely correlate the project to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program.

In the case of particulate matter ($PM_{2.5}$)[8], another "criteria" pollutant, SCAQMD staff is aware of two possible methods of analysis. SCAQMD used regional modeling to predict expected health impacts from its proposed Rule 1315, as mentioned above. Also, the California Air Resources Board (CARB) has developed a methodology that can predict expected mortality (premature deaths) from large amounts of $PM_{2.5}$. (California Air Resources Board, *Health Impacts Analysis: PM Premature Death Relationship*, http://www.arb.ca.gov/research/health/pm-mort/pm-mort_arch.htm (last reviewed Jan. 19, 2012).) SCAQMD used the CARB methodology to predict impacts from three very large power plants (e.g., 731-1837 lbs/day). (Final Environmental Assessment for Rule 1315, *supra*, pp 4.0-12, 4.1-13, 4.1-37 (e.g., 125 premature deaths in the entire SCAQMD in 2030), 4.1-39 (0.05 to 1.77 annual premature deaths from power plants.) Again, this project involved large amounts of additional $PM_{2.5}$ in the District, up to 2.82 tons/day (5,650 lbs/day of $PM_{2.5}$, or, or 1029 tons/year. (*Id.* at table 4.1-4, p. 4.1-10.)

However, the primary author of the CARB methodology has reported that this $PM_{2.5}$ health impact methodology is not suited for small projects and may yield unreliable results due to various uncertainties. [9] (SCAQMD, *Final Subsequent Mitigated Negative Declaration for: Warren*

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[8] SCAQMD has not attained the latest annual or 24-hour national ambient air quality standards for "$PM_{2.5}$" or particulate matter less than 2.5 microns in diameter.

[9] Among these uncertainties are the representativeness of the population used in the methodology, and the specific source of PM and the corresponding health impacts. (*Id.* at p. 2-24.)

*E&P, Inc. WTU Central Facility, New Equipment Project (certified July 19, 2011)*, http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2011; then follow "Final Subsequent Mitigated Negative Declaration for Warren E&P Inc. WTU Central Facility, New Equipment Project" hyperlink, pp. 2-22, 2-23 (last visited Apr. 1, 2015).) Therefore, when SCAQMD prepared a CEQA document for the expansion of an existing oil production facility, with very small $PM_{2.5}$ increases (3.8 lb/day) and a very small affected population, staff elected not to use the CARB methodology for using estimated $PM_{2.5}$ emissions to derive a projected premature mortality number and explained why it would be inappropriate to do so. (*Id.* at pp 2-22 to 2-24.) SCAQMD staff concluded that use of this methodology for such a small source could result in unreliable findings and would not provide meaningful information. (*Id.* at pp. 2-23, 2-25.) This CEQA document was not challenged in court.

In the above case, while it may have been technically possible to plug the data into the methodology, the results would not have been reliable or meaningful. SCAQMD believes that an agency should not be required to perform analyses that do not produce reliable or meaningful results. This Court has already held that an agency may decline to use even the "normal" "existing conditions" CEQA baseline where to do so would be misleading or without informational value. (*Neighbors for Smart Rail v. Exposition Metro Line* (2013) 57 Cal.4th 439, 448, 457.) The same should be true for a decision that a particular study or analysis would not provide reliable or meaningful results.[10]

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[10] Whether a particular study would result in "informational value" is a part of deciding whether it is "feasible." CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and

Therefore, it is not possible to set a hard-and-fast rule on whether a correlation of air quality impacts with specific quantifiable health impacts is required in all cases. Instead, the result turns on whether such an analysis is reasonably feasible in the particular case.[11] Moreover, what is reasonably feasible may change over time as scientists and regulatory agencies continually seek to improve their ability to predict health impacts. For example, CARB staff has been directed by its Governing Board to reassess and improve the methodology for estimating premature deaths. (California Air Resources Board, *Health Impacts Analysis: PM Mortality Relationship*, http://www.arb.ca.gov/research/health/pm-mort/pm-mort.htm (last reviewed Dec. 29, 2010).) This factor also counsels against setting any hard-and-fast rule in this case.

## III. THE QUESTION OF WHETHER AN EIR CONTAINS SUFFICIENT ANALYSIS TO MEET CEQA'S REQUIREMENTS IS A MIXED QUESTION OF FACT AND LAW GOVERNED BY TWO DIFFERENT STANDARDS OF REVIEW.

### A. Standard of Review for Feasibility Determination and Sufficiency as an Informative Document

A second issue in this case is whether courts should review an EIR's informational sufficiency under the "substantial evidence" test as argued by Friant Ranch or the "independent judgment" test as argued by Sierra Club.

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technological factors." (Pub. Resources Code § 21061.1.) A study cannot be "accomplished in a *successful* manner" if it produces unreliable or misleading results.

[11] In this case, the lead agency did not have an opportunity to determine whether the requested analysis was feasible because the comment was non-specific. Therefore, SCAQMD suggests that this Court, after resolving the legal issues in the case, direct the Court of Appeal to remand the case to the lead agency for a determination of whether the requested analysis is feasible. Because Fresno County, the lead agency, did not seek review in this Court, it seems likely that the County has concluded that at least some level of correlation of air pollution with health impacts is feasible.

As this Court has explained, "a reviewing court must adjust its scrutiny to the nature of the alleged defect, depending on whether the claim is predominantly one of improper procedure or a dispute over the facts." (*Vineyard Area Citizens v. City of Rancho Cordova, supra,* 40 Cal.4th at 435.) For questions regarding compliance with proper procedure or other legal questions, courts review an agency's action de novo under the "independent judgment" test. (*Id.*) On the other hand, courts review factual disputes only for substantial evidence, thereby "accord[ing] greater deference to the agency's substantive factual conclusions." (*Id.*)

Here, Friant Ranch and Sierra Club agree that the case involves the question of whether an EIR includes sufficient information regarding a project's impacts. However, they disagree on the proper standard of review for answering this question: Sierra Club contends that courts use the independent judgment standard to determine whether an EIR's analysis is sufficient to meet CEQA's informational purposes,[12] while Friant Ranch contends that the substantial evidence standard applies to this question.

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[12] Sierra Club acknowledges that courts use the substantial evidence standard when reviewing predicate factual issues, but argues that courts ultimately decide as a matter of law what CEQA requires. (Answering Brief, pp. 14, 23.)

SCAQMD submits that the issue is more nuanced than either party contends. We submit that, whether a CEQA document includes sufficient analysis to satisfy CEQA's informational mandates is a mixed question of fact and law,[13] containing two levels of inquiry that should be judged by different standards.[14]

The state CEQA Guidelines set forth standards for the adequacy of environmental analysis. Guidelines Section 15151 states:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

In this case, the basic question is whether the underlying analysis of air quality impacts made the EIR "sufficient" as an informative document. However, whether the EIR's analysis was sufficient is judged in light of what was reasonably feasible. This represents a mixed question of fact and law that is governed by two different standards of review.

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[13] Friant Ranch actually states that the claim that an EIR lacks sufficient relevant information is, "most properly thought of as raising mixed questions of fact and law." (Opening Brief, p. 27.) However, the remainder of its argument claims that the court should apply the substantial evidence standard of review to all aspects of the issue.

[14] Mixed questions of fact and law issues may implicate predominantly factual subordinate questions that are reviewed under the substantial evidence test even though the ultimate question may be reviewed by the independent judgment test. *Crocker National Bank v. City and County of San Francisco* (1989) 49 Cal.3d 881, 888-889.

SCAQMD submits that an EIR's sufficiency as an informational document is ultimately a legal question that courts should determine using their independent judgment. This Court's language in *Laurel Heights I* supports this position. As this Court explained: "The court does not pass upon the correctness of the EIR's environmental conclusions, but only upon its *sufficiency as an informative document.*" (*Laurel Heights I, supra,* 47 Cal.3d at 392-393) (emphasis added.) As described above, the Court in *Vineyard Area Citizens v. City of Rancho Cordova, supra,* 40 Cal.4th at 431, also used its independent judgment to determine what level of analysis CEQA requires for water supply impacts. The Court did not defer to the lead agency's opinion regarding the law's requirements; rather, it determined for itself what level of analysis was necessary to meet "[t]he law's informational demands." (*Id.* at p. 432.) Further, existing case law also holds that where an agency fails to comply with CEQA's information disclosure requirements, the agency has "failed to proceed in the manner required by law." (*Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 118.)

However, whether an EIR satisfies CEQA's requirements depends in part on whether it was reasonably feasible for an agency to conduct additional or more thorough analysis. EIRs must contain "a detailed statement" of a project's impacts (Pub. Res. Code § 21061), and an agency must "use its best efforts to find out and disclose all that it reasonably can." (CEQA Guidelines § 15144.) Nevertheless, "the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." (CEQA Guidelines § 15151.)

SCAQMD submits that the question of whether additional analysis or a particular study suggested by a commenter is "feasible" is generally a question of fact. Courts have already held that whether a particular alternative is "feasible" is reviewed by the substantial evidence test.

(*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 598-99; *Center for Biological Diversity v. County of San Bernardino* (2010) 185 Cal.App.4th 866, 883.) Thus, if a lead agency determines that a particular study or analysis is infeasible, that decision should generally be judged by the substantial evidence standard. However, SCAQMD urges this Court to hold that lead agencies must explain the basis of any determination that a particular analysis is infeasible in the EIR itself. An EIR must discuss information, including issues related to the feasibility of particular analyses "in sufficient detail to enable meaningful participation and criticism by the public. '[W]hatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.'" (*Laurel Heights I, supra*, 47 Cal.3d at p. 405 (quoting *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831) (discussing analysis of alternatives).) The evidence on which the determination is based should also be summarized in the EIR itself, with appropriate citations to reference materials if necessary. Otherwise commenting agencies such as SCAQMD would be forced to guess where the lead agency's evidence might be located, thus thwarting effective public participation.

Moreover, if a lead agency determines that a particular study or analysis would not result in reliable or useful information and for that reason is not feasible, that determination should be judged by the substantial evidence test. (See *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, *supra*, 57 Cal.4th 439, 448, 457:

whether "existing conditions" baseline would be misleading or uninformative judged by substantial evidence standard.[15])

If the lead agency's determination that a particular analysis or study is not feasible is supported by substantial evidence, then the agency has not violated CEQA's information disclosure provisions, since it would be infeasible to provide additional information. This Court's decisions provide precedent for such a result. For example, this Court determined that the issue of whether the EIR should have included a more detailed discussion of future herbicide use was resolved because substantial evidence supported the agency's finding that "the precise parameters of future herbicide use could not be predicted." *Ebbetts Pass Forest Watch v. California Dept. of Forestry & Fire Protection* (2008) 43 Cal.4th 936, 955.

Of course, SCAQMD expects that courts will continue to hold lead agencies to their obligations to consult with, and not to ignore or misrepresent, the views of sister agencies having special expertise in the area of air quality. (*Berkeley Keep Jets Over the Bay v. Board of Port Commissioners* (2007) 91 Cal.App.4th 1344, 1364 n.11.) In some cases, information provided by such expert agencies may establish that the purported evidence relied on by the lead agency is not in fact "substantial". (*Id.* at pp. 1369-1371.)

In sum, courts retain ultimate responsibility to determine what CEQA requires. However, the law does not require exhaustive analysis, but only what is reasonably feasible. Agencies deserve deference for their factual determinations regarding what type of analysis is reasonably feasible. On the other hand, if a commenter requests more information, and the lead agency declines to provide it but does *not* determine that the

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[15] The substantial evidence standard recognizes that the courts "have neither the resources nor the scientific expertise" to weigh conflicting evidence on technical issues. (*Laurel Heights I, supra,* 47 Cal.3d 376, 393.)

requested study or analysis would be infeasible, misleading or uninformative, the question becomes whether the omission of that analysis renders the EIR inadequate to satisfy CEQA's informational purposes. (*Id.* at pp. 1370-71.) Again, this is predominantly a question of law and should be judged by the de novo or independent judgment standard of review. Of course, this Court has recognized that a "project opponent or reviewing court can always imagine some additional study or analysis that might provide helpful information. It is not for them to design the EIR. That further study...might be helpful does not make it necessary." (*Laurel Heights I, supra,* 47 Cal.3d 376, 415 – see also CEQA Guidelines § 15204(a) [CEQA "does not require a lead agency to conduct every test. . . recommended or demanded by commenters."].) Courts, then, must adjudicate whether an omission of particular information renders an EIR inadequate to serve CEQA's informational purposes.[16]

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[16] We recognize that there is case law stating that the substantial evidence standard applies to "challenges to the scope of an EIR's analysis of a topic" as well as the methodology used and the accuracy of the data relied on in the document "because these types of challenges involve factual questions." (*Bakersfield Citizens for Local Control v. City of Bakersfield, supra,* 124 Cal.App.4th 1184, 1198, and cases relied on therein.) However, we interpret this language to refer to situations where the question of the scope of the analysis really is factual—that is, where it involves whether further analysis is feasible, as discussed above. This interpretation is supported by the fact that the *Bakersfield* court expressly rejected an argument that a claimed "omission of information from the EIR should be treated as inquiries whether there is substantial evidence supporting the decision approving the project. " *Bakersfield, supra,* 124 Cal.App.4th at p. 1208. And the *Bakersfield* court ultimately decided that the lead agency must analyze the connection between the identified air pollution impacts and resulting health impacts, even though the EIR already included some discussion of air-pollution-related respiratory illnesses. *Bakersfield, supra,* 124 Cal.App.4th at p. 1220. Therefore, the court must not have interpreted this question as one of the "scope of the analysis" to be judged by the substantial evidence standard.

### B. Friant Ranch's Rationale for Rejecting the Independent Judgment Standard of Review is Unsupported by Case Law.

In its brief, Friant Ranch makes a distinction between cases where a required CEQA topic is not discussed at all (to be reviewed by independent judgment as a failure to proceed in the manner required by law) and cases where a topic is discussed, but the commenter claims the information provided is insufficient (to be judged by the substantial evidence test). (Opening Brief, pp. 13-17.) The Court of Appeal recognized these two types of cases, but concluded that both raised questions of law. (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) We believe the distinction drawn by Friant Ranch is unduly narrow, and inconsistent with cases which have concluded that CEQA documents are insufficient. In many instances, CEQA's requirements are stated broadly, and the courts must interpret the law to determine what level of analysis satisfies CEQA's mandate for providing meaningful information, even though the EIR discusses the issue to some extent.

For example, the CEQA Guidelines require discussion of the existing environmental baseline. In *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 954-955, the lead agency had discussed the environmental baseline by describing historic month-end water levels in the affected lakes. However, the court held that this was not an adequate baseline discussion because it failed to discuss the timing and amounts of past actual water releases, to allow comparison with the proposed project. The court evidently applied the independent judgment test to its decision, even though the agency discussed the issue to some extent.

Likewise, in *Vineyard Area Citizens* (2007) 40 Cal.4th 412, this Court addressed the question of whether an EIR's analysis of water supply impacts complied with CEQA. The parties agreed that the EIR was required to analyze the effects of providing water to the development project, "and that in order to do so the EIR had, in some manner, to identify the planned sources of that water." (*Vineyard Area Citizens, supra,* at p. 428.) However, the parties disagreed as to the level of detail required for this analysis and "what level of uncertainty regarding the availability of water supplies can be tolerated in an EIR . . . ." (*Id.*) In other words, the EIR had analyzed water supply impacts for the project, but the petitioner claimed that the analysis was insufficient.

This Court noted that neither CEQA's statutory language or the CEQA Guidelines specifically addressed the question of how precisely an EIR must discuss water supply impacts. (*Id.*) However, it explained that CEQA "states that '[w]hile foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.'" (*Id.*, [Guidelines § 15144].) The Court used this general principle, along with prior precedent, to elucidate four "principles for analytical adequacy" that are necessary in order to satisfy "CEQA's informational purposes." (*Vineyard Area Citizens, supra,* at p. 430.) The Court did not defer to the agency's determination that the EIR's analysis of water supply impacts was sufficient. Rather, this Court used its independent judgment to determine for itself the level of analysis required to satisfy CEQA's fundamental purposes. (*Vineyard Area Citizens, supra*, at p. 441: an EIR does not serve its purposes where it neglects to explain likely sources of water and "... leaves long term water supply considerations to later stages of the project.")

Similarly, the CEQA Guidelines require an analysis of noise impacts of the project. (Appendix G, "Environmental Checklist Form."[17]) In *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1123, the court held that the lead agency's noise impact analysis was inadequate even though it had addressed the issue and concluded that the increase would not be noticeable. If the court had been using the substantial evidence standard, it likely would have upheld this discussion.

Therefore, we do not agree that the issue can be resolved on the basis suggested by Friant Ranch, which would apply the substantial evidence standard to *every* challenge to an analysis that addresses a required CEQA topic. This interpretation would subvert the courts' proper role in interpreting CEQA and determining what the law requires.

Nor do we agree that the Court of Appeal in this case violated CEQA's prohibition on courts interpreting its provisions "in a manner which imposes procedural or substantive requirements beyond those explicitly stated in this division or in the state guidelines." (Pub. Resources Code § 21083.1.) CEQA requires an EIR to describe *all* significant impacts of the project on the environment. (Pub. Resources Code § 21100(b)(2); *Vineyard Area Citizens, supra,* at p. 428.) Human beings are part of the environment, so CEQA requires EIRs to discuss a project's significant impacts on human health. However, except in certain particular circumstances,[18] neither the CEQA statute nor Guidelines specify the precise level of analysis that agencies must undertake to satisfy the law's requirements. (see, e.g., CEQA Guidelines § 15126.2(a) [EIRs must describe "health and safety problems caused by {a project's} physical changes"].) Accordingly, courts must interpret CEQA as a whole to

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[17] Association of Environmental Professionals, 2015 CEQA Statute and Guidelines (2015) p.287.

[18] E.g., Pub. Resources Code § 21151.8(C)(3)(B)(iii) (requiring specific type of health risk analysis for siting schools).

determine whether a particular EIR is sufficient as an informational document. A court determining whether an EIR's discussion of human health impacts is legally sufficient does not constitute imposing a new substantive requirement.[19] Under Friant Ranch's theory, the above-referenced cases holding a CEQA analysis inadequate would have violated the law. This is not a reasonable interpretation.

## IV. COURTS MUST SCRUPULOUSLY ENFORCE THE REQUIREMENTS THAT LEAD AGENCIES CONSULT WITH AND OBTAIN COMMENTS FROM AIR DISTRICTS

Courts must "scrupulously enforce" CEQA's legislatively mandated requirements. (*Vineyard Area Citizens, supra*, 40 Cal.4th 412, 435.) Case law has firmly established that lead agencies must consult with the relevant air pollution control district before conducting an initial study, and must provide the districts with notice of the intention to adopt a negative declaration (or EIR). (*Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 958.) As *Schenck* held, neither publishing the notice nor providing it to the State Clearinghouse was a sufficient substitute for sending notice directly to the air district. (*Id.*) Rather, courts "must be satisfied that [administrative] agencies have fully complied with the procedural requirements of CEQA, since only in this way can the important public purposes of CEQA be protected from subversion." *Schenck,* 198 Cal.App.4th at p. 959 (citations omitted).[20]

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[19] We submit that Public Resources Code Section 21083.1 was intended to prevent courts from, for example, holding that an agency must analyze economic impacts of a project where there are no resulting environmental impacts (see CEQA Guidelines § 15131) , or imposing new procedural requirements, such as imposing additional public notice requirements not set forth in CEQA or the Guidelines.

[20] Lead agencies must consult air districts, as public agencies with jurisdiction by law over resources affected by the project, *before* releasing an EIR. (Pub. Resources Code §§ 21104(a); 21153.) Moreover, air

Lead agencies should be aware, therefore, that failure to properly seek and consider input from the relevant air district constitutes legal error which may jeopardize their project approvals. For example, the court in *Fall River Wild Trout Foundation v. County of Shasta,* (1999) 70 Cal.App.4th 482, 492 held that the failure to give notice to a trustee agency (Department of Fish and Game) was prejudicial error requiring reversal. The court explained that the lack of notice prevented the Department from providing any response to the CEQA document. (*Id.* at p. 492.) It therefore prevented relevant information from being presented to the lead agency, which was prejudicial error because it precluded informed decision-making. (*Id.*)[21]

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districts should be considered "state agencies" for purposes of the requirement to consult with "trustee agencies" as set forth in Public Resources Code § 20180.3(a). This Court has long ago held that the districts are not mere "local agencies" whose regulations are superseded by those of a state agency regarding matters of statewide concern, but rather have concurrent jurisdiction over such issues. (*Orange County Air Pollution Control District v. Public Util. Com.* (1971) 4 Cal.3d 945, 951, 954.) Since air pollution is a matter of statewide concern, *Id* at 952, air districts should be entitled to trustee agency status in order to ensure that this vital concern is adequately protected during the CEQA process.

[21] In *Schenck,* the court concluded that failure to give notice to the air district was not prejudicial, but this was partly because the trial court had already corrected the error before the case arrived at the Court of Appeal. The trial court issued a writ of mandate requiring the lead agency to give notice to the air district. The air district responded by concurring with the lead agency that air impacts were not significant. (*Schenck,* 198 Cal.App.4th 949, 960.) We disagree with the *Schenck* court that the failure to give notice to the air district would not have been prejudicial (even in the absence of the trial court writ) merely because the lead agency purported to follow the air district's published CEQA guidelines for significance. (*Id.*, 198 Cal.App.4th at p. 960.) In the first place, absent notice to the air district, it is uncertain whether the lead agency properly followed those guidelines. Moreover, it is not realistic to expect that an air district's published guidelines would necessarily fully address all possible air-quality related issues that can arise with a CEQA project, or that those

Similarly, lead agencies must obtain additional information requested by expert agencies, including those with jurisdiction by law, if that information is necessary to determine a project's impacts. (*Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236-37.) Approving a project without obtaining that information constitutes a failure to proceed in the manner prescribed by CEQA. (*Id.* at p. 1236.)

Moreover, a lead agency can save significant time and money by consulting with the air district early in the process. For example, the lead agency can learn what the air district recommends as an appropriate analysis on the facts of its case, including what kinds of health impacts analysis may be available, and what models are appropriate for use. This saves the lead agency from the need to do its analysis all over again and possibly needing to recirculate the document after errors are corrected, if new significant impacts are identified. (CEQA Guidelines § 15088.5(a).) At the same time, the air district's expert input can help the lead agency properly determine whether another commenter's request for additional analysis or studies is reasonable or feasible. Finally, the air district can provide input on what mitigation measures would be feasible and effective.

Therefore, we suggest that this Court provide guidance to lead agencies reminding them of the importance of consulting with the relevant air districts regarding these issues. Otherwise, their feasibility decisions may be vulnerable to air district evidence that establishes that there is no substantial evidence to support the lead agency decision not to provide specific analysis. (*See Berkeley Keep Jets Over the Bay, supra,* 91 Cal.App.4th 1344, 1369-1371.)

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guidelines would necessarily be continually modified to reflect new developments. Therefore we believe that, had the trial court not already ordered the lead agency to obtain the air district's views, the failure to give notice would have been prejudicial, as in *Fall River, supra,* 70 Cal.App.4th 482, 492.

## CONCLUSION

The SCAQMD respectfully requests this Court *not* to establish a hard-and-fast rule concerning whether CEQA requires a lead agency to correlate identified air quality impacts of a project with resulting health outcomes. Moreover, the question of whether an EIR is "sufficient as an informational document" is a mixed question of fact and law containing two levels of inquiry. Whether a particular proposed analysis is feasible is predominantly a question of fact to be judged by the substantial evidence standard of review. Where the requested analysis is feasible, but the lead agency relies on legal or policy reasons not to provide it, the question of whether the EIR is nevertheless sufficient as an informational document is predominantly a question of law to be judged by the independent judgment standard of review.

Respectfully submitted,

DATED: April 3, 2015

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
KURT R. WIESE, GENERAL COUNSEL
BARBARA BAIRD, CHIEF DEPUTY COUNSEL

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## CERTIFICATE OF WORD COUNT

Pursuant to Rule 8.520(c)(1) of the California Rules of Court, I hereby certify that this brief contains 8,476 words, including footnotes, but excluding the Application, Table of Contents, Table of Authorities, Certificate of Service, this Certificate of Word Count, and signature blocks. I have relied on the word count of the Microsoft Word Vista program used to prepare this Certificate.

DATED: April 3, 2015 Respectfully submitted,

Barbara Baird

Barbara Baird

## PROOF OF SERVICE

I am employed in the County of Los Angeles, California. I am over the age of 18 years and not a party to the within action. My business address is 21865 Copley Drive, Diamond Bar, California 91765.

On April 3, 2015 I served true copies of the following document(s) described as **APPLICATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT FOR LEAVE TO FILE BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE*** by placing a true copy of the foregoing document(s) in a sealed envelope addressed as set forth on the attached service list as follows:

**BY MAIL:** I enclosed the document(s) in a sealed envelope or package addressed to the persons at the addresses listed in the Service List and placed the envelope for collection and mailing following our ordinary business practices. I am readily familiar with this District's practice for collection and processing of correspondence for mailing. Under that practice, the correspondence would be deposited with the United States Postal Service, with postage thereon fully prepaid at Diamond Bar, California, in the ordinary course of business. I am aware that on motion of the party served, service is presumed invalid if postal cancellation date or postage meter date is more than one day after date of deposit for mailing in affidavit.

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

Executed on April 3, 2015 at Diamond Bar, California.

Patricia Anderson

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ATTACHMENT 3

# SJVAPCD

# SIERRA CLUB v. COUNTY OF FRESNO

# AMICUS BRIEF

SUPREME COURT COPY

**CASE NO. S219783**

**IN THE SUPREME COURT OF CALIFORNIA**

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SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
*Plaintiffs and Appellants*

v.

COUNTY OF FRESNO,
*Defendant and Respondent*

FRIANT RANCH, L.P.,
*Real Party in Interest and Respondent*

SUPREME COURT
FILED
APR 13 2015
Frank A. McGuire Clerk
Deputy

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After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726

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# APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.

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**CASE NO. S219783**

**IN THE SUPREME COURT OF CALIFORNIA**

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SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
*Plaintiffs and Appellants*

v.

COUNTY OF FRESNO,
*Defendant and Respondent*

FRIANT RANCH, L.P.,
*Real Party in Interest and Respondent*

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## APPLICATION

Pursuant to California Rules of Court 8.520(f)(1), proposed Amicus Curiae San Joaquin Valley Unified Air Pollution Control District hereby requests permission from the Chief Justice to file an amicus brief in support of Defendant and Respondent, County of Fresno, and Defendant and Real Parties in Interest Friant Ranch, L.P. Pursuant to Rule 8.520(f)(5) of the California Rules of Court, the proposed amicus curiae brief is combined with this Application. The brief addresses the following issue certified by this Court for review:

> Is an EIR adequate when it identifies the health impacts of air pollution and quantifies a project's expected emissions, or does CEQA further require the EIR to *correlate* a project's air quality emissions to specific health impacts?

As of the date of this filing, the deadline for the final reply brief on the merits was March 5, 2015. Accordingly, under Rule 8.520(f)(2), this application and brief are timely.

### 1. Background and Interest of San Joaquin Valley Unified Air Pollution Control District

The San Joaquin Valley Unified Air Pollution Control District ("Air District") regulates air quality in the eight counties comprising the San Joaquin Valley ("Central Valley"): Kern, Tulare, Madera, Fresno, Merced, San Joaquin, Stanislaus, and Kings, and is primarily responsible for attaining air quality standards within its jurisdiction. After billions of dollars of investment by Central Valley businesses, pioneering air quality regulations, and consistent efforts by residents, the Central Valley air basin has made historic improvements in air quality.

The Central Valley's geographical, topographical and meteorological features create exceptionally challenging air quality

conditions. For example, it receives air pollution transported from the San Francisco Bay Area and northern Central Valley communities, and the southern portion of the Central Valley includes three mountain ranges (Sierra, Tehachapi, and Coastal) that, under some meteorological conditions, effectively trap air pollution. Central Valley air pollution is only a fraction of what the Bay Area and Los Angeles produce, but these natural conditions result in air quality conditions that are only marginally better than Los Angeles, even though about ten times more pollution is emitted in the Los Angeles region. Bay Area air quality is much better than the Central Valley's, even though the Bay Area produces about six times more pollution. The Central Valley also receives air pollution transported from the Bay Area and northern counties in the Central Valley, including Sacramento, and transboundary anthropogenic ozone from as far away as China.

Notwithstanding these challenges, the Central Valley has reduced emissions at the same or better rate than other areas in California and has achieved unparalleled milestones in protecting public health and the environment:

- In the last decade, the Central Valley became the first air basin classified by the federal government under the Clean Air Act as a "serious nonattainment" area to come into attainment of health-based National Ambient Air Quality Standard ("NAAQS") for coarse particulate matter (PM10), an achievement made even more notable given the Valley's extensive agricultural sector. Unhealthy levels of particulate matter can cause and exacerbate a range of chronic and acute illnesses.
- In 2013, the Central Valley became the first air basin in the country to improve from a federal designation of "extreme" nonattainment to

actually attain (and quality for an attainment designation) of the 1-hour ozone NAAQS; ozone creates "smog" and, like PM10, causes adverse health impacts.

- The Central Valley also is in full attainment of federal standards for lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide.
- The Central Valley continues to make progress toward compliance with its last two attainment standards, with the number of exceedences for the 8-hour ozone NAAQS reduced by 74% (for the 1997 standard) and 38% (for the 2008 standard) since 1991, and for the small particulate matter (PM2.5) NAAQS reduced by 85% (for the 1997 standard) and 61% (for the 2006 standard).

Sustained improvement in Central Valley air quality requires a rigorous and comprehensive regulatory framework that includes prohibitions (e.g., on wood-burning fireplaces in new residences), mandates (e.g., requiring the installation of best available pollution reduction technologies on new and modified equipment and industrial operations), innovations (e.g., fees assessed against residential development to fund pollution reduction actions to "offset" vehicular emissions associated with new residences), incentive programs (e.g., funding replacements of older, more polluting heavy duty trucks and school buses)[1], ongoing planning for continued air quality improvements, and enforcement of Air District permits and regulations.

The Air District is also an expert air quality agency for the eight counties and cities in the San Joaquin Valley. In that capacity, the Air District has developed air quality emission guidelines for use by the Central

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[1] San Joaquin's incentive program has been so successful that through 2012, it has awarded over $ 432 million in incentive funds and has achieved 93,349 tons of lifetime emissions reductions. *See* SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, 2012 PM2.5 PLAN, 6-6 (2012) *available at* http://www.valleyair.org/Workshops/postings/2012/12-20-12PM25/FinalVersion/06%20Chapter%206%20Incentives.pdf.

Valley counties and cities that implement the California Environment Quality Act (CEQA).[2] In its guidance, the Air District has distinguished between toxic air contaminants and criteria air pollutants.[3] Recognizing this distinction, the Air District's CEQA Guidance has adopted distinct thresholds of significance for *criteria* pollutants (i.e., ozone, PM2.5 and their respective precursor pollutants) based upon scientific and factual data which demonstrates the level that can be accommodated on a cumulative basis in the San Joaquin Valley without affecting the attainment of the applicable NAAQS.[4] For *toxic air* pollutants, the District has adopted different thresholds of significance which scientific and factual data demonstrates has the potential to expose sensitive receptors (i.e., children, the elderly) to levels which may result in localized health impacts.[5]

The Air District's CEQA Guidance was followed by the County of Fresno in its environment review of the Friant Ranch project, for which the Air District also served as a commenting agency. The Court of Appeal's holding, however, requiring correlation between the project's criteria

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[2] *See, e.g.*, SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT, PLANNING DIVISION, GUIDE FOR ASSESSING AND MITIGATING AIR QUALITY IMPACTS (2015), *available at* http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf ("CEQA Guidance").

[3] Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants regulated by the United States Environmental Protection Agency ("EPA") and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health, they are distinguishable from toxic air contaminants and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of toxic air contaminants occurs solely under section 112 of the Act. Compare 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 with 42 U.S.C. § 7411.

[4] See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 64-66, 80.

[5] See, e.g., CEQA Guidance at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf, pp. 66, 99-101.

pollutants and local health impacts, departs from the Air District's Guidance and approved methodology for assessing criteria pollutants. A close reading of the administrative record that gave rise to this issue demonstrates that the Court's holding is based on a misunderstanding of the distinction between toxic air contaminants (for which a local health risk assessment is feasible and routinely performed) and criteria air pollutants (for which a local health risk assessment is not feasible and would result in speculative results).[6] The Air District has a direct interest in ensuring the lawfulness and consistent application of its CEQA Guidance, and will explain how the Court of Appeal departed from the Air District's long-standing CEQA Guidance in addressing criteria pollutants and toxic air contaminants in this amicus brief.

### 2. How the Proposed Amicus Curiae Brief Will Assist the Court

As counsel for the proposed amicus curiae, we have reviewed the briefs filed in this action. In addition to serving as a "commentary agency" for CEQA purposes over the Friant Ranch project, the Air District has a strong interest in assuring that CEQA is used for its intended purpose, and believes that this Court would benefit from additional briefing explaining the distinction between criteria pollutants and toxic air contaminants and the different methodologies employed by local air pollution control agencies such as the Air District to analyze these two categories of air pollutants under CEQA. The Air District will also explain how the Court of Appeal's opinion is based upon a fundamental misunderstanding of these two different approaches by requiring the County of Fresno to correlate the project's *criteria* pollution emissions with *local* health impacts. In doing

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[6] CEQA does not require speculation. *See, e.g., Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.*, 6 Cal. 4th 1112, 1137 (1993) (upholding EIR that failed to evaluate cumulative toxic air emission increases given absence of any acceptable means for doing so).

so, the Air District will provide helpful analysis to support its position that at least insofar as criteria pollutants are concerned, CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible.

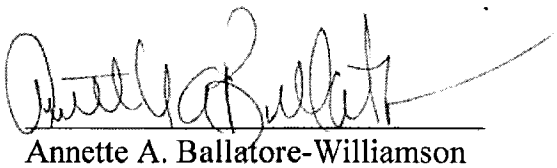
**Rule 8.520 Disclosure**

Pursuant to Cal. R. 8.520(f)(4), neither the Plaintiffs nor the Defendant or Real Party In Interest or their respective counsel authored this brief in whole or in part. Neither the Plaintiffs nor the Defendant or Real Party in Interest or their respective counsel made any monetary contribution towards or in support of the preparation of this brief.

**CONCLUSION**

On behalf of the San Joaquin Valley Unified Air Pollution Control District, we respectfully request that this Court accept the filing of the attached brief.

Dated: April 2, 2015



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SAN JOAQUIN VALLEY UNIFIED
AIR POLLUTION CONTROL
DISTRICT

**CASE NO. S219783**

**IN THE SUPREME COURT OF CALIFORNIA**

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SIERRA CLUB, REVIVE THE SAN JOAQUIN, and
LEAGUE OF WOMEN VOTERS OF FRESNO,
*Plaintiffs and Appellants*

v.

COUNTY OF FRESNO,
*Defendant and Respondent*

FRIANT RANCH, L.P.,
*Real Party in Interest and Respondent*

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After a Decision by the Court of Appeal, filed May 27, 2014
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno
Case No. 11CECG00726

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# AMICUS CURIAE BRIEF OF SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO AND REAL PARTY IN INTEREST AND RESPONDENT, FRIANT RANCH, L.P.

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## TABLE OF CONTENTS

APPLICATION.....1

1. Background and Interest of San Joaquin Valley Unified Air Pollution Control District.....1

2. How the Proposed Amicus Curiae Brief Will Assist the Court .....5

CONCLUSION.....6

I. INTRODUCTION .....1

II. THE COURT OF APPEAL ERRED IN FINDING THE FRIANT RANCH EIR INADEQUATE FOR FAILING TO ANALYZE THE SPECIFIC HUMAN HEALTH IMPACTS ASSOCIATED CRITERIA AIR POLLUTANTS.....3

A, Currently Available Modeling Tools are not Equipped to Provide a Meaningful Analysis of the Correlation between an Individual Development Project's Air Emissions and Specific Human Health Impacts.....4

B. The Court of Appeal Improperly Extrapolated a Request for a Health Risk Assessment for Toxic Air Contaminants into a Requirement that the EIR contain an Analysis of Localized Health Impacts Associated with Criteria Air Pollutants .....11

III. CONCLUSION.....15

CERTIFICATE OF WORD COUNT.....17

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*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1199, 22 Cal.Rptr.3d 203 ..... 15

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*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 717 n. 8. ..... 10

*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 535, 78 Cal.Rptr.3d 1, 13 ..... 14

*Sierra Club v. City of Orange*,163 Cal.App.4th at 536 ..... 15

*Sierra Club v. County of Fresno* (2014) 172 Cal.Rptr.3d 271, 306 ..... 12

*Sierra Club, supra*, 172 Cal.Rptr.3d at 303; AR 4554 ..... 8

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2013/02Chapter2ScienceTrendsModeling.pdf (visited March 10, 2015.....6

Ch. 2 p. 2-19 (visited March 12, 2015); *San Joaquin Valley Unified
Air Pollution Control District 2008 PM2.5 Plan*,
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Assessing and Mitigating Air Quality Impacts*, (March 19, 2015) p. 22,
available at:
http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan
%202002%20Rev.pdf (visited March 30, 2015).....7

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*San Joaquin Valley Unified Air Pollution Control District 2007 Ozone Plan*, Appendix B pp. B-6, B-9, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/19%20Appendix%20B%20April%202007.pdf (visited March 12, 2015).....9

## I. INTRODUCTION.

The San Joaquin Valley Unified Air Pollution Control District ("Air District") respectfully submits that the Court of Appeal erred when it held that the air quality analysis contained in the Environmental Impact Report ("EIR") for the Friant Ranch development project was inadequate under the California Environmental Quality Act ("CEQA") because it did not include an analysis of the correlation between the project's criteria air pollutants and the potential adverse human health impacts. A close reading of the portion of the administrative record that gave rise to this issue demonstrates that the Court's holding is based on a misunderstanding of the distinction between toxic air contaminants and criteria air pollutants.

Toxic air contaminants, also known as hazardous air pollutants, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as birth defects. There are currently 189 toxic air contaminants (hereinafter referred to as "TACs") regulated by the United States Environmental Protection Agency ("EPA") and the states pursuant to the Clean Air Act. 42 U.S.C. § 7412. Common TACs include benzene, perchloroethylene and asbestos. *Id.* at 7412(b).

In contrast, there are only six (6) criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide and lead. Although criteria air pollutants can also be harmful to human health,

they are distinguishable from TACs and are regulated separately. For instance, while criteria pollutants are regulated by numerous sections throughout Title I of the Clean Air Act, the regulation of TACs occurs solely under section 112 of the Act. *Compare* 42 U.S.C. §§ 7407 – 7411 & 7501 – 7515 *with* 42 U.S.C. § 7411.

The most relevant difference between criteria pollutants and TACs for purposes of this case is the manner in which human health impacts are accounted for. While it is common practice to analyze the correlation between an individual facility's TAC emissions and the expected localized human health impacts, such is not the case for criteria pollutants. Instead, the human health impacts associated with criteria air pollutants are analyzed and taken into consideration when EPA sets the national ambient air quality standard ("NAAQS") for each criteria pollutant. 42 U.S.C. § 7409(b)(1). The health impact of a particular criteria pollutant is analyzed on a regional and not a facility level based on how close the area is to complying with (attaining) the NAAQS. Accordingly, while the type of individual facility / health impact analysis that the Court of Appeal has required is a customary practice for TACs, it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.

It is clear from a reading of both the administrative record and the Court of Appeal's decision that the Court did not have the expertise to fully

appreciate the difference between TACs and criteria air pollutants. As a result, the Court has ordered the County of Fresno to conduct an analysis that is not practicable and not likely yield valid information. The Air District respectfully requests that this portion of the Court of Appeal's decision be reversed.

## II. THE COURT OF APPEAL ERRED IN FINDING THE FRIANT RANCH EIR INADEQUATE FOR FAILING TO ANALYZE THE SPECIFIC HUMAN HEALTH IMPACTS ASSOCIATED CRITERIA AIR POLLUTANTS.

Although the Air District does not take lightly the amount of air emissions at issue in this case, it submits that the Court of Appeal got it wrong when it required Fresno County to revise the Friant Ranch EIR to include an analysis correlating the criteria air pollutant emissions associated with the project with specific, localized health-impacts. The type of analysis the Court of Appeal has required will not yield reliable information because currently available modeling tools are not well suited for this task. Further, in reviewing this issue de novo, the Court of Appeal failed to appreciate that it lacked the scientific expertise to appreciate the significant differences between a health risk assessment commonly performed for toxic air contaminants and a similar type of analysis it felt should have been conducted for criteria air pollutants.

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### A. Currently Available Modeling Tools are not Equipped to Provide a Meaningful Analysis of the Correlation between an Individual Development Project's Air Emissions and Specific Human Health Impacts.

In order to appreciate the problematic nature of the Court of Appeals' decision requiring a health risk type analysis for criteria air pollutants, it is important to understand how the relevant criteria pollutants (ozone and particulate matter) are formed, dispersed and regulated.

Ground level ozone (smog) is not directly emitted into the air, but is formed when precursor pollutants such as oxides of nitrogen (NOx) and volatile organic compounds (VOCs) are emitted into the atmosphere and undergo complex chemical reactions in the process of sunlight.[1] Once formed, ozone can be transported long distances by wind.[2] Because of the complexity of ozone formation, a specific tonnage amount of NOx or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area. In fact, even rural areas that have relatively low tonnages of emissions of NOx or VOCs can have high levels of ozone concentration simply due to wind transport.[3] Conversely, the San Francisco Bay Area has six times more NOx and VOC emissions per square mile than the San Joaquin Valley, but experiences lower

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[1] *See* United States Environmental Protection Agency, *Ground-level Ozone: Basic Information*, available at: http://www.epa.gov/airquality/ozonepollution/basic.html (visited March 10, 2015).
[2] *Id.*
[3] *Id.*

concentrations of ozone (and better air quality) simply because sea breezes disperse the emissions.[4]

Particulate matter ("PM") can be divided into two categories: directly emitted PM and secondary PM.[5] While directly emitted PM can have a localized impact, the tonnage emitted does not always equate to the local PM concentration because it can be transported long distances by wind.[6] Secondary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SOx) and NOx.[7] Because of the complexity of secondary PM formation, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area.

The disconnect between the *tonnage* of precursor pollutants (NOx, SOx and VOCs) and the *concentration* of ozone or PM formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects, but the concentration of resulting ozone or PM. Indeed, the national ambient air quality standards ("NAAQS"), which are statutorily required to be set by the United States Environmental Protection

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[4] *San Joaquin Valley Air Pollution Control District 2007 Ozone Plan*, Executive Summary p. ES-6, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/03%20Executive%20Summary.pdf (visited March 10, 2015).

[5] United States Environmental Protection Agency, *Particulate Matter: Basic Information*, available at: http://www.epa.gov/airquality/particlepollution/basic.html (visited March 10, 2015).

[6] *Id.*

[7] *Id.*

Agency ("EPA") at levels that are "requisite to protect the public health," 42 U.S.C. § 7409(b)(1), are established as concentrations of ozone or particulate matter and not as tonnages of their precursor pollutants.[8]

Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period.[9] Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District's tools and plans for attaining the NAAQS are regional in nature.

For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NOx, SOx and VOCs) and the atmospheric chemistry and meteorology of the Valley.[10] At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor

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[8] See, e.g., United States Environmental Protection Agency, *Table of National Ambient Air Quality Standards*, available at: http://www.epa.gov/air/criteria.html#3 (visited March 10, 2015).

[9] *San Joaquin Valley Unified Air Pollution Control District 2013 Plan for the Revoked 1-Hour Ozone Standard*, Ch. 2 p. 2-16, available at: http://www.valleyair.org/Air_Quality_Plans/OzoneOneHourPlan2013/02Chapter2ScienceTrendsModeling.pdf (visited March 10, 2015).

[10] *Id.* at Ch. 2 p. 2-19 (visited March 12, 2015); *San Joaquin Valley Unified Air Pollution Control District 2008 PM2.5 Plan*, Appendix F, pp. F-2 – F-5, available at: http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Final_Adopted_PM2.5/20%20Appendix%20F.pdf (visited March 19, 2015).

emissions Valley wide.[11] Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.

The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which *all* of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.[12]

Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the Valley can accommodate without affecting the attainment date for the NAAQS.[13] The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources permitted by the Air District must "offset" their emissions.[14] This "offset"

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[11] *Id.*

[12] Although the Air District does have a dispersion modeling tool used during its air permitting process that is used to predict whether a particular project's directly emitted PM will either cause an exceedance of the PM NAAQS or contribute to an existing exceedance, this model bases the prediction on a worst case scenario of emissions and meteorology and has no provision for predicting any associated human health impacts. Further, this analysis is only performed for stationary sources (factories, oil refineries, etc.) that are required to obtain a New Source Review permit from the Air District and not for development projects such as Friant Ranch over which the Air District has no preconstruction permitting authority. *See* San Joaquin Valley Unified Air Pollution Control District Rule 2201 §§ 2.0; 3.3.9; 4.14.1, available at: http://www.valleyair.org/rules/currntrules/Rule2201041l.pdf (visited March 19, 2015).

[13] *San Joaquin Valley Unified Air Pollution Control District Guide to Assessing and Mitigating Air Quality Impacts*, (March 19, 2015) p. 22, available at: http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan%202002%20Rev.pdf (visited March 30, 2015).

[14] *Id.* at pp. 22, 25.

level allows for growth while keeping the cumulative effects of all new sources at a level that will not impede attainment of the NAAQS.[15] In the Valley, these thresholds are 15 tons per year of PM, and 10 tons of NOx or VOC per year. *Sierra Club*, *supra*, 172 Cal.Rptr.3d at 303; AR 4554. Thus, the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional, "cumulative impacts."

Accordingly, the significance thresholds applied in the Friant Ranch EIR (15 tons per year of PM and 10 tons of NOx or VOCs) are not intended to be indicative of any localized human health impact that the project may have. While the health effects of air pollution are of primary concern to the Air District (indeed, the NAAQS are established to protect human health), the Air District is simply not equipped to analyze whether and to what extent the criteria pollutant emissions of an individual CEQA project directly impact human health in a particular area. This is true even for projects with relatively high levels of emissions of criteria pollutant precursor emissions.

For instance, according to the EIR, the Friant Ranch project is estimated to emit 109.52 tons per year of ROG (VOC), 102.19 tons per year of NOx, and 117.38 tons per year of PM. Although these levels well

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[15] [15] *San Joaquin Valley Unified Air Pollution Control District Environmental Review Guidelines* (Aug. 2000) p. 4-11, available at: http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf (visited March 12, 2015).

exceed the Air District's CEQA significance thresholds, this does not mean that one can easily determine the concentration of ozone or PM that will be created at or near the Friant Ranch site on a particular day or month of the year, or what specific health impacts will occur. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. This is especially true for a project like Friant Ranch where most of the criteria pollutant emissions derive not from a single "point source," but from area wide sources (consumer products, paint, etc.) or mobile sources (cars and trucks) driving to, from and around the site.

In addition, it would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have. As discussed above, the currently available modeling tools are equipped to model the impact of *all* emission sources in the Valley on attainment. According to the most recent EPA-approved emission inventory, the NOx inventory for the Valley is for the year 2014 is 458.2 tons per day, or 167,243 tons per year and the VOC (or ROG) inventory is 361.7 tons per day, or 132,020.5 tons per year.[16] Running the photochemical grid model used for predicting ozone attainment with the

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[16] *San Joaquin Valley Unified Air Pollution Control District 2007 Ozone Plan*, Appendix B pp. B-6, B-9,
available at:
http://www.valleyair.org/Air_Quality_Plans/docs/AQ_Ozone_2007_Adopted/19%20Appendix%20B%20April%202007.pdf (visited March 12, 2015).

emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information given the relative scale involved.

Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like ozone and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level.

For these reasons, it is not the norm for CEQA practitioners, including the Air District, to conduct an analysis of the localized health impacts associated with a project's criteria air pollutant emissions as part of the EIR process. When the accepted scientific method precludes a certain type of analysis, "the court cannot impose a legal standard to the contrary." *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 717 n. 8. However, that is exactly what the Court of Appeal has done in this case. Its decision upends the way CEQA air quality analysis of criteria pollutants occurs and should be reversed.

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### B. The Court of Appeal Improperly Extrapolated a Request for a Health Risk Assessment for Toxic Air Contaminants into a Requirement that the EIR contain an Analysis of Localized Health Impacts Associated with Criteria Air Pollutants.

The Court of Appeal's error in requiring the new health impact analysis for criteria air pollutants clearly stems from a misunderstanding of terms of art commonly used in the air pollution field. More specifically, the Court of Appeal (and Appellants Sierra Club et al.) appear to have confused the health risk analysis ("HRA") performed to determine the health impacts associated with a project's toxic air contaminants ("TACs"), with an analysis correlating a project's criteria air pollutants (ozone, PM and the like) with specific localized health impacts.

The first type of analysis, the HRA, is commonly performed during the Air District's stationary source permitting process for projects that emit TACs and is, thus, incorporated into the CEQA review process. An HRA is a comprehensive analysis to evaluate and predict the dispersion of TACs emitted by a project and the potential for exposure of human populations. It also assesses and quantifies both the individual and population-wide health risks associated with those levels of exposure. There is no similar analysis conducted for criteria air pollutants. Thus, the second type of analysis (required by the Court of Appeal), is not currently part of the Air District's process because, as outlined above, the health risks associated

with exposure to criteria pollutants are evaluated on a regional level based on the region's attainment of the NAAQS.

The root of this confusion between the types of analyses conducted for TACs versus criteria air pollutants appears to stem from a comment that was presented to Fresno County by the City of Fresno during the administrative process.

In its comments on the draft EIR, the City of Fresno (the only party to raise this issue) stated:

> [t]he EIR must disclose the human health related effects of the Project's air pollution impacts. (CEQA Guidelines section 15126.2(a).) The EIR fails completely in this area. The EIR should be revised to disclose and determine the significance of TAC impacts, and of human health risks due to exposure to Project-related air emissions.

(AR 4602.)

In determining that the issue regarding the correlation between the Friant Ranch project's criteria air pollutants and adverse health impacts was adequately exhausted at the administrative level, the Court of Appeal improperly read the first two sentences of the City of Fresno's comment in isolation rather than in the context of the entire comment. *See Sierra Club v. County of Fresno* (2014) 172 Cal.Rptr.3d 271, 306. Although the comment first speaks generally in terms of "human health related effects" and "air pollution," it requests only that the EIR be revised to disclose "the significance of TACs" and the "human health risks due to exposure."

The language of this request in the third sentence of the comment is significant because, to an air pollution practitioner, the language would only have indicated only that a HRA for TACs was requested, and not a separate analysis of the health impacts associated with the project's criteria air pollutants. Fresno County clearly read the comment as a request to perform an HRA for TACs and limited its response accordingly. (AR 4602.)[17] The Air District submits that it would have read the City's comment in the same manner as the County because the City's use of the terms "human health risks" and "TACs" signal that an HRA for TACs is being requested. Indeed, the Air District was also concerned that an HRA be conducted, but understood that it was not possible to conduct such an analysis until the project entered the phase where detailed site specific information, such as the types of emission sources and the proximity of the sources to sensitive receptors became available. (AR 4553.)[18] The City of Fresno was apparently satisfied with the County's discussion of human health risks, as it did not raise the issue again when it commented on the final EIR. (AR 8944 – 8960.)

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[17] Appellants do not challenge the manner in which the County addressed TACs in the EIR. (Appellants' Answer Brief p. 28 fn. 7.)

[18] Appellants rely on the testimony of Air District employee, Dan Barber, as support for their position that the County should have conducted an analysis correlating the project's criteria air pollutant emissions with localized health impacts. (Appellants Answer Brief pp. 10-11; 28.) However, Mr. Barber's testimony simply reinforces the Air District's concern that a risk assessment (HRA) be conducted once the actual details of the project become available. (AR 8863.) As to criteria air pollutants, Mr. Barber's comments are aimed at the Air District's concern about the amount of emissions and the fact that the emissions will make it "more difficult for Fresno County and the Valley to reach attainment which means that the health of Valley residents maybe [sic] adversely impacted." Mr. Barber says nothing about conducting a separate analysis of the localized health impacts the project's emissions may have.

The Court of Appeal's holding, which incorrectly extrapolates a request for an HRA for TACs into a new analysis of the localized health impacts of the project's criteria air pollutants, highlights two additional errors in the Court's decision.

First, the Court of Appeal's holding illustrates why the Court should have applied the deferential substantial evidence standard of review to the issue of whether the EIR's air quality analysis was sufficient. The regulation of air pollution is a technical and complex field and the Court of Appeal lacked the expertise to fully appreciate the difference between TACs and criteria air pollutants and tools available for analyzing each type of pollutant.

Second, it illustrates that the Court likely got it wrong when it held that the issue regarding the criteria pollutant / localized health impact analysis was properly exhausted during the administrative process. In order to preserve an issue for the court, '[t]he "exact issue" must have been presented to the administrative agency....' [Citation.] *Citizens for Responsible Equitable Environmental Development v. City of San Diego*, (2011) 196 Cal.App.4th 515, 527 129 Cal.Rptr.3d 512, 521; *Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 535, 78 Cal.Rptr.3d 1, 13. "'[T]he objections must be sufficiently specific so that the agency has the

opportunity to evaluate and respond to them.' [Citation.]" *Sierra Club v. City of Orange*,163 Cal.App.4th at 536.[19]

As discussed above, the City's comment, while specific enough to request a commonly performed HRA for TACs, provided the County with no notice that it should perform a new type of analysis correlating criteria pollutant tonnages to specific human health effects. Although the parties have not directly addressed the issue of failure to exhaust administrative remedies in their briefs, the Air District submits that the Court should consider how it affects the issues briefed by the parties since "[e]xhaustion of administrative remedies is a jurisdictional prerequisite to maintenance of a CEQA action." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1199, 22 Cal.Rptr.3d 203.

## III. CONCLUSION

For all of the foregoing reasons, the Air District respectfully requests that the portion of the Court of Appeal's decision requiring an analysis correlating the localized human health impacts associated with an individual project's criteria air pollutant emissions be reversed.

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[19] *Sierra Club v. City of Orange*, is illustrative here. In that case, the plaintiffs challenged an EIR approved for a large planned community on the basis that the EIR improperly broke up the various environmental impacts by separate project components or "piecemealed" the analysis in violation of CEQA. In evaluating the defense that the plaintiffs had failed to adequately raise the issue at the administrative level, the Court held that comments such as *"the use of a single document for both a project-level and a program-level EIR [is] 'confusing',"* and *"[t]he lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project,"* were too vague to fairly raise the argument of piecemealing before the agency. *Sierra Club v. City of Orange*, 163 Cal.App.4th at 537.

correlating the localized human health impacts associated with an individual project's criteria air pollutant emissions be reversed.

Respectfully submitted,

Dated: April 2, 2015

Catherine T. Redmond
Attorney for Proposed Amicus Curiae

SAN JOAQUIN VALLEY
UNIFIED
AIR POLLUTION CONTROL
DISTRICT

## CERTIFICATE OF WORD COUNT

Pursuant to Rule 8.204 of the California Rules of Court, I hereby certify that this document, based on the Word County feature of the Microsoft Word software program used to compose and print this document, contains, exclusive of caption, tables, certificate of word count, signature block and certificate of service, 3806 words.

Dated: April 2, 2015

Annette A. Ballatore-Williamson
District Counsel (SBN 192176)

*Sierra Club et al, v. County of Fresno, et al*
**Supreme Court of California Case No.: S219783**
Fifth District Court of Appeal Case No.: F066798
Fresno County Superior Court Case No.: 11CECG00726

## PROOF OF SERVICE

I am over the age of 18 years and not a p[arty to the above-captioned action; that my business address is San Joaquin Valley Unified Air Pollution Control District located at 1990 E. Gettysburg Avenue, Fresno, California 93726.

On April 2, 2015, I served the document described below:

**APPLICATION FOR LEAVE TO FILE AMICUS CURIAE BRIEF OF SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT IN SUPPORT OF DEFENDANT AND RESPONDENT, COUNTY OF FRESNO**

On all parties to this action at the following addresses and in the following manner:

**PLEASE SEE ATTACHED SERVICE LIST**

(XX) **(BY MAIL)** I caused a true copy of each document(s) to be laced in a sealed envelope with first-class postage affixed and placed the envelope for collection. Mail is collected daily at my office and placed in a United State Postal Service collection box for pick-up and delivery that same day.

( ) **(BY ELECTRONIC MAIL)** I caused a true and correct scanned image (.PDF file) copy to be transmitted via electronic mail transfer system in place at the San Joaquin Valley Unified Air Pollution Control District ("District"), originating from the undersigned at 1990 E. Gettysburg Avenue, Fresno, CA, to the address(es) indicated below.

( ) **(BY OVERNIGHT MAIL)** I caused a true and correct copy to be delivered via Federal Express to the following person(s) or their representative at the address(es) listed below.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that I executed this document on April 2, 2015, at Fresno, California.

Esthela Soto

## SERVICE LIST

***Sierra Club et al, v. County of Fresno, et al***
**Supreme Court of California Case No.: S219783**
Fifth District Court of Appeal Case No.: F066798
Fresno County Superior Court Case No.: 11CECG00726

| | |
|---|---|
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| Daniel C. Cederborg, Esq.<br>Bruce B. Johnson, Jr., Esq.<br>OFFICE OF THE FRESNO COUNTY COUNSEL<br>2220 Tulare Street, Suite 500<br>Fresno, California 93721<br>Telephone: (559) 600-3479<br>Facsimile: (559) 600-3480<br>Email: bjohnson@co.fresno.ca.us | Attorneys for Defendant and Respondent, County of Fresno |
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| Clerk of the Court<br>Superior Court of California County of Fresno<br>1130 'O' Street<br>Fresno, California 93721<br>Telephone: (559) 457-1900 | |
| Clerk of the Court<br>Fifth District Court of Appeal<br>2424 Ventura Street<br>Fresno, California 93721<br>Telephone: (559) 445-5491 | |

| | |
|---|---|
| R. Tyson Sohagim, Esq.<br>THE SOHAGI LAW GROUP<br>11999 San Vicente Blvd., Suite 150<br>Los Angeles, California 90049<br>Telephone: (310) 475-5700<br>Facsimile: (310) 475-5707<br>Email: tsohagi@sohagi.com | Attorney for Amici Curiae; League of California Cities, and the California State Association of Counties |
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| Shanda M. Beltran, Esq.<br>General Counsel<br>BUILDING INDUSTRY LEGAL DEFENSE FOUNDATION<br>17744 Sky Park Cr., Suite 170<br>Irvine, California 92614<br>Telephone: (949) 553-9500<br>Facsimile: (949) 769-8943<br>Email: sbeltran@biasc.org | Attorney for Amicus Curiae, Building Industry Legal Defense Foundation |
| Gene Talmadge, President<br>CALIFORNIA ASSOCIATION OF ENVIRONMENTAL PROFESSIONALS<br>40747 Baranda Court<br>Palm Desert, California 92260<br>Telephone: (760) 340-4499<br>Facsimile: (760) 674-2479 | Attorney for Amicus Curiae, California Association of Environmental Professionals |
| Jennifer L. Hernandez, Esq.<br>HOLLAND & KNIGHT LLP<br>50 California Street, Suite 2800<br>San Francisco, California 94111 | On behalf of Amicus Curiae, CEQA Research Council |

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| Telephone: (415) 743-6927<br>Facsimile: (415) 743-6910<br>Email: Jennifer.hernandez@hklaw.com | |

ATTACHMENT 4

# SMAQMD

# FRIANT RANCH

# INTERIM RECOMMENDATION

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

# Friant Ranch
# Interim Recommendation

## Background

The California Supreme Court in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 regarding the proposed Friant Ranch project determined the air quality analysis in the environmental impact report (EIR) was inadequate because it did not make "a reasonable effort to substantively connect the project's air quality impacts to likely health consequences." The Court determined that "the EIR should be revised to relate the expected adverse air quality impacts to likely health consequences or explain in meaningful detail why it is not feasible at the time of drafting to provide such an analysis."

## Need

Lead agencies and practitioners preparing documents to comply with the California Environmental Quality Act (CEQA) have requested guidance from the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) on implementing the Friant Ranch decision in the review and analysis of proposed projects in Sacramento County.

## Interim Recommendation

The Sac Metro Air District does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions. The Sac Metro Air District is in the process of developing a methodology to assess these impacts, and anticipates releasing it in the fall of 2019. In the interim, agencies should follow the Friant Court's advice to explain in meaningful detail why this analysis is not yet feasible.

This explanation should describe the background underlying air regulations, the regional nature of the regulatory approach, and why the approach is not amenable to project level assessments. This should include a discussion of the public health impact analyses that form the basis for the state and federal health-based pollutant concentration standards, and the application of the standards to regions that were established based upon a commonality of factors impacting air quality. Air districts, in turn, have focused on reducing regional emissions from all sectors to meet the health-based concentration standards, thereby reducing the pollutant specific health impacts for the entire population. For example, the Sac Metro Air District prepared plans to attain and maintain the ozone and particulate matter ambient air quality standards. These attainment plans include emissions inventories, air monitoring data, control measures, modeling, future pollutant-level estimates, and general health information. Attainment planning models rely on regional inputs to determine ozone and particulate matter formation and concentrations in a regional context, not a project specific context. Because of the complexity of ozone formation, the pounds or tons of emissions from a proposed project in a specific geographical location does not equate to a specific concentration of ozone formation in a given area, because in addition to emission levels, ozone formation is affected by atmospheric chemistry, geography, and weather. Secondary formation of particulate matter is very similar to the complexity of ozone formation, and localized impacts of directly emitted particulate matter do not always equate to local particulate matter concentrations due to transport of emissions. The analysis should explain that because air district attainment plans and supporting air model tools are regional in nature, they do not allow for analysis of the health impacts of specific projects on any given geographic location. More information is included in the threshold justification documents developed by the Sac Metro Air District, and available at our website at www.airquality.org.

The analysis should also discuss the current models[i] used in CEQA in air quality analyses, which, in contrast to attainment models, are designed to calculate and disclose the mass emissions expected from the construction and operation of a proposed project (pounds/day and tons/year). The estimated emissions are then compared to significance thresholds, which are in turn keyed to reducing emissions to levels that will not interfere with the region's ability to attain the health-based standards. The Sac Metro Air District adopted operational emission thresholds for ozone precursors, nitrogen oxides (NOx) and reactive organic gasses (ROG), with the goal of obtaining 0.45 tons/year of NOx and 0.49 tons/year of ROG reductions from new

development projects exceeding the thresholds by including emission reducing design features as mitigation.[ii] More recently, the Sac Metro Air District adopted particulate matter thresholds, PM10 and PM2.5, to align with the new source review permit offset levels, which are designed to prevent new emission sources from affecting attainment progress.[iii] Sac Metro Air District thresholds are set at 65 pounds/day NOx (11.8 tons/year), 65 pounds/day ROG (11.8 tons/year), 80 pounds/day PM10 (14.6 tons/year), and 82 pounds/day PM2.5 (15 tons/year).[iv] CEQA thresholds are a tool Sac Metro Air District uses to obtain emission reductions from development projects to support attainment of the Federal and State ambient air quality standards. This protects public health in the overall region, but there is currently no methodology to determine the impact of emissions on concentration levels in specific geographic areas.

The CEQA analysis should consider the degree to which various other tools, such as CalEEMod, EMFAC, OFFROAD, AERMOD, and HARP and CAMx, could assist in assessing specific health impacts of a project, and, where those tools would not be useful, explain why. For example, while CalEEMod may be useful in comparing emissions to significance thresholds, it is not able to assess transport of pollutants or the impacts of external factors (weather, terrain, etc.) on pollutant concentrations at particular locations.

In Sacramento, concentration modeling of ozone has not been an analytical tool used for project level emissions due to the complex nature of pollution concentration formation and numerous regional influences (multiple emission sources, meteorology, atmospheric chemistry and geography). Although some particulate matter concentration modeling has been conducted for project specific emissions for stationary source permitting purposes, concentration modeling has mainly been used to support ozone attainment demonstration.

Outside of these tools, neither the Sac Metro Air District nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions.

An expanded discussion of health impacts resulting from specific air pollutants may also be warranted for projects with emissions exceeding the Sac Metro Air District's thresholds of significance. There is an array of information on health impacts related to exposure to ozone[v] and particulate matter[vi] emissions published by the US EPA and the California Air Resources Board. Health studies are used by these agencies to set the Federal and State ambient air quality standards. A more general discussion of health impacts related to air pollution is also available on www.spareheair.com and in the Sac Metro Air District's *Guide to Air Quality Assessment in Sacramento County.*[vii] None of the health-related information can be directly correlated to the pounds/day or tons/year of emissions estimated from a single, proposed project.

## Developing Guidance

The interim recommendation is in place to assist lead agencies and practitioners with CEQA document preparation until Sac Metro Air District develops a methodology that provides a consistent, reliable and meaningful analysis to address the Court's direction on correlating health impacts to a project's emissions.

Sac Metro Air District staff have initiated discussions with the other air district's in the Sacramento Federal Ozone Nonattainment area regarding developing guidance in response to Friant Ranch since we share air quality issues and use the same growth assumptions, mobile source emissions, and modeling efforts to support our ozone and particulate matter attainment plans.

One potentially useful tool in developing a methodology is the US EPA's BenMap tool[viii]. According to US EPA's website, BenMap is an "open-source computer program that calculates the number and economic value of air pollution-related deaths and illnesses. The software incorporates a database that includes many of the concentration-response relationships, population files, and health and economic data needed to quantify these impacts." BenMap may be able to provide the detailed health information needed for the guidance under development.

Sac Metro Air District is working with its engineering and environmental technical support consultant, Ramboll USA Corporation, to develop a methodology that will provide a consistent, reliable, efficient, and meaningful analysis that correlates health impacts from proposed projects' emissions for the Sacramento region. The current strategy will analyze how various levels of emissions (the CEQA tonnage estimates) impact attainment pollutant concentration levels, and use BenMap to correlate increases in concentration levels to health impacts. Once a methodology is available, Sac Metro Air District staff will inform interested stakeholders and provide updated guidance in this document and in its *Guide to Air Quality Assessment in Sacramento County*.

## Contact Information

Lead agencies and CEQA practitioners may contact Mr. Paul Philley, CEQA and Land Use Section Program Supervisor at 916-874-4882 or pphilley@airquality.org regarding Sac Metro Air District's recommendations.

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[i] CalEEMod, Road Construction Emissions Model, EMFAC, OFFROAD

[ii] Foundation for a Threshold, Justification for Air Quality Thresholds of Significance In the Sacramento Federal Nonattainment Area, August 15, 2001, Adopted March 28, 2002.

[iii] Proposed Particulate Matter CEQA Thresholds of Significance, March 19, 2015, Adopted May 28, 2015.

[iv] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 2, Thresholds of Significance table. http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable5-2015.pdf

[v] https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population

[vi] https://www.arb.ca.gov/research/health/pm-mort/PMmortalityreportFINALR10-24-08.pdf

[vii] Sac Metro Air District, Guide to Air Quality Assessment in Sacramento County, December 2009 (latest update September 2018), Chapter 1. http://www.airquality.org/LandUseTransportation/Documents/Ch1IntroAq%20FINAL12-2016.pdf

[viii] https://www.epa.gov/benmap

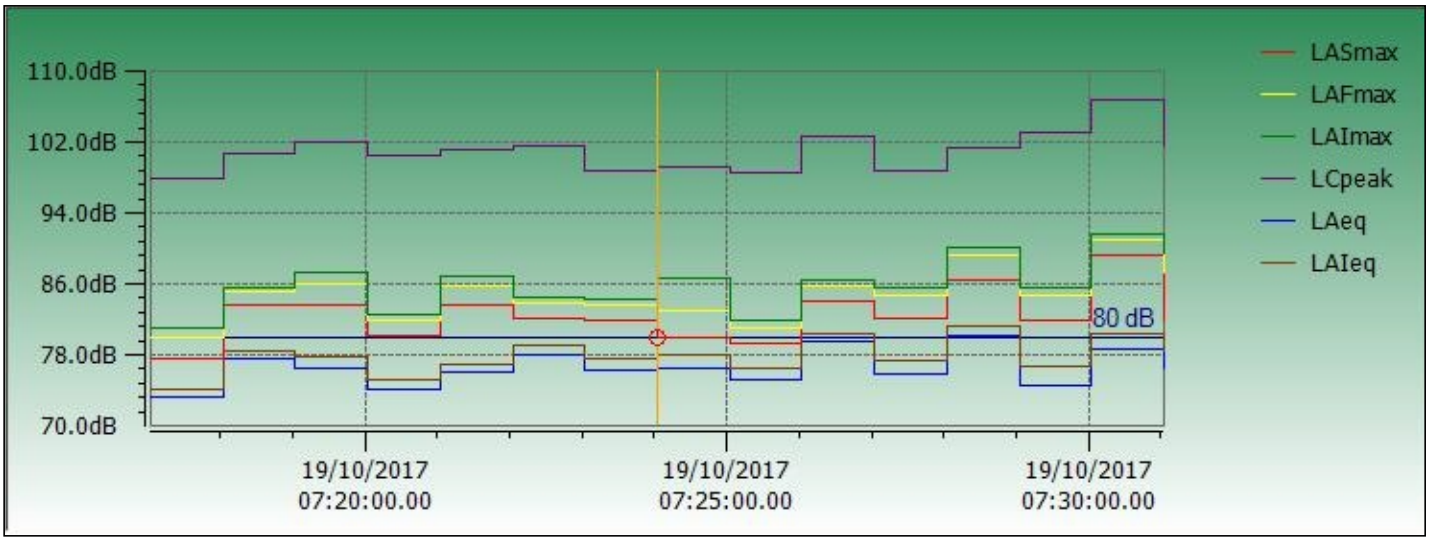
# Appendix J

Noise

**Casella CEL Ltd.**

**Report On CEL-63X**

| | | | |
|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/19/2017 7:32:02 AM | LAeq | 77 dB |
| Calibration (Before) Date | 10/19/2017 7:09:20 AM | Run Number | 1 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 91.0 dB (10/19/2017 7:30:06 AM) | Start Date & Time | 10/19/2017 7:17:02 AM |
| LAFmin with Time | 57.3 dB (10/19/2017 7:23:13 AM) | Result | Period |
| LCpeak with Time | 106.8 dB (10/19/2017 7:30:06 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
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| Calibration (Before) Date | 10/19/2017 7:36:28 AM | Run Number | 2 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 94.4 dB (10/19/2017 7:47:33 AM) | Start Date & Time | 10/19/2017 7:40:41 AM |
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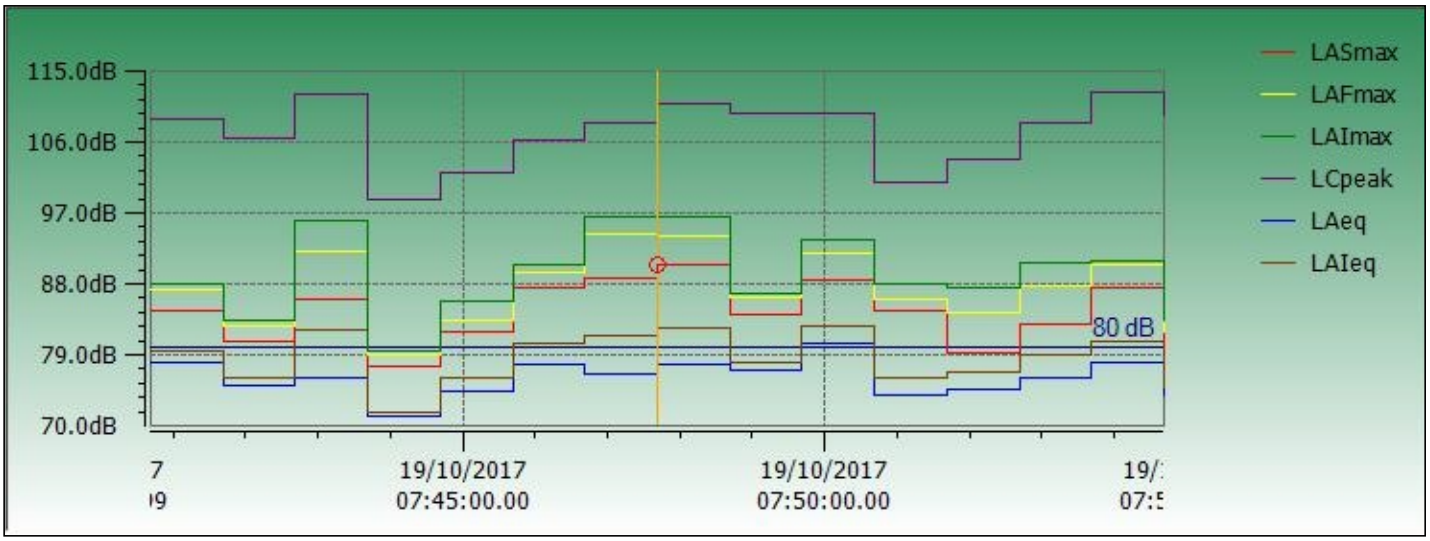

**Casella CEL Ltd.**

**Report On CEL-63X**

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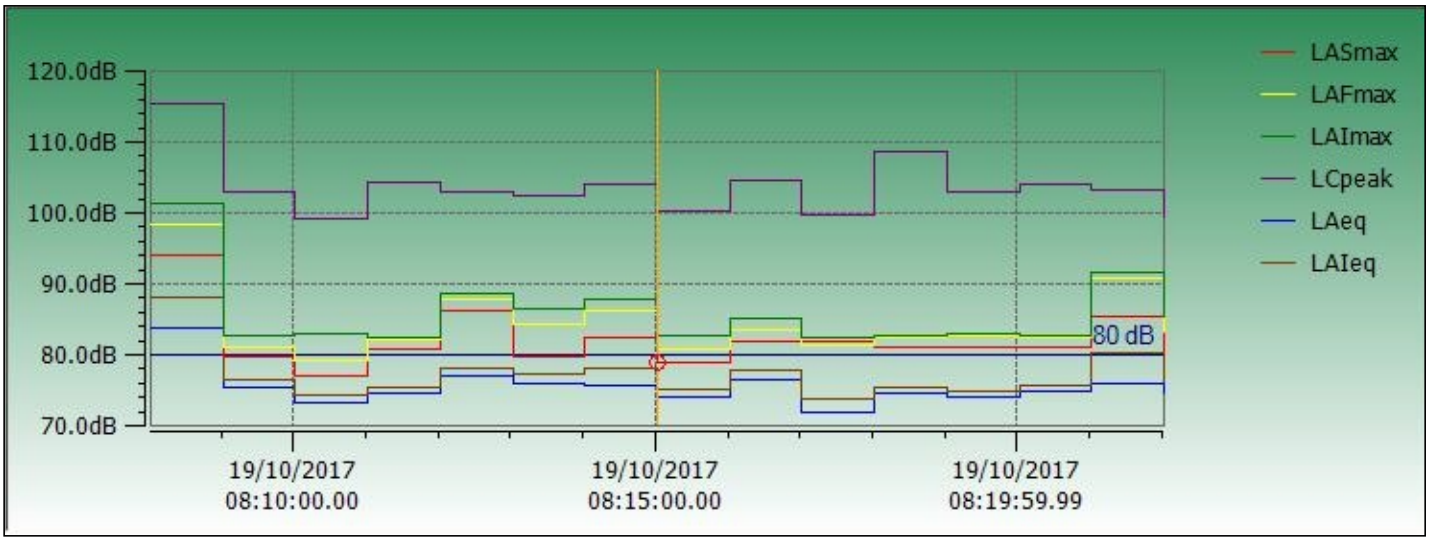
|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/19/2017 8:23:01 AM | LAeq | 76.6 dB |
| Calibration (Before) Date | 10/19/2017 8:07:49 AM | Run Number | 3 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 98.4 dB (10/19/2017 8:08:24 AM) | Start Date & Time | 10/19/2017 8:08:01 AM |
| LAFmin with Time | 64.9 dB (10/19/2017 8:20:19 AM) | Result | Period |
| LCpeak with Time | 115.4 dB (10/19/2017 8:08:24 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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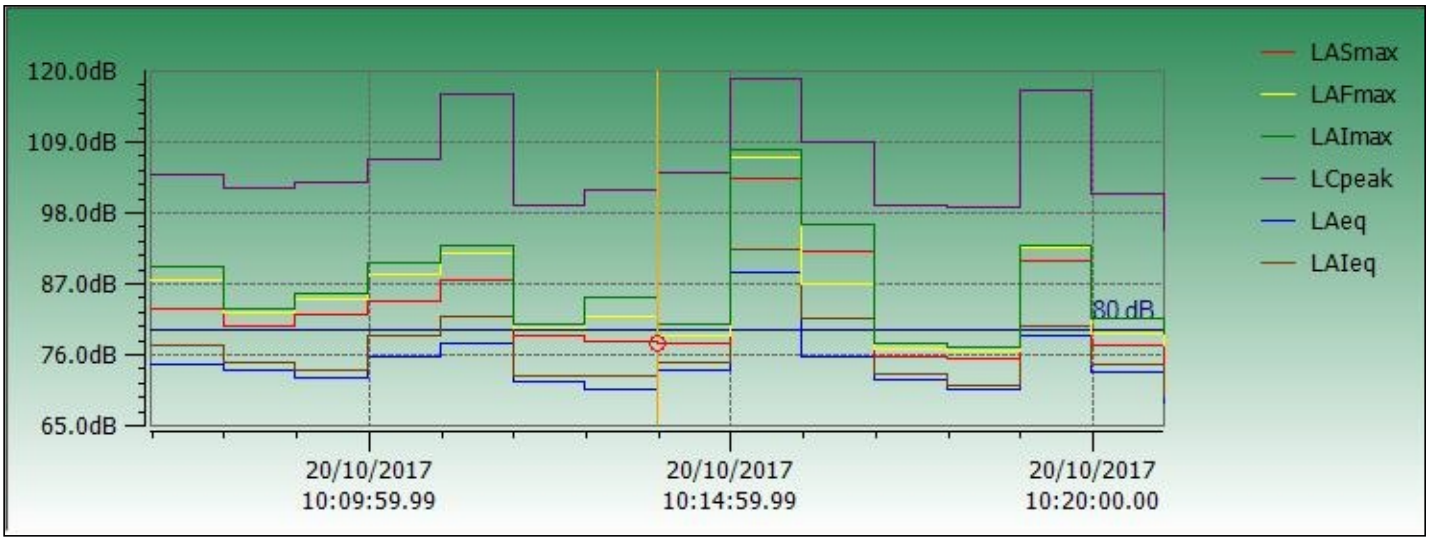
|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/20/2017 10:21:58 AM | LAeq | 78.9 dB |
| Calibration (Before) Date | 10/20/2017 10:06:46 AM | Run Number | 10 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 106.6 dB (10/20/2017 10:15:54 AM) | Start Date & Time | 10/20/2017 10:06:58 AM |
| LAFmin with Time | 64.7 dB (10/20/2017 10:08:07 AM) | Result | Period |
| LCpeak with Time | 118.8 dB (10/20/2017 10:15:54 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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|---|---|
| **Instrument Model** | **CEL-633C** |

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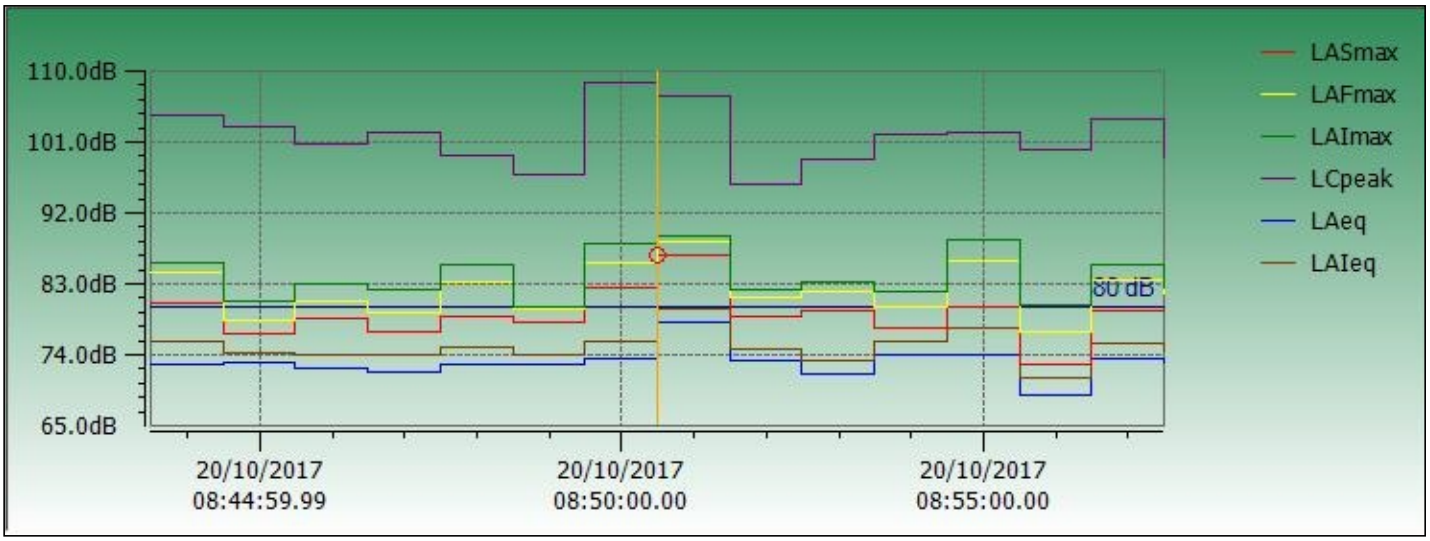
|---|---|---|---|
| End Date & Time | 10/20/2017 8:58:29 AM | LAeq | 73.5 dB |
| Calibration (Before) Date | 10/20/2017 8:40:25 AM | Run Number | 7 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 88.3 dB (10/20/2017 8:51:21 AM) | Start Date & Time | 10/20/2017 8:43:29 AM |
| LAFmin with Time | 60.2 dB (10/20/2017 8:53:20 AM) | Result | Period |
| LCpeak with Time | 108.5 dB (10/20/2017 8:49:41 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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| **Instrument Model** | **CEL-633C** | | |
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| Calibration (Before) Date | 10/20/2017 8:12:07 AM | Run Number | 6 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 90.8 dB (10/20/2017 8:16:47 AM) | Start Date & Time | 10/20/2017 8:15:07 AM |
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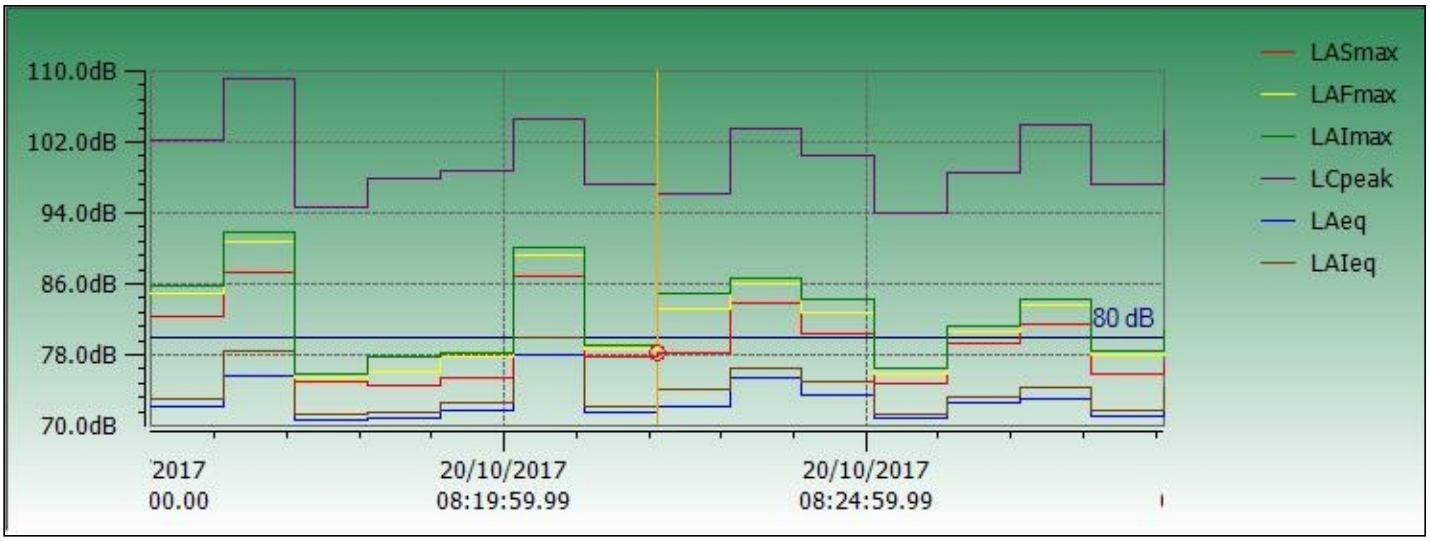
| LCpeak with Time | 109.2 dB (10/20/2017 8:16:47 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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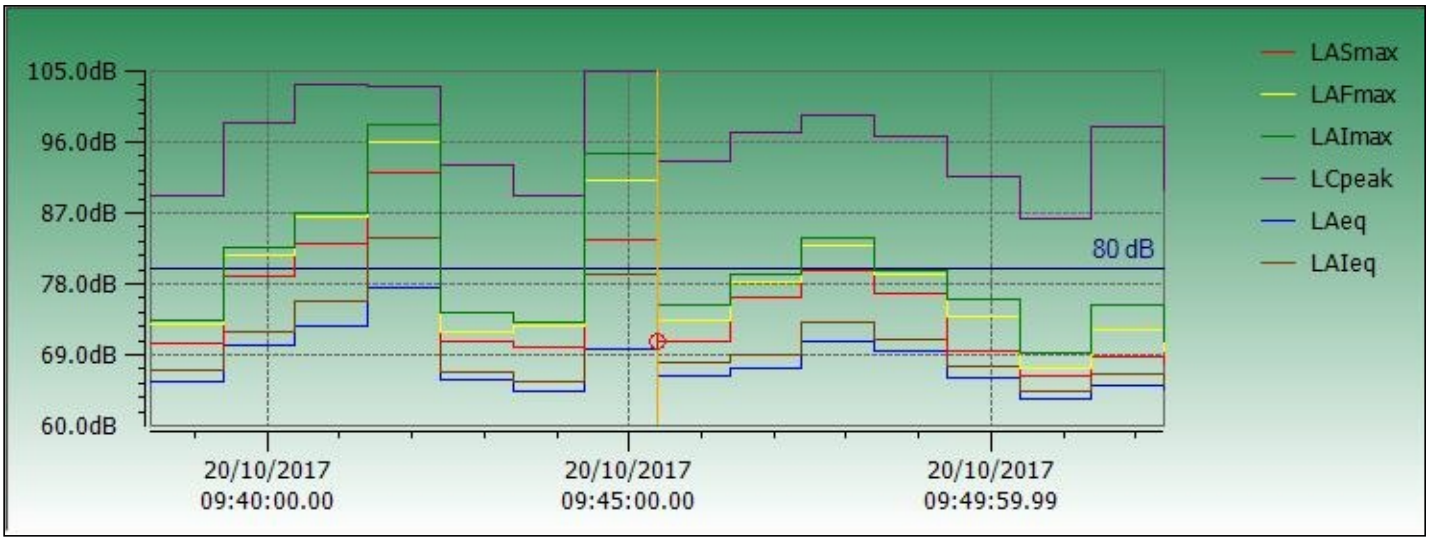
|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/20/2017 9:53:23 AM | LAeq | 69.9 dB |
| Calibration (Before) Date | 10/20/2017 9:11:39 AM | Run Number | 9 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 96.1 dB (10/20/2017 9:41:56 AM) | Start Date & Time | 10/20/2017 9:38:23 AM |
| LAFmin with Time | 58.0 dB (10/20/2017 9:46:22 AM) | Result | Period |
| LCpeak with Time | 105.0 dB (10/20/2017 9:45:15 AM) | | |



**Casella CEL Ltd.**

**Report On CEL-63X**

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|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/19/2017 9:05:05 AM | LAeq | 71.5 dB |
| Calibration (Before) Date | 10/19/2017 8:49:54 AM | Run Number | 4 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 88.5 dB (10/19/2017 8:59:49 AM) | Start Date & Time | 10/19/2017 8:50:05 AM |
| LAFmin with Time | 59.3 dB (10/19/2017 8:56:46 AM) | Result | Period |
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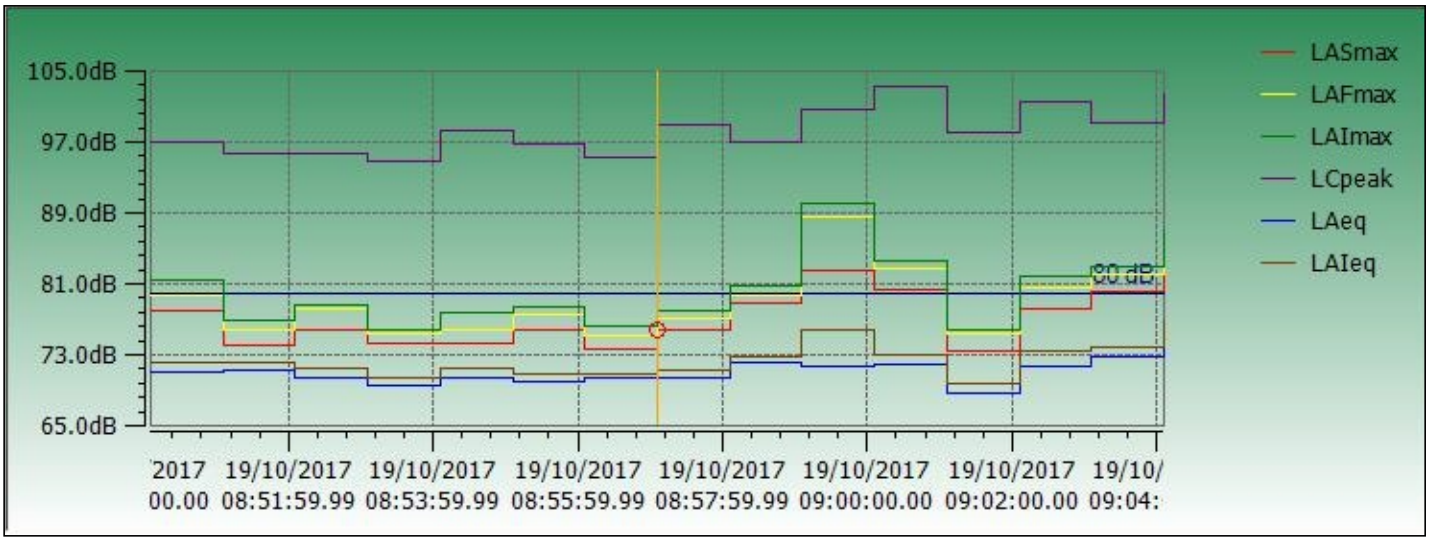

**Casella CEL Ltd.**

**Report On CEL-63X**

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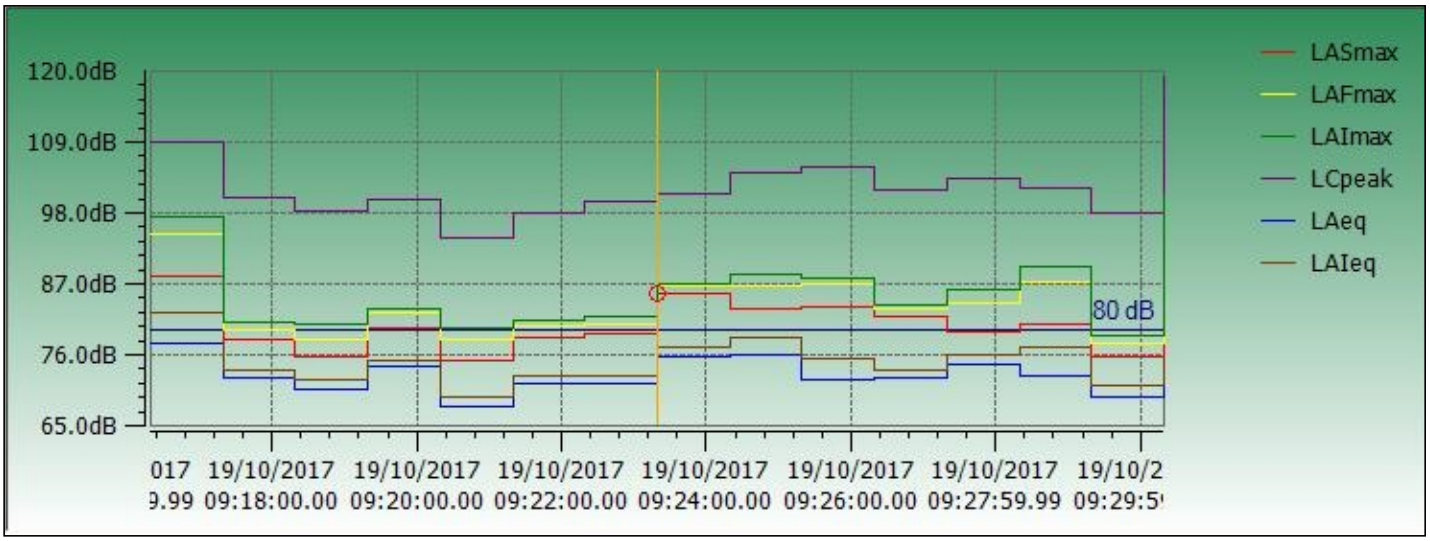
|---|---|---|---|
| **Instrument Model** | **CEL-633C** | | |
| End Date & Time | 10/19/2017 9:31:19 AM | LAeq | 76 dB |
| Calibration (Before) Date | 10/19/2017 9:15:54 AM | Run Number | 5 |
| Duration | 00:15:00 HH:MM:SS | Serial Number | 0166060 |
| LAFmax with Time | 100.3 dB (10/19/2017 9:30:30 AM) | Start Date & Time | 10/19/2017 9:16:19 AM |
| LAFmin with Time | 57.6 dB (10/19/2017 9:21:21 AM) | Result | Period |
| LCpeak with Time | 119.2 dB (10/19/2017 9:30:29 AM) | | |



Data Logger
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A/C Weighting: A
Response: Fast
Range: 40-100
Leq: 76

| No.s | Date Time | dB |
|---|---|---|
| 1 | 12/15/2017 7:50 | 84.9 |
| 2 | 12/15/2017 7:50 | 80.1 |
| 3 | 12/15/2017 7:50 | 77.5 |
| 4 | 12/15/2017 7:50 | 75.6 |
| 5 | 12/15/2017 7:50 | 72.6 |
| 6 | 12/15/2017 7:50 | 72.2 |
| 7 | 12/15/2017 7:50 | 70.8 |
| 8 | 12/15/2017 7:50 | 67.8 |
| 9 | 12/15/2017 7:51 | 68.2 |
| 10 | 12/15/2017 7:51 | 69.2 |
| 11 | 12/15/2017 7:51 | 65.8 |
| 12 | 12/15/2017 7:51 | 62.1 |
| 13 | 12/15/2017 7:51 | 63.7 |
| 14 | 12/15/2017 7:51 | 63.3 |
| 15 | 12/15/2017 7:51 | 72.8 |
| 16 | 12/15/2017 7:51 | 74.8 |
| 17 | 12/15/2017 7:51 | 66.6 |
| 18 | 12/15/2017 7:51 | 63.4 |
| 19 | 12/15/2017 7:51 | 62.6 |
| 20 | 12/15/2017 7:51 | 62.9 |
| 21 | 12/15/2017 7:51 | 61.4 |
| 22 | 12/15/2017 7:51 | 60 |
| 23 | 12/15/2017 7:51 | 74.6 |
| 24 | 12/15/2017 7:51 | 73.2 |
| 25 | 12/15/2017 7:51 | 70.3 |
| 26 | 12/15/2017 7:51 | 59.2 |
| 27 | 12/15/2017 7:51 | 57.3 |
| 28 | 12/15/2017 7:51 | 58 |
| 29 | 12/15/2017 7:52 | 61.2 |
| 30 | 12/15/2017 7:52 | 69.5 |
| 31 | 12/15/2017 7:52 | 73.5 |
| 32 | 12/15/2017 7:52 | 75.9 |
| 33 | 12/15/2017 7:52 | 73.4 |
| 34 | 12/15/2017 7:52 | 76 |
| 35 | 12/15/2017 7:52 | 73.3 |
| 36 | 12/15/2017 7:52 | 72.8 |
| 37 | 12/15/2017 7:52 | 72.7 |
| 38 | 12/15/2017 7:52 | 72.4 |
| 39 | 12/15/2017 7:52 | 76.5 |

| | | |
|---|---|---|
| 40 | 12/15/2017 7:52 | 78.5 |
| 41 | 12/15/2017 7:52 | 83.3 |
| 42 | 12/15/2017 7:52 | 74.7 |
| 43 | 12/15/2017 7:52 | 75.2 |
| 44 | 12/15/2017 7:52 | 72.4 |
| 45 | 12/15/2017 7:52 | 72.8 |
| 46 | 12/15/2017 7:52 | 64.7 |
| 47 | 12/15/2017 7:52 | 63.7 |
| 48 | 12/15/2017 7:52 | 64.4 |
| 49 | 12/15/2017 7:53 | 61.2 |
| 50 | 12/15/2017 7:53 | 62.4 |
| 51 | 12/15/2017 7:53 | 71.5 |
| 52 | 12/15/2017 7:53 | 69.3 |
| 53 | 12/15/2017 7:53 | 65 |
| 54 | 12/15/2017 7:53 | 60.9 |
| 55 | 12/15/2017 7:53 | 66.6 |
| 56 | 12/15/2017 7:53 | 62.3 |
| 57 | 12/15/2017 7:53 | 61.1 |
| 58 | 12/15/2017 7:53 | 63.6 |
| 59 | 12/15/2017 7:53 | 69.4 |
| 60 | 12/15/2017 7:53 | 71.4 |
| 61 | 12/15/2017 7:53 | 72.8 |
| 62 | 12/15/2017 7:53 | 74.6 |
| 63 | 12/15/2017 7:53 | 76.3 |
| 64 | 12/15/2017 7:53 | 72.4 |
| 65 | 12/15/2017 7:53 | 73.8 |
| 66 | 12/15/2017 7:53 | 80.2 |
| 67 | 12/15/2017 7:53 | 66.4 |
| 68 | 12/15/2017 7:53 | 65.2 |
| 69 | 12/15/2017 7:54 | 69.5 |
| 70 | 12/15/2017 7:54 | 73.4 |
| 71 | 12/15/2017 7:54 | 69.8 |
| 72 | 12/15/2017 7:54 | 68.6 |
| 73 | 12/15/2017 7:54 | 73.4 |
| 74 | 12/15/2017 7:54 | 71.2 |
| 75 | 12/15/2017 7:54 | 75 |
| 76 | 12/15/2017 7:54 | 72.4 |
| 77 | 12/15/2017 7:54 | 69.1 |
| 78 | 12/15/2017 7:54 | 65.1 |
| 79 | 12/15/2017 7:54 | 63.1 |
| 80 | 12/15/2017 7:54 | 64 |
| 81 | 12/15/2017 7:54 | 70.4 |
| 82 | 12/15/2017 7:54 | 79.2 |
| 83 | 12/15/2017 7:54 | 74.4 |
| 84 | 12/15/2017 7:54 | 68.8 |
| 85 | 12/15/2017 7:54 | 65.7 |
| 86 | 12/15/2017 7:54 | 62.4 |

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|---|---|---|
| 87 | 12/15/2017 7:54 | 64.3 |
| 88 | 12/15/2017 7:54 | 73.3 |
| 89 | 12/15/2017 7:55 | 71.6 |
| 90 | 12/15/2017 7:55 | 77.8 |
| 91 | 12/15/2017 7:55 | 70.5 |
| 92 | 12/15/2017 7:55 | 68.8 |
| 93 | 12/15/2017 7:55 | 61.2 |
| 94 | 12/15/2017 7:55 | 57.7 |
| 95 | 12/15/2017 7:55 | 58.9 |
| 96 | 12/15/2017 7:55 | 58.6 |
| 97 | 12/15/2017 7:55 | 59.5 |
| 98 | 12/15/2017 7:55 | 63.8 |
| 99 | 12/15/2017 7:55 | 73.3 |
| 100 | 12/15/2017 7:55 | 70.6 |
| 101 | 12/15/2017 7:55 | 68.6 |
| 102 | 12/15/2017 7:55 | 73.9 |
| 103 | 12/15/2017 7:55 | 68.6 |
| 104 | 12/15/2017 7:55 | 63.7 |
| 105 | 12/15/2017 7:55 | 60.1 |
| 106 | 12/15/2017 7:55 | 58.8 |
| 107 | 12/15/2017 7:55 | 58.5 |
| 108 | 12/15/2017 7:55 | 58.2 |
| 109 | 12/15/2017 7:56 | 58.8 |
| 110 | 12/15/2017 7:56 | 59.6 |
| 111 | 12/15/2017 7:56 | 57.9 |
| 112 | 12/15/2017 7:56 | 67.6 |
| 113 | 12/15/2017 7:56 | 63.7 |
| 114 | 12/15/2017 7:56 | 62.3 |
| 115 | 12/15/2017 7:56 | 62.9 |
| 116 | 12/15/2017 7:56 | 61.8 |
| 117 | 12/15/2017 7:56 | 65.3 |
| 118 | 12/15/2017 7:56 | 75.1 |
| 119 | 12/15/2017 7:56 | 73 |
| 120 | 12/15/2017 7:56 | 72.5 |
| 121 | 12/15/2017 7:56 | 75.3 |
| 122 | 12/15/2017 7:56 | 72.3 |
| 123 | 12/15/2017 7:56 | 78.6 |
| 124 | 12/15/2017 7:56 | 80.8 |
| 125 | 12/15/2017 7:56 | 80 |
| 126 | 12/15/2017 7:56 | 85.3 |
| 127 | 12/15/2017 7:56 | 81 |
| 128 | 12/15/2017 7:56 | 95.5 |
| 129 | 12/15/2017 7:57 | 93 |
| 130 | 12/15/2017 7:57 | 94.6 |
| 131 | 12/15/2017 7:57 | 81.2 |
| 132 | 12/15/2017 7:57 | 75.9 |
| 133 | 12/15/2017 7:57 | 70.9 |

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|---|---|---|
| 134 | 12/15/2017 7:57 | 66.8 |
| 135 | 12/15/2017 7:57 | 66.7 |
| 136 | 12/15/2017 7:57 | 65.7 |
| 137 | 12/15/2017 7:57 | 64.4 |
| 138 | 12/15/2017 7:57 | 70.1 |
| 139 | 12/15/2017 7:57 | 67.4 |
| 140 | 12/15/2017 7:57 | 65.2 |
| 141 | 12/15/2017 7:57 | 64.6 |
| 142 | 12/15/2017 7:57 | 59.1 |
| 143 | 12/15/2017 7:57 | 57.9 |
| 144 | 12/15/2017 7:57 | 70.5 |
| 145 | 12/15/2017 7:57 | 72 |
| 146 | 12/15/2017 7:57 | 71.8 |
| 147 | 12/15/2017 7:57 | 71.3 |
| 148 | 12/15/2017 7:57 | 72.4 |
| 149 | 12/15/2017 7:58 | 74.4 |
| 150 | 12/15/2017 7:58 | 72 |
| 151 | 12/15/2017 7:58 | 69 |
| 152 | 12/15/2017 7:58 | 72.4 |
| 153 | 12/15/2017 7:58 | 73.1 |
| 154 | 12/15/2017 7:58 | 73.1 |
| 155 | 12/15/2017 7:58 | 77.6 |
| 156 | 12/15/2017 7:58 | 69.9 |
| 157 | 12/15/2017 7:58 | 65.4 |
| 158 | 12/15/2017 7:58 | 64.1 |
| 159 | 12/15/2017 7:58 | 67.1 |
| 160 | 12/15/2017 7:58 | 67.7 |
| 161 | 12/15/2017 7:58 | 68.6 |
| 162 | 12/15/2017 7:58 | 67.8 |
| 163 | 12/15/2017 7:58 | 64.2 |
| 164 | 12/15/2017 7:58 | 64.6 |
| 165 | 12/15/2017 7:58 | 63.8 |
| 166 | 12/15/2017 7:58 | 65.4 |
| 167 | 12/15/2017 7:58 | 64.4 |
| 168 | 12/15/2017 7:58 | 66.1 |
| 169 | 12/15/2017 7:59 | 63.5 |
| 170 | 12/15/2017 7:59 | 60.7 |
| 171 | 12/15/2017 7:59 | 58.1 |
| 172 | 12/15/2017 7:59 | 60.5 |
| 173 | 12/15/2017 7:59 | 66.9 |
| 174 | 12/15/2017 7:59 | 68.8 |
| 175 | 12/15/2017 7:59 | 66.3 |
| 176 | 12/15/2017 7:59 | 65 |
| 177 | 12/15/2017 7:59 | 62.3 |
| 178 | 12/15/2017 7:59 | 62.7 |
| 179 | 12/15/2017 7:59 | 72 |
| 180 | 12/15/2017 7:59 | 72.2 |

| | | |
|---|---|---|
| 181 | 12/15/2017 7:59 | 70.3 |
| 182 | 12/15/2017 7:59 | 72.7 |
| 183 | 12/15/2017 7:59 | 73.5 |
| 184 | 12/15/2017 7:59 | 72.4 |
| 185 | 12/15/2017 7:59 | 77.5 |
| 186 | 12/15/2017 7:59 | 71.5 |
| 187 | 12/15/2017 7:59 | 68.7 |
| 188 | 12/15/2017 7:59 | 70.6 |
| 189 | 12/15/2017 8:00 | 74.5 |
| 190 | 12/15/2017 8:00 | 74.7 |
| 191 | 12/15/2017 8:00 | 78.8 |
| 192 | 12/15/2017 8:00 | 77.2 |
| 193 | 12/15/2017 8:00 | 69 |
| 194 | 12/15/2017 8:00 | 70.4 |
| 195 | 12/15/2017 8:00 | 71.6 |
| 196 | 12/15/2017 8:00 | 73.9 |
| 197 | 12/15/2017 8:00 | 74.5 |
| 198 | 12/15/2017 8:00 | 72.8 |
| 199 | 12/15/2017 8:00 | 73.7 |
| 200 | 12/15/2017 8:00 | 73.5 |
| 201 | 12/15/2017 8:00 | 74.4 |
| 202 | 12/15/2017 8:00 | 74.9 |
| 203 | 12/15/2017 8:00 | 80.1 |
| 204 | 12/15/2017 8:00 | 77.7 |
| 205 | 12/15/2017 8:00 | 69.1 |
| 206 | 12/15/2017 8:00 | 66.5 |
| 207 | 12/15/2017 8:00 | 67.6 |
| 208 | 12/15/2017 8:00 | 71.5 |
| 209 | 12/15/2017 8:01 | 72.8 |
| 210 | 12/15/2017 8:01 | 75.6 |
| 211 | 12/15/2017 8:01 | 74.6 |
| 212 | 12/15/2017 8:01 | 71.2 |
| 213 | 12/15/2017 8:01 | 70.5 |
| 214 | 12/15/2017 8:01 | 72.1 |
| 215 | 12/15/2017 8:01 | 77.1 |
| 216 | 12/15/2017 8:01 | 70.4 |
| 217 | 12/15/2017 8:01 | 72.6 |
| 218 | 12/15/2017 8:01 | 74.3 |
| 219 | 12/15/2017 8:01 | 74.1 |
| 220 | 12/15/2017 8:01 | 69.9 |
| 221 | 12/15/2017 8:01 | 67.9 |
| 222 | 12/15/2017 8:01 | 65.6 |
| 223 | 12/15/2017 8:01 | 68.8 |
| 224 | 12/15/2017 8:01 | 65.6 |
| 225 | 12/15/2017 8:01 | 65.6 |
| 226 | 12/15/2017 8:01 | 63.9 |
| 227 | 12/15/2017 8:01 | 62 |

| | | |
|---|---|---|
| 228 | 12/15/2017 8:01 | 63.3 |
| 229 | 12/15/2017 8:02 | 68.5 |
| 230 | 12/15/2017 8:02 | 62.3 |
| 231 | 12/15/2017 8:02 | 58.5 |
| 232 | 12/15/2017 8:02 | 58.1 |
| 233 | 12/15/2017 8:02 | 63.5 |
| 234 | 12/15/2017 8:02 | 66 |
| 235 | 12/15/2017 8:02 | 59.8 |
| 236 | 12/15/2017 8:02 | 57.7 |
| 237 | 12/15/2017 8:02 | 57.9 |
| 238 | 12/15/2017 8:02 | 61.8 |
| 239 | 12/15/2017 8:02 | 71.3 |
| 240 | 12/15/2017 8:02 | 71.1 |
| 241 | 12/15/2017 8:02 | 67.3 |
| 242 | 12/15/2017 8:02 | 73.3 |
| 243 | 12/15/2017 8:02 | 69.7 |
| 244 | 12/15/2017 8:02 | 65.7 |
| 245 | 12/15/2017 8:02 | 63.9 |
| 246 | 12/15/2017 8:02 | 60 |
| 247 | 12/15/2017 8:02 | 59.5 |
| 248 | 12/15/2017 8:02 | 59.5 |
| 249 | 12/15/2017 8:03 | 64.9 |
| 250 | 12/15/2017 8:03 | 64.2 |
| 251 | 12/15/2017 8:03 | 65.3 |
| 252 | 12/15/2017 8:03 | 65.6 |
| 253 | 12/15/2017 8:03 | 69.2 |
| 254 | 12/15/2017 8:03 | 61.1 |
| 255 | 12/15/2017 8:03 | 62 |
| 256 | 12/15/2017 8:03 | 61.8 |
| 257 | 12/15/2017 8:03 | 62 |
| 258 | 12/15/2017 8:03 | 63.2 |
| 259 | 12/15/2017 8:03 | 64.8 |
| 260 | 12/15/2017 8:03 | 60.4 |
| 261 | 12/15/2017 8:03 | 62.7 |
| 262 | 12/15/2017 8:03 | 59.9 |
| 263 | 12/15/2017 8:03 | 59.6 |
| 264 | 12/15/2017 8:03 | 63.4 |
| 265 | 12/15/2017 8:03 | 65.1 |
| 266 | 12/15/2017 8:03 | 61.3 |
| 267 | 12/15/2017 8:03 | 59.5 |
| 268 | 12/15/2017 8:03 | 63.2 |
| 269 | 12/15/2017 8:04 | 69.4 |
| 270 | 12/15/2017 8:04 | 76.3 |
| 271 | 12/15/2017 8:04 | 72.7 |
| 272 | 12/15/2017 8:04 | 73.8 |
| 273 | 12/15/2017 8:04 | 71.4 |
| 274 | 12/15/2017 8:04 | 75.6 |

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|---|---|---|
| 275 | 12/15/2017 8:04 | 74 |
| 276 | 12/15/2017 8:04 | 68.8 |
| 277 | 12/15/2017 8:04 | 63.5 |
| 278 | 12/15/2017 8:04 | 66.6 |
| 279 | 12/15/2017 8:04 | 76.3 |
| 280 | 12/15/2017 8:04 | 73.5 |
| 281 | 12/15/2017 8:04 | 70 |
| 282 | 12/15/2017 8:04 | 68.2 |
| 283 | 12/15/2017 8:04 | 68.5 |
| 284 | 12/15/2017 8:04 | 68.6 |
| 285 | 12/15/2017 8:04 | 68.2 |
| 286 | 12/15/2017 8:04 | 72 |
| 287 | 12/15/2017 8:04 | 76.7 |
| 288 | 12/15/2017 8:04 | 74.2 |
| 289 | 12/15/2017 8:05 | 71.1 |
| 290 | 12/15/2017 8:05 | 72.1 |
| 291 | 12/15/2017 8:05 | 71.6 |
| 292 | 12/15/2017 8:05 | 72.8 |
| 293 | 12/15/2017 8:05 | 85.1 |
| 294 | 12/15/2017 8:05 | 76.5 |
| 295 | 12/15/2017 8:05 | 69.9 |
| 296 | 12/15/2017 8:05 | 65 |
| 297 | 12/15/2017 8:05 | 69.5 |
| 298 | 12/15/2017 8:05 | 67.6 |
| 299 | 12/15/2017 8:05 | 68.6 |
| 300 | 12/15/2017 8:05 | 75.5 |

Data Logger
Measurement Location: 11
A/C Weighting: A
Response: Fast
Range: 40-100
Leq: 68.1

| No.s | Date Time | dB |
|---|---|---|
| 1 | 12/15/2017 8:17 | 62.6 |
| 2 | 12/15/2017 8:17 | 61.9 |
| 3 | 12/15/2017 8:17 | 63.2 |
| 4 | 12/15/2017 8:17 | 66.5 |
| 5 | 12/15/2017 8:18 | 69 |
| 6 | 12/15/2017 8:18 | 68.9 |
| 7 | 12/15/2017 8:18 | 67.3 |
| 8 | 12/15/2017 8:18 | 67.4 |
| 9 | 12/15/2017 8:18 | 68.2 |
| 10 | 12/15/2017 8:18 | 67.8 |
| 11 | 12/15/2017 8:18 | 68.7 |
| 12 | 12/15/2017 8:18 | 67.3 |
| 13 | 12/15/2017 8:18 | 65.6 |
| 14 | 12/15/2017 8:18 | 66.4 |
| 15 | 12/15/2017 8:18 | 66.4 |
| 16 | 12/15/2017 8:18 | 66.9 |
| 17 | 12/15/2017 8:18 | 66.3 |
| 18 | 12/15/2017 8:18 | 66.4 |
| 19 | 12/15/2017 8:18 | 67.4 |
| 20 | 12/15/2017 8:18 | 74.5 |
| 21 | 12/15/2017 8:18 | 67.6 |
| 22 | 12/15/2017 8:18 | 69.1 |
| 23 | 12/15/2017 8:18 | 71.1 |
| 24 | 12/15/2017 8:18 | 81.8 |
| 25 | 12/15/2017 8:19 | 72.7 |
| 26 | 12/15/2017 8:19 | 70.1 |
| 27 | 12/15/2017 8:19 | 68.2 |
| 28 | 12/15/2017 8:19 | 68 |
| 29 | 12/15/2017 8:19 | 66.2 |
| 30 | 12/15/2017 8:19 | 67.3 |
| 31 | 12/15/2017 8:19 | 68.4 |
| 32 | 12/15/2017 8:19 | 67.7 |
| 33 | 12/15/2017 8:19 | 67.8 |
| 34 | 12/15/2017 8:19 | 68.2 |
| 35 | 12/15/2017 8:19 | 67.5 |
| 36 | 12/15/2017 8:19 | 66.7 |
| 37 | 12/15/2017 8:19 | 65.2 |
| 38 | 12/15/2017 8:19 | 62.3 |
| 39 | 12/15/2017 8:19 | 61.3 |
| 40 | 12/15/2017 8:19 | 63.2 |

| | | |
|---|---|---|
| 41 | 12/15/2017 8:19 | 66.6 |
| 42 | 12/15/2017 8:19 | 68.4 |
| 43 | 12/15/2017 8:19 | 68.2 |
| 44 | 12/15/2017 8:19 | 68.6 |
| 45 | 12/15/2017 8:20 | 67.7 |
| 46 | 12/15/2017 8:20 | 68.1 |
| 47 | 12/15/2017 8:20 | 66.5 |
| 48 | 12/15/2017 8:20 | 66 |
| 49 | 12/15/2017 8:20 | 65.2 |
| 50 | 12/15/2017 8:20 | 70.7 |
| 51 | 12/15/2017 8:20 | 67 |
| 52 | 12/15/2017 8:20 | 61 |
| 53 | 12/15/2017 8:20 | 56.5 |
| 54 | 12/15/2017 8:20 | 58 |
| 55 | 12/15/2017 8:20 | 59.5 |
| 56 | 12/15/2017 8:20 | 69.1 |
| 57 | 12/15/2017 8:20 | 68 |
| 58 | 12/15/2017 8:20 | 55.6 |
| 59 | 12/15/2017 8:20 | 54.8 |
| 60 | 12/15/2017 8:20 | 56.8 |
| 61 | 12/15/2017 8:20 | 60.4 |
| 62 | 12/15/2017 8:20 | 69.7 |
| 63 | 12/15/2017 8:20 | 60.8 |
| 64 | 12/15/2017 8:20 | 64.9 |
| 65 | 12/15/2017 8:21 | 72.5 |
| 66 | 12/15/2017 8:21 | 77.5 |
| 67 | 12/15/2017 8:21 | 70 |
| 68 | 12/15/2017 8:21 | 69 |
| 69 | 12/15/2017 8:21 | 68.8 |
| 70 | 12/15/2017 8:21 | 67.9 |
| 71 | 12/15/2017 8:21 | 67.6 |
| 72 | 12/15/2017 8:21 | 70.1 |
| 73 | 12/15/2017 8:21 | 70.2 |
| 74 | 12/15/2017 8:21 | 77.3 |
| 75 | 12/15/2017 8:21 | 73.5 |
| 76 | 12/15/2017 8:21 | 67.4 |
| 77 | 12/15/2017 8:21 | 69.1 |
| 78 | 12/15/2017 8:21 | 69.8 |
| 79 | 12/15/2017 8:21 | 68.4 |
| 80 | 12/15/2017 8:21 | 69.1 |
| 81 | 12/15/2017 8:21 | 71.2 |
| 82 | 12/15/2017 8:21 | 67.9 |
| 83 | 12/15/2017 8:21 | 70.8 |
| 84 | 12/15/2017 8:21 | 71.9 |
| 85 | 12/15/2017 8:22 | 67.4 |
| 86 | 12/15/2017 8:22 | 67.8 |
| 87 | 12/15/2017 8:22 | 69.1 |

| | | |
|---|---|---|
| 88 | 12/15/2017 8:22 | 68.5 |
| 89 | 12/15/2017 8:22 | 69.4 |
| 90 | 12/15/2017 8:22 | 69.9 |
| 91 | 12/15/2017 8:22 | 67.9 |
| 92 | 12/15/2017 8:22 | 67.2 |
| 93 | 12/15/2017 8:22 | 67.2 |
| 94 | 12/15/2017 8:22 | 65.6 |
| 95 | 12/15/2017 8:22 | 65.2 |
| 96 | 12/15/2017 8:22 | 63.9 |
| 97 | 12/15/2017 8:22 | 63.1 |
| 98 | 12/15/2017 8:22 | 64.2 |
| 99 | 12/15/2017 8:22 | 63 |
| 100 | 12/15/2017 8:22 | 61.8 |
| 101 | 12/15/2017 8:22 | 63.9 |
| 102 | 12/15/2017 8:22 | 65.3 |
| 103 | 12/15/2017 8:22 | 65.6 |
| 104 | 12/15/2017 8:22 | 66.3 |
| 105 | 12/15/2017 8:23 | 66.7 |
| 106 | 12/15/2017 8:23 | 69.1 |
| 107 | 12/15/2017 8:23 | 69.4 |
| 108 | 12/15/2017 8:23 | 67.8 |
| 109 | 12/15/2017 8:23 | 66.3 |
| 110 | 12/15/2017 8:23 | 69.7 |
| 111 | 12/15/2017 8:23 | 68.1 |
| 112 | 12/15/2017 8:23 | 69.5 |
| 113 | 12/15/2017 8:23 | 69.2 |
| 114 | 12/15/2017 8:23 | 75.3 |
| 115 | 12/15/2017 8:23 | 72.7 |
| 116 | 12/15/2017 8:23 | 68.1 |
| 117 | 12/15/2017 8:23 | 67.1 |
| 118 | 12/15/2017 8:23 | 64.6 |
| 119 | 12/15/2017 8:23 | 74.2 |
| 120 | 12/15/2017 8:23 | 68.4 |
| 121 | 12/15/2017 8:23 | 66.2 |
| 122 | 12/15/2017 8:23 | 67.7 |
| 123 | 12/15/2017 8:23 | 65.8 |
| 124 | 12/15/2017 8:23 | 66.3 |
| 125 | 12/15/2017 8:24 | 65.4 |
| 126 | 12/15/2017 8:24 | 65.5 |
| 127 | 12/15/2017 8:24 | 66.9 |
| 128 | 12/15/2017 8:24 | 65 |
| 129 | 12/15/2017 8:24 | 66.4 |
| 130 | 12/15/2017 8:24 | 67.4 |
| 131 | 12/15/2017 8:24 | 69.3 |
| 132 | 12/15/2017 8:24 | 70.2 |
| 133 | 12/15/2017 8:24 | 66.8 |
| 134 | 12/15/2017 8:24 | 67.7 |

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|---|---|---|
| 135 | 12/15/2017 8:24 | 66.2 |
| 136 | 12/15/2017 8:24 | 68 |
| 137 | 12/15/2017 8:24 | 66.7 |
| 138 | 12/15/2017 8:24 | 68.6 |
| 139 | 12/15/2017 8:24 | 67.9 |
| 140 | 12/15/2017 8:24 | 70.2 |
| 141 | 12/15/2017 8:24 | 68.4 |
| 142 | 12/15/2017 8:24 | 64.8 |
| 143 | 12/15/2017 8:24 | 60.8 |
| 144 | 12/15/2017 8:24 | 66 |
| 145 | 12/15/2017 8:25 | 62.5 |
| 146 | 12/15/2017 8:25 | 72 |
| 147 | 12/15/2017 8:25 | 58.7 |
| 148 | 12/15/2017 8:25 | 61.2 |
| 149 | 12/15/2017 8:25 | 62.9 |
| 150 | 12/15/2017 8:25 | 66.4 |
| 151 | 12/15/2017 8:25 | 60.9 |
| 152 | 12/15/2017 8:25 | 61 |
| 153 | 12/15/2017 8:25 | 60.8 |
| 154 | 12/15/2017 8:25 | 62.1 |
| 155 | 12/15/2017 8:25 | 65.5 |
| 156 | 12/15/2017 8:25 | 67.3 |
| 157 | 12/15/2017 8:25 | 67 |
| 158 | 12/15/2017 8:25 | 67.8 |
| 159 | 12/15/2017 8:25 | 66.1 |
| 160 | 12/15/2017 8:25 | 68.3 |
| 161 | 12/15/2017 8:25 | 66.7 |
| 162 | 12/15/2017 8:25 | 66.3 |
| 163 | 12/15/2017 8:25 | 65.6 |
| 164 | 12/15/2017 8:25 | 63.7 |
| 165 | 12/15/2017 8:26 | 64.9 |
| 166 | 12/15/2017 8:26 | 64.5 |
| 167 | 12/15/2017 8:26 | 64.5 |
| 168 | 12/15/2017 8:26 | 66.1 |
| 169 | 12/15/2017 8:26 | 68.1 |
| 170 | 12/15/2017 8:26 | 68.2 |
| 171 | 12/15/2017 8:26 | 70.4 |
| 172 | 12/15/2017 8:26 | 66.6 |
| 173 | 12/15/2017 8:26 | 64.9 |
| 174 | 12/15/2017 8:26 | 65.4 |
| 175 | 12/15/2017 8:26 | 65.8 |
| 176 | 12/15/2017 8:26 | 65.2 |
| 177 | 12/15/2017 8:26 | 64 |
| 178 | 12/15/2017 8:26 | 64.5 |
| 179 | 12/15/2017 8:26 | 64 |
| 180 | 12/15/2017 8:26 | 64.8 |
| 181 | 12/15/2017 8:26 | 65.6 |

| | | |
|---|---|---|
| 182 | 12/15/2017 8:26 | 66.8 |
| 183 | 12/15/2017 8:26 | 65.3 |
| 184 | 12/15/2017 8:26 | 66.8 |
| 185 | 12/15/2017 8:27 | 68.4 |
| 186 | 12/15/2017 8:27 | 66.3 |
| 187 | 12/15/2017 8:27 | 65.1 |
| 188 | 12/15/2017 8:27 | 67.4 |
| 189 | 12/15/2017 8:27 | 66.5 |
| 190 | 12/15/2017 8:27 | 68 |
| 191 | 12/15/2017 8:27 | 68 |
| 192 | 12/15/2017 8:27 | 64.7 |
| 193 | 12/15/2017 8:27 | 64.7 |
| 194 | 12/15/2017 8:27 | 66 |
| 195 | 12/15/2017 8:27 | 70 |
| 196 | 12/15/2017 8:27 | 70 |
| 197 | 12/15/2017 8:27 | 70.1 |
| 198 | 12/15/2017 8:27 | 66 |
| 199 | 12/15/2017 8:27 | 67.5 |
| 200 | 12/15/2017 8:27 | 70.4 |
| 201 | 12/15/2017 8:27 | 69.4 |
| 202 | 12/15/2017 8:27 | 71.3 |
| 203 | 12/15/2017 8:27 | 70.4 |
| 204 | 12/15/2017 8:27 | 70.1 |
| 205 | 12/15/2017 8:28 | 70.1 |
| 206 | 12/15/2017 8:28 | 72.1 |
| 207 | 12/15/2017 8:28 | 67.9 |
| 208 | 12/15/2017 8:28 | 68.8 |
| 209 | 12/15/2017 8:28 | 67.6 |
| 210 | 12/15/2017 8:28 | 70.1 |
| 211 | 12/15/2017 8:28 | 70.3 |
| 212 | 12/15/2017 8:28 | 63.3 |
| 213 | 12/15/2017 8:28 | 62.7 |
| 214 | 12/15/2017 8:28 | 61.2 |
| 215 | 12/15/2017 8:28 | 63.1 |
| 216 | 12/15/2017 8:28 | 67.7 |
| 217 | 12/15/2017 8:28 | 64.8 |
| 218 | 12/15/2017 8:28 | 60.9 |
| 219 | 12/15/2017 8:28 | 65.2 |
| 220 | 12/15/2017 8:28 | 66.8 |
| 221 | 12/15/2017 8:28 | 64.7 |
| 222 | 12/15/2017 8:28 | 67.4 |
| 223 | 12/15/2017 8:28 | 67.2 |
| 224 | 12/15/2017 8:28 | 66.4 |
| 225 | 12/15/2017 8:29 | 65.2 |
| 226 | 12/15/2017 8:29 | 66.8 |
| 227 | 12/15/2017 8:29 | 68.8 |
| 228 | 12/15/2017 8:29 | 65.4 |

| | | |
|---|---|---|
| 229 | 12/15/2017 8:29 | 60.1 |
| 230 | 12/15/2017 8:29 | 67.8 |
| 231 | 12/15/2017 8:29 | 64.3 |
| 232 | 12/15/2017 8:29 | 64.8 |
| 233 | 12/15/2017 8:29 | 63.1 |
| 234 | 12/15/2017 8:29 | 68 |
| 235 | 12/15/2017 8:29 | 59.1 |
| 236 | 12/15/2017 8:29 | 63.2 |
| 237 | 12/15/2017 8:29 | 57.7 |
| 238 | 12/15/2017 8:29 | 57.9 |
| 239 | 12/15/2017 8:29 | 58 |
| 240 | 12/15/2017 8:29 | 61.7 |
| 241 | 12/15/2017 8:29 | 62.3 |
| 242 | 12/15/2017 8:29 | 57.6 |
| 243 | 12/15/2017 8:29 | 61.2 |
| 244 | 12/15/2017 8:29 | 65.3 |
| 245 | 12/15/2017 8:30 | 69.8 |
| 246 | 12/15/2017 8:30 | 69.5 |
| 247 | 12/15/2017 8:30 | 67.7 |
| 248 | 12/15/2017 8:30 | 70.4 |
| 249 | 12/15/2017 8:30 | 67.7 |
| 250 | 12/15/2017 8:30 | 67.6 |
| 251 | 12/15/2017 8:30 | 69.7 |
| 252 | 12/15/2017 8:30 | 72.7 |
| 253 | 12/15/2017 8:30 | 70.9 |
| 254 | 12/15/2017 8:30 | 67.7 |
| 255 | 12/15/2017 8:30 | 66.7 |
| 256 | 12/15/2017 8:30 | 66 |
| 257 | 12/15/2017 8:30 | 65.7 |
| 258 | 12/15/2017 8:30 | 66.1 |
| 259 | 12/15/2017 8:30 | 66.8 |
| 260 | 12/15/2017 8:30 | 65.1 |
| 261 | 12/15/2017 8:30 | 66.9 |
| 262 | 12/15/2017 8:30 | 69.6 |
| 263 | 12/15/2017 8:30 | 73.7 |
| 264 | 12/15/2017 8:30 | 65.4 |
| 265 | 12/15/2017 8:31 | 69 |
| 266 | 12/15/2017 8:31 | 70.1 |
| 267 | 12/15/2017 8:31 | 62 |
| 268 | 12/15/2017 8:31 | 71.1 |
| 269 | 12/15/2017 8:31 | 62.8 |
| 270 | 12/15/2017 8:31 | 66.8 |
| 271 | 12/15/2017 8:31 | 64.9 |
| 272 | 12/15/2017 8:31 | 62.2 |
| 273 | 12/15/2017 8:31 | 61.5 |
| 274 | 12/15/2017 8:31 | 64.2 |
| 275 | 12/15/2017 8:31 | 71.2 |

| | | |
|---|---|---|
| 276 | 12/15/2017 8:31 | 68.8 |
| 277 | 12/15/2017 8:31 | 70.5 |
| 278 | 12/15/2017 8:31 | 72.6 |
| 279 | 12/15/2017 8:31 | 68.7 |
| 280 | 12/15/2017 8:31 | 69.2 |
| 281 | 12/15/2017 8:31 | 68.6 |
| 282 | 12/15/2017 8:31 | 70.5 |
| 283 | 12/15/2017 8:31 | 72.6 |
| 284 | 12/15/2017 8:31 | 68.9 |
| 285 | 12/15/2017 8:32 | 67.9 |
| 286 | 12/15/2017 8:32 | 68.3 |
| 287 | 12/15/2017 8:32 | 67 |
| 288 | 12/15/2017 8:32 | 68.2 |
| 289 | 12/15/2017 8:32 | 70.4 |
| 290 | 12/15/2017 8:32 | 74.1 |
| 291 | 12/15/2017 8:32 | 70.9 |
| 292 | 12/15/2017 8:32 | 65.5 |
| 293 | 12/15/2017 8:32 | 64.9 |
| 294 | 12/15/2017 8:32 | 65.1 |
| 295 | 12/15/2017 8:32 | 66.5 |
| 296 | 12/15/2017 8:32 | 62.6 |
| 297 | 12/15/2017 8:32 | 67.1 |
| 298 | 12/15/2017 8:32 | 56.5 |
| 299 | 12/15/2017 8:32 | 59.3 |
| 300 | 12/15/2017 8:32 | 64.1 |

# DTLA- Existing

## DNL Calculator

| | |
|---|---|
| **Site ID** | DTLA - Existing |
| **Record Date** | 9/11/18 |
| **User's Name** | Rincon |

| | |
|---|---|
| **Road # 1 Name:** | **Hope St between W Pico Blvd and Venice Blvd** |

**Road #1**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☐ | **Heavy Trucks** ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | 290 | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 2249 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 54.7545 | | |
| Calculate Road #1 DNL | 54.7545 | Reset | |

| Road # 2 Name: | W 12th Street between Flower St and Figueroa St |
|---|---|

**Road #2**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 3341 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 59.1898 | | |
| Calculate Road #2 DNL | 59.1898 | Reset | |

| Road # 3 Name: | W Pico Blvd between S Main St and Broadway |
|---|---|

**Road #3**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 50 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 1299 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 52.521 | | |
| Calculate Road #3 DNL | 52.521 | Reset | |

| Road # 4 Name: | N Broadway between W Cesar E Chavez Ave and Ord Street |
|---|---|

**Road #4**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 6592 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 62.1412 | | |
| Calculate Road #4 DNL | 62.1412 | Reset | |

| Road # 5 Name: | S Los Angeles Street between Venice Boulevard and 17th Street |
|---|---|

**Road #5**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 2550 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 58.0165 | | |
| Calculate Road #5 DNL | 58.0165 | Reset | |

| Road # 6 Name: | W 2nd St between Hope St and Grand Ave |
|---|---|

**Road #6**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 181 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 45.7495 | | |
| Calculate Road #6 DNL | 45.7495 | Reset | |

| Road # 7 Name: | North Spring St between College St and Apline St |
|---|---|

**Road #7**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 2190 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 56.5772 | | |
| Calculate Road #7 DNL | 56.5772 | Reset | |

| Road # 8 Name: | Mateo Street between Palmetto St and 6th Street |
|---|---|

**Road #8**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 30 | | |
| Distance to Stop Sign | 80 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 2411 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 51.9589 | | |
| Calculate Road #8 DNL | 51.9589 | Reset | |

| Road # 9 Name: | East Olympic Boulevard between Maple Avenue and San Julian Street |
|---|---|

**Road #9**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | 517 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 2903 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 57.2238 | | |
| Calculate Road #9 DNL | 57.2238 | Reset | |

| Road # 10 Name: | W College Street between Yale St and N Hill St |
|---|---|

**Road #10**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 33 | | |
| Distance to Stop Sign | 166 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 12544 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 60.5044 | | |
| Calculate Road #10 DNL | 60.5044 | Reset | |

| Road # 11 Name: | 3rd Street between S Los Angeles St and San Pedro St |
|---|---|

**Road #11**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 18472 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 66.6162 | | |
| Calculate Road #11 DNL | 66.6162 | Reset | |

| Road # 12 Name: | S Figueroa St between 7th Street and 8th Street |
|---|---|

**Road #12**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 70 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 28682 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 65.3527 | | |
| Calculate Road #12 DNL | 65.3527 | Reset | |

| Road # 13 Name: | 7th Street between Spring St and Broadway |
|---|---|

**Road #13**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 20310 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 67.0282 | | |
| Calculate Road #13 DNL | 67.0282 | Reset | |

# DTLA-No Project

## DNL Calculator

| | |
|---|---|
| **Site ID** | DTLA- No Project |
| **Record Date** | 9/11/2018 |
| **User's Name** | Rincon |

| | |
|---|---|
| **Road # 1 Name:** | **Hope St between W Pico Blvd and Venice Blvd** |

**Road #1**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☐ | **Heavy Trucks** ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | 290 | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 11551 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 61.8608 | | |
| Calculate Road #1 DNL | 61.8608 | Reset | |

| Road # 2 Name: | W 12th Street between Flower St and Figueroa St |
|---|---|

**Road #2**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 9002 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 63.4945 | | |
| Calculate Road #2 DNL | 63.4945 | Reset | |

| Road # 3 Name: | W Pico Blvd between S Main St adn Broadway |
|---|---|

**Road #3**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 50 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 3917 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 57.3145 | | |
| Calculate Road #3 DNL | 57.3145 | Reset | |

| Road # 4 Name: | N Broadway between W Cesar E Chavez Ave and Ord Street |
|---|---|

**Road #4**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 21788 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 67.3333 | | |
| Calculate Road #4 DNL | 67.3333 | Reset | |

| Road # 5 Name: | S Los Angeles Street between Venice Boulevard and 17th Street |
|---|---|

**Road #5**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 9077 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 63.5305 | | |
| Calculate Road #5 DNL | 63.5305 | Reset | |

| Road # 6 Name: | W 2nd St between Hope St and Grand Ave |
|---|---|

**Road #6**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 530 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 50.4155 | | |
| Calculate Road #6 DNL | 50.4155 | Reset | |

| Road # 7 Name: | North Spring St between College St and Apline St |
|---|---|

**Road #7**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 7785 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 62.0853 | | |
| Calculate Road #7 DNL | 62.0853 | Reset | |

| Road # 8 Name: | Mateo Street between Palmetto St and 6th Street |
|---|---|

**Road #8**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 30 | | |
| Distance to Stop Sign | 80 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 7753 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 57.0316 | | |
| Calculate Road #8 DNL | 57.0316 | Reset | |

| Road # 9 Name: | East Olympic Boulevard between Maple Avenue and San Julian Street |
|---|---|

**Road #9**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | 517 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 8831 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 62.0554 | | |
| Calculate Road #9 DNL | 62.0554 | Reset | |

| Road # 10 Name: | W College Street between Yale St and N Hill St |
|---|---|

**Road #10**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 33 | | |
| Distance to Stop Sign | 166 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 14511 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 61.137 | | |
| Calculate Road #10 DNL | 61.137 | Reset | |

| Road # 11 Name: | 3rd Street between S Los Angeles St and San Pedro St |
|---|---|

**Road #11**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 24590 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 67.8587 | | |
| Calculate Road #11 DNL | 67.8587 | Reset | |

| Road # 12 Name: | S Figueroa St between 7th Street and 8th Street |
|---|---|

**Road #12**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 70 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 31151 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 65.7114 | | |
| Calculate Road #12 DNL | 65.7114 | Reset | |

| Road # 13 Name: | 7th Street between Spring St and Broadway |
|---|---|

**Road #13**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 21215 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 67.2175 | | |
| Calculate Road #13 DNL | 67.2175 | Reset | |

# DTLA-Proposed Project

## DNL Calculator

| | |
|---|---|
| **Site ID** | DTLA- Proposed Project |
| **Record Date** | 9/11/2018 |
| **User's Name** | Rincon |

| | |
|---|---|
| **Road # 1 Name:** | **Hope St between W Pico Blvd and Venice Blvd** |

**Road #1**

| **Vehicle Type** | **Cars** ☑ | **Medium Trucks** ☐ | **Heavy Trucks** ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | 290 | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 14390 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 62.8152 | | |
| Calculate Road #1 DNL | 62.8152 | Reset | |

| Road # 2 Name: | W 12th Street between Flower St and Figueroa St |
|---|---|

**Road #2**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 15148 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 65.7546 | | |
| Calculate Road #2 DNL | 65.7546 | Reset | |

| Road # 3 Name: | W Pico Blvd between S Main St and Broadway |
|---|---|

**Road #3**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 50 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 4621 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 58.0323 | | |
| Calculate Road #3 DNL | 58.0323 | Reset | |

| Road # 4 Name: | N Broadway between W Cesar E Chavez Ave and Ord Street |
|---|---|

**Road #4**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 27007 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 68.2658 | | |
| Calculate Road #4 DNL | 68.2658 | Reset | |

| Road # 5 Name: | S Los Angeles Street between Venice Boulevard and 17th Street |
|---|---|

**Road #5**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 15454 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 65.8415 | | |
| Calculate Road #5 DNL | 65.8415 | Reset | |

| Road # 6 Name: | W 2nd St between Hope St and Grand Ave |
|---|---|

**Road #6**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 1002 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 53.1814 | | |
| Calculate Road #6 DNL | 53.1814 | Reset | |

| Road # 7 Name: | North Spring St between College St and Alpine St |
|---|---|

**Road #7**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 10360 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 63.3263 | | |
| Calculate Road #7 DNL | 63.3263 | Reset | |

| Road # 8 Name: | Mateo Street Between Palmetto St and 6th Street |
|---|---|

**Road #8**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 30 | | |
| Distance to Stop Sign | 80 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 11431 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 58.7177 | | |
| Calculate Road #8 DNL | 58.7177 | Reset | |

| Road # 9 Name: | East Olympic Boulevard between Maple Avenue and San Julian Street |
|---|---|

**Road #9**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 38 | | |
| Distance to Stop Sign | 517 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 14079 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 64.081 | | |
| Calculate Road #9 DNL | 64.081 | Reset | |

| Road # 10 Name: | W College Street between Yale St and N Hill St |
|---|---|

**Road #10**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 33 | | |
| Distance to Stop Sign | 166 | | |
| Average Speed | 25 | | |
| Average Daily Trips (ADT) | 15321 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 61.3729 | | |
| Calculate Road #10 DNL | 61.3729 | Reset | |

| Road # 11 Name: | 3rd Street between S Los Angeles St and San Pedro St |
|---|---|

**Road #11**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 25969 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 68.0956 | | |
| Calculate Road #11 DNL | 68.0956 | Reset | |

| Road # 12 Name: | S Figueroa St between 7th Street and 8th Street |
|---|---|

**Road #12**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 70 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 32101 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 65.8418 | | |
| Calculate Road #12 DNL | 65.8418 | Reset | |

| Road # 13 Name: | 7th Street between Spring St and Broadway |
|---|---|

**Road #13**

| Vehicle Type | Cars ☑ | Medium Trucks ☐ | Heavy Trucks ☐ |
|---|---|---|---|
| Effective Distance | 43 | | |
| Distance to Stop Sign | | | |
| Average Speed | 30 | | |
| Average Daily Trips (ADT) | 22402 | | |
| Night Fraction of ADT | 15 | | |
| Road Gradient (%) | | | |
| Vehicle DNL | 67.4539 | | |
| Calculate Road #13 DNL | 67.4539 | Reset | |

# Appendix K

Transportation

FEHR PEERS

# Travel Model Report

City of Los Angeles

Central City/Central City North Community Plan Areas (DTLA 2040)

July 2020

## Table of Contents

**INTRODUCTION** ..... **4**

**MODEL INPUTS** ..... **5**

Socioeconomic Data ..... 5
Traffic Analysis Zone System ..... 5
Highway Network ..... 8
Transit Network ..... 9
Areas Outside of the Downtown Community Plan ..... 11

**FUTURE YEAR CONDITIONS** ..... **12**

Future 2040 Socioeconomic Data ..... 12
Future 2040 Transportation Network ..... 16

**MODEL OUTPUTS FOR THE COMMUNITY PLAN** ..... **22**

## Appendices

Appendix A: Network Project Assumptions

## List of Figures

Figure 1 Downtown Community Plan Areas ..... 7
Figure 2 Downtown Model Network ..... 10
Figure 3 2040 Proposed Plan Household Growth ..... 14
Figure 4 2040 Proposed Plan Employment Growth ..... 15
Figure 5 2040 Future (No Project) Network Changes ..... 20
Figure 6 2040 Proposed Plan Network Changes (With Project) ..... 21

## List of Tables

Table 1 Existing 2017 Socioeconomic Data ..... 5
Table 2 Existing 2017 Downtown Community Plan Socioeconomic Data ..... 6
Table 3 2040 Existing Plan (No Project) Conditions SED ..... 12
Table 4 2040 Proposed Plan (Project) SED ..... 13
Table 5 Downtown Community Plan Enhanced Networks Model Assumptions ..... 18
Table A1 Existing 2017 Network Edits ..... 24
Table A2 Proposed Plan Transportation Improvement Project List ..... 30

# INTRODUCTION

In 2016 the City of Los Angeles updated their new Travel Demand Forecasting Model (Los Angeles Model) as part of the *Infill and Complete Streets – Capturing VMT Impacts and Benefits to CEQA Project*. The citywide model focused on consistency with the latest version of the SCAG regional travel demand model, improving key components of the model process, and meeting or exceeding industry standards for calibration and validation. The details of the updated Los Angeles Model are available as part of the *2016 City of Los Angeles Travel Demand Model, Model Development Report*.[1] The City of Los Angeles Model was used to analyze the 2040 Future (No Project) scenario for the Downtown Community Plan. The following were the major focus areas during the model update process:

- Maintain consistency with the 2016 SCAG RTP/SCS model
- Increase zonal detail across the City of Los Angeles
- Incorporate Big Data (such as cell phone and GPS data) into the trip distribution validation to improve VMT estimation at smaller geographic analysis zones
- Rebuild a majority of the transit route system using General Transit Feed Specification (GTFS) data from major transit operators
- Update the highway network to reflect major arterial and freeway construction projects
- Use Automated Traffic Surveillance and Control (ATSAC) loop volume data to collect traffic counts from several months for validation
- Include transit performance validation statistics including system ridership by mode and carrier

The Downtown Subregion Travel Demand Forecasting Model (referred to as the Downtown Model in the remainder of this report) builds upon the citywide model update and refines the level of detail within the Downtown Community Plan Area for improved sensitivity in measuring the effect of land use development and transportation network changes. The Downtown Model was developed using TransCAD Version 7.0 Build 12410. The model utilizes a conventional 4-step process consisting of trip generation, trip distribution, mode split, and assignment. This report focuses on the SED and network inputs included in the 2040 City of Los Angeles Model scenario, as well as the model enhancements made for the Downtown Community Plan Model, created for the purposes of analyzing both 2017 Existing Conditions and the 2040 Proposed Plan scenario.

[1] *2016 City of Los Angeles Travel Demand Model, Model Development Report*, Fehr & Peers, February 2017.

# MODEL INPUTS

## SOCIOECONOMIC DATA

The Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provided the initial baseline socioeconomic data estimates for the Downtown Community Plan Area. From this baseline set of data, the City of Los Angeles derived 2017 estimates for population, households, and employment.

**Table 1** summarizes the socioeconomic variables for the Downtown Community Plan and the City of Los Angeles. The Downtown Community Plan Area contain approximately 12% of the employment within the City of Los Angeles, and less than 3% of the households.

**TABLE 1 EXISTING 2017 SOCIOECONOMIC DATA**

| Category | Downtown Model Area | City of Los Angeles |
|---|---|---|
| Population | 75,740 | 3,950,476 |
| Households | 33,676 | 1,397,216 |
| K12 Students | 8,133 | 609,735 |
| College Students | 6,507 | 275,632 |
| Employees | 218,883 | 1,824,052 |

Source: Southern California Association of Governments (SCAG), 2016. City of Los Angeles, 2017.

## TRAFFIC ANALYSIS ZONE SYSTEM

Socioeconomic data and other information used in the model are contained in geographically defined areas known as Transportation Analysis Zones (TAZs). These zones provide the spatial unit within which travel behavior and trip generation are estimated. The City of Los Angeles model has TAZ system based on the Tier 1 TAZ system used in the 2016 SCAG RTP/SCS model. The custom zone system was created to add more detail within the City of Los Angeles, so that the zonal boundaries are predominantly defined by roadways or other geographic features. This method of subdividing the SCAG Tier 1 zones improves vehicles accesses the local street network. The 37 Tier 1 zones in the Downtown Community Plan area were disaggregated into 233 TAZs in the Los Angeles Model. The subdivided TAZs better reflect how and where traffic enters and exits the street network and are divided along logical transportation boundaries like major streets and topography.

**Figure 1** shows the TAZ system within the Downtown Community Plan Areas used by City staff to develop land use estimates for existing conditions and land use forecasts for the future year scenarios.

As part of the process to subdivide the SCAG Tier 1 zones for the citywide model update, Fehr & Peers reapportioned the socioeconomic data proportionally using geographic area calculations and aerial imagery within GIS software. Residential, school, and employment disaggregation factors were individually developed for each Tier 1 zone.

For the development of the Downtown Model, City staff reviewed the socioeconomic data assumptions for the TAZs within the Plan Area and adjusted the distribution of households and employment. These distribution adjustments were based on data from the Los Angeles County Assessor, but maintained the total number of households, population, and jobs within the Plan Area based on SCAG's estimates for Year 2016. **Table 2** summarizes the Existing 2017 socioeconomic data within the Plan Area by Downtown planning subregion.

**TABLE 2 EXISTING 2017 DOWNTOWN COMMUNITY PLAN SOCIOECONOMIC DATA**

| Subregion | Population | Households | Employment |
|---|---|---|---|
| Central City | 49,458 | 26,293 | 191,802 |
| Central City North | 26,282 | 7,383 | 27,081 |
| *Total* | 75,740 | 33,676 | 218,883 |

Source: Southern California Association of Governments (SCAG), 2016. City of Los Angeles, 2017.

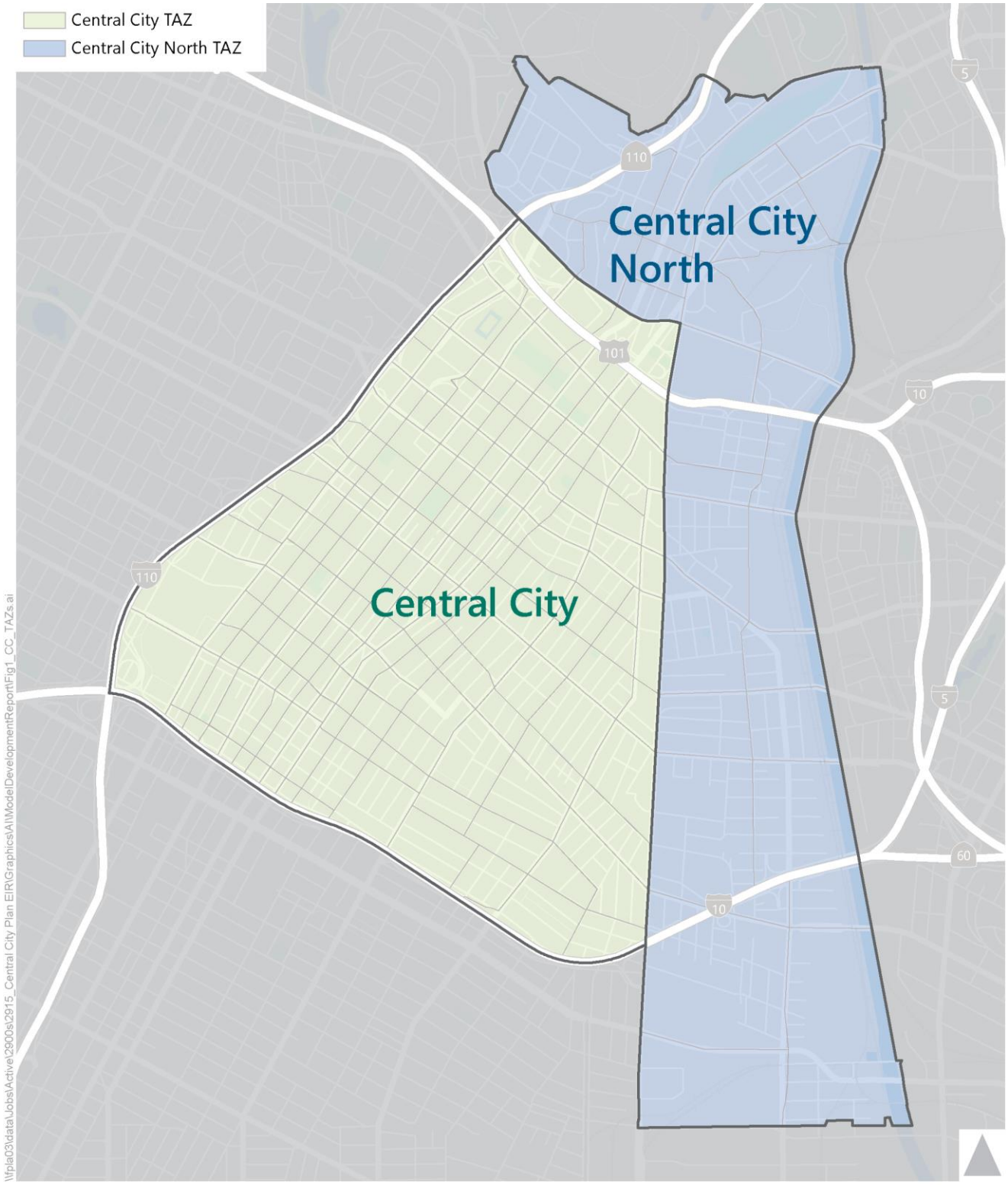


Figure 1

Central City and Central City North Community Plan Areas

# HIGHWAY NETWORK

The highway network within the Downtown Model is shown in **Figure 2**. The primary attributes of the network links include: directionality (1-way versus 2-way), posted speed limit, and number of lanes (by time of day, including parking restrictions). Fehr & Peers conducted fieldwork visits in February 2017 to verify these attributes for roadways within the Plan Area. The network inputs also include turning movement restrictions for each model time period at signalized intersections and freeway ramps where appropriate.

The highway network was also reviewed for consistency with the classifications established in the Los Angeles Mobility Plan 2035 to ensure that facilities classified as Boulevards or Avenues within the Plan Area were included in the model. Key local collector roads were also added to the model, including:

- Santee Street
- Wall Street
- Crocker Street
- Towne Avenue
- Traction Avenue
- Palmetto Street
- Mill Street
- Industrial Street
- Bay Street
- Lemon Street
- Wilson Street
- Violet Street
- Mesquit Street
- Willow Street
- Yale Street
- Ord Street
- High Street
- Chavez Ravine Place
- College Street
- LA Live Way
- Georgia Street
- Francisco Street
- 17th Street
- Jesse Street
- 23rd Street
- 15th Street
- 2nd Street east of Alameda Street
- 3rd Street east of Alameda Street

A full list of additional roadway characteristic detail added to the Downtown Community Plan Area networks can be found in Appendix A.

# TRANSIT NETWORK

The transit network for the citywide model was updated to include the most recently available route and schedule information from the largest transit providers in Los Angeles County. As part of the 2017 Downtown Travel Demand Model, the Metro Expo Phase 2 and Gold Line Foothill light rail extensions were included in the transit network.

The following agencies and routes provide the majority of the transit service within the Plan Area:

- Los Angeles County Metropolitan Transportation Authority (Metro)
    - Red Line Subway
    - Purple Line Subway
    - Expo Line Light Rail
    - Blue Line Light Rail
    - Gold Line Light Rail
    - Silver Line Bus
    - Local Bus (105 routes)
    - Rapid Bus (8 routes)
    - Express Bus (2 routes)

- Los Angeles Department of Transportation (LADOT)
    - DASH local routes (6 routes)
    - Commuter Express (10 routes)

- Additional providers
    - Metrolink
    - Amtrak
    - Foothill Transit
    - Santa Clarita Transit
    - Orange County Transit Authority
    - Antelope Valley Transit Authority
    - Santa Monica Big Blue Bus
    - GTrans (Gardena)
    - Montebello Bus Lines
    - Torrance Transit

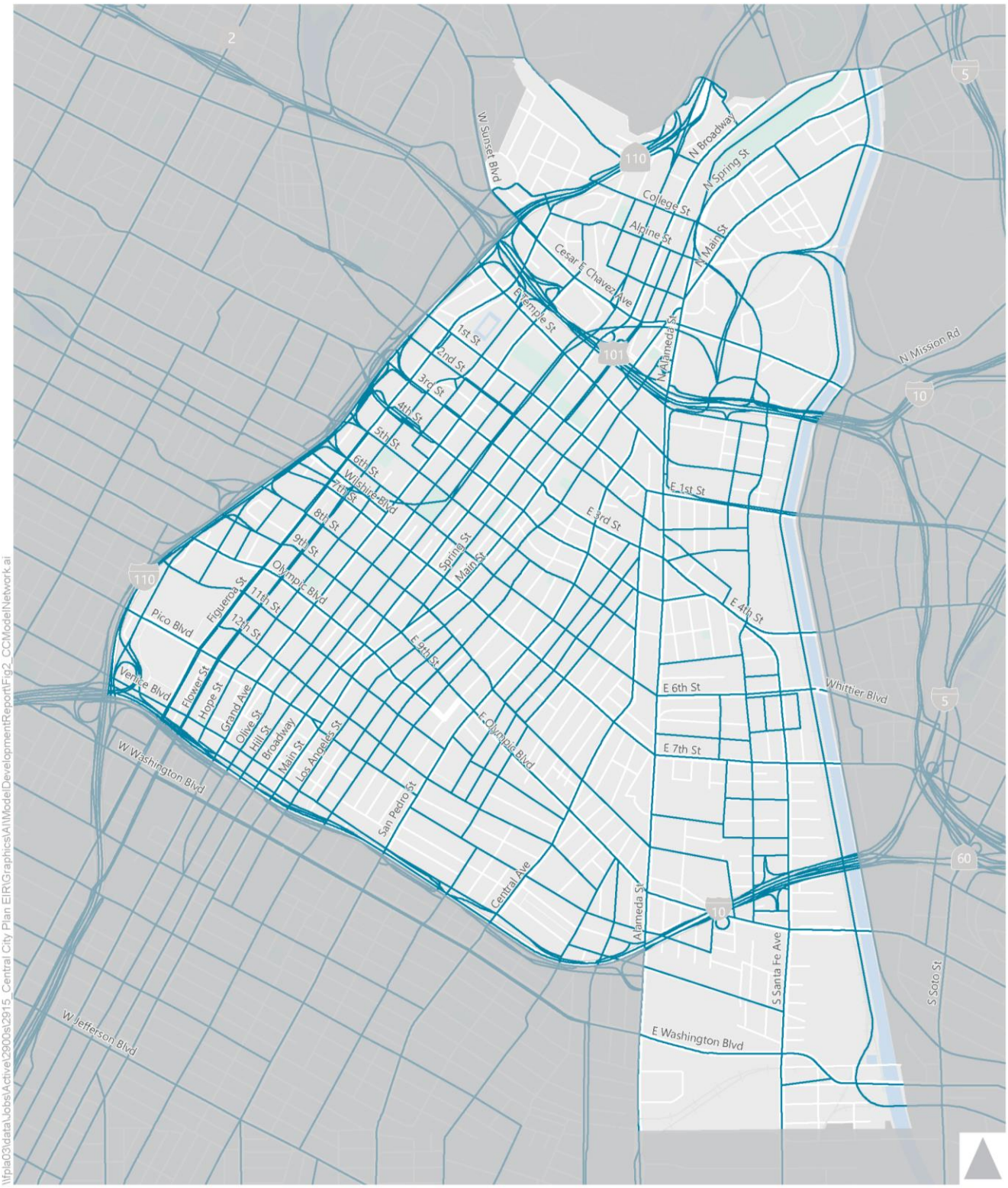


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Figure 2

Downtown Model Network

# AREAS OUTSIDE OF THE DOWNTOWN COMMUNITY PLAN

Although the Downtown Community Plan Area is the main focus of the model development process, the model itself is a refinement of the 2016 City of Los Angeles travel demand model. Therefore, the entirety of the City-wide model is included in the Downtown Model, including the other Cities in Los Angeles County (e.g., West Hollywood, Burbank and Glendale). No additional refinements or changes were made to the roadway network outside of the Downtown Community Plan Area. However, to account for the 2017 base year of the Downtown Model, the 2016 City of Los Angeles model transit network was updated to include the Expo Line extension to Santa Monica (opened May 2016) and the Gold Line extension to Azusa (opened March 2016).

# FUTURE YEAR CONDITIONS

The following future year scenarios were analyzed utilizing the City of Los Angeles and Downtown Models:

- 2040 Future (No Project) Conditions (City of Los Angeles Model)
- 2040 Proposed Plan (Project) Conditions (Downtown Model)

The socioeconomic data and transportation networks under these analysis scenarios are presented below.

## FUTURE 2040 SOCIOECONOMIC DATA

Future year socioeconomic household, population, and employment data for the 2040 Future (No Project) Plan and 2040 Proposed Plan scenarios were developed by the Los Angeles Department of City Planning and are described below.

### 2040 FUTURE (NO PROJECT) CONDITIONS

The 2040 Future (No Project) Plan scenario was analyzed using the 2040 City of Los Angeles Model. The SED and network within the Community Plan Area match exactly the conditions in the 2040 City of Los Angeles Model. SED is shown by the areas within the Downtown Community Plan in **Table 3**.

**TABLE 3 2040 EXISTING PLAN (NO PROJECT) CONDITIONS SED**

| Subregion | Households | Household Growth* | Population | Population Growth* | Employment | Employment Growth* |
|---|---|---|---|---|---|---|
| Central City | 80,891 | 54,598 | 143,673 | 94,215 | 221,679 | 29,877 |
| Central City North | 15,433 | 8,050 | 45,422 | 19,140 | 35,181 | 8,100 |
| *Total* | 96,324 | 62,648 | 189,095 | 113,355 | 256,860 | 37,977 |

Source: Southern California Association of Governments (SCAG), 2016. City of Los Angeles, 2017.

*Growth is calculated as the difference between 2040 Future (No Project) Conditions and Existing 2017 Conditions.

## 2040 PROPOSED PLAN (PROJECT) CONDITIONS

Socioeconomic data for the Proposed Plan reflect reasonably anticipated future development through the Year 2040 including the proposed land use and zoning changes and housing incentive units. The distribution of household and employment growth with the Proposed Plan were determined at the TAZ level based on planned land use and zoning changes (See *Methodology*, in the Appendix of this EIR). **Table 4** shows the 2040 Proposed Plan socioeconomic data by planning area, as prepared by the Los Angeles Department of City Planning. This SED is based on known approved and pipeline development projects within the Plan Area in addition to growth associated with the Proposed Plan. The K-12 and college student data from the 2040 City of Los Angeles model were used for this scenario. **Figures 3** and **4** illustrate the growth distribution for Households and Employment, respectively, comparing the 2040 Proposed Plan scenario with the 2040 City of Los Angeles Model Future (No Project) scenario. As shown, household growth is primarily concentrated in the southern and eastern portions of the plan area, in the communities of South Park, Fashion District, and Arts District, while employment growth is concentrated in similar areas but is more dispersed. Outside of the Community Plan Area boundary, 2040 City of Los Angeles model SED data were used, which are consistent with the SCAG RTP/SCS.

Detailed SED data, including household categorization by income level and employment categorization by industry, for TAZs within the Community Plan Area was developed using the total population, household, and employment data described above. Given the anticipated change in housing type and employment sectors under the 2040 Proposed Plan Conditions when compared to Existing Conditions, detailed categorization for many areas with primarily industrial employment or few households was based on more densely developed areas of the Community Plan at the direction of the Los Angeles Department of City Planning. For example, it was assumed that detailed SED income and employment categories in parts of the Arts District would more closely resemble the more mixed-use areas of the Downtown Community Plan Area than Existing Arts District conditions.

**TABLE 4 2040 PROPOSED PLAN (PROJECT) SED**

| Subregion | Household | Household Growth* | Population | Population Growth* | Employment | Employment Growth* |
|---|---|---|---|---|---|---|
| Central City | 108,462 | 27,571 | 204,807 | 61,134 | 236,871 | 15,192 |
| Central City North | 24,786 | 9,353 | 47,100 | 1,678 | 67,827 | 32,646 |
| *Total* | 133,248 | 36,924 | 251,907 | 62,812 | 304,698 | 47,838 |

*Growth is calculated as the difference between 2040 Proposed Plan and 2040 Future (No Project) Conditions.

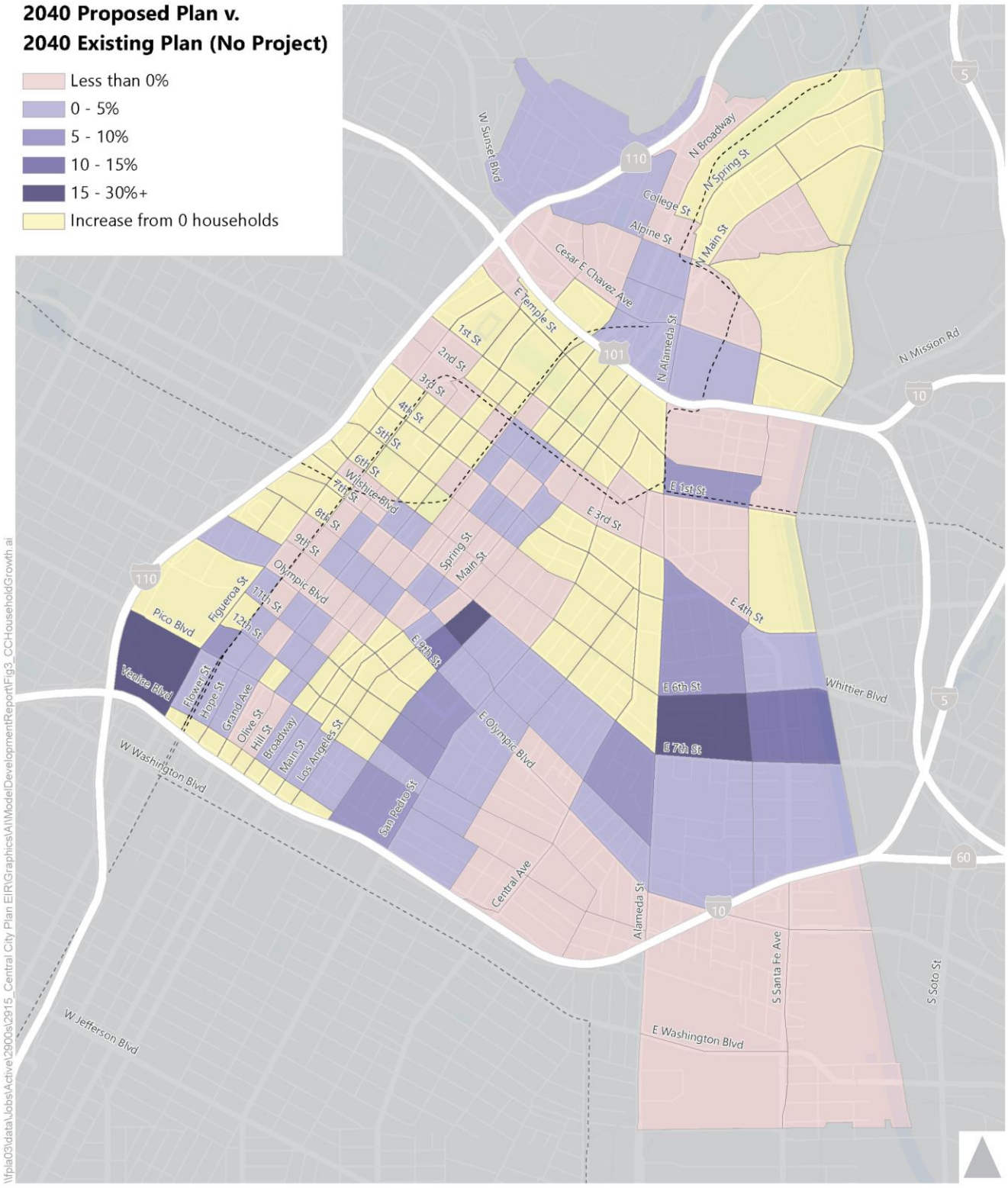


Figure 3

2040 Proposed Plan Household Growth

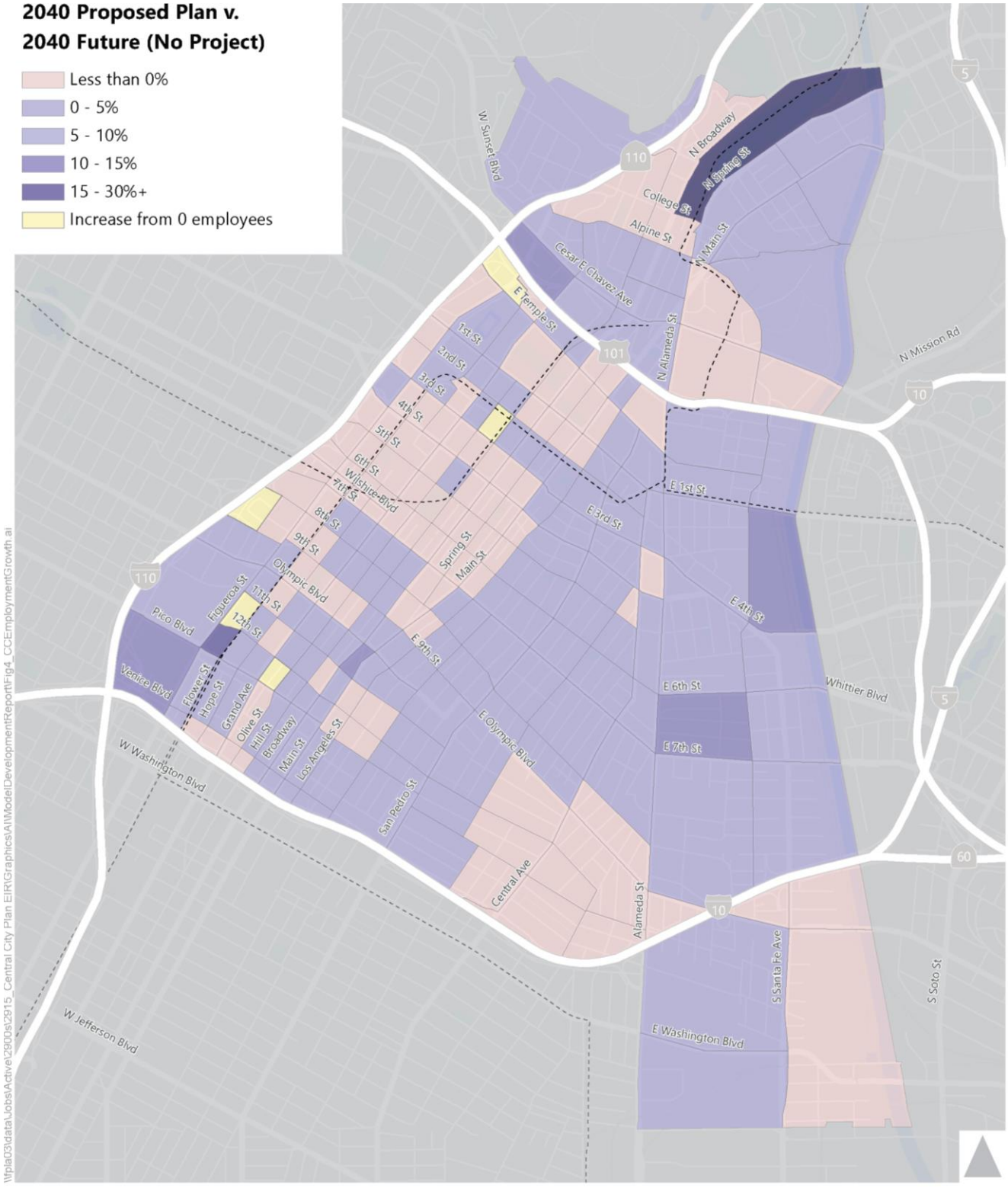


Figure 4

2040 Proposed Plan Employment Growth

# FUTURE 2040 TRANSPORTATION NETWORK

## 2040 FUTURE (NO PROJECT) CONDITIONS

The highway and transit network improvements included in the 2040 Future (No Project) Conditions scenario reflect the 2040 Plan scenario of the 2016 SCAG RTP/SCS and Mobility Plan 2035. Related to the 2016 SCAG RTP/SCS, the improvements selected for the City of Los Angeles model 2040 scenario include those projects that have committed funding on the Federal Transportation Improvement Program (FTIP) in the near-term or are included in the fiscally-constrained Regional Transportation Plan (RTP). For a complete description of projects selected in the 2040 Existing Plan model, refer to the *2016 City of Los Angeles Travel Demand Model, Model Development Report*. No RTP or FTIP highway projects included in the 2040 City of Los Angeles model are located within or adjacent to the Downtown Community Plan area. The projects within or near-to the Downtown Community Plan area are:

- Transit Improvements:
    - Metro Regional Connector (ID #LA0G010, FTIP)
    - West Santa Ana Light Rail (ID #1TR1011, RTP_F)

In addition to the City of Los Angeles Travel Demand Model 2040 projects, the 2040 Future (No Project) scenario of the Downtown Model also includes projects from Mobility Plan 2035 latest version, September 2016. Mobility Plan 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize Mobility Plan 2035. The Mobility Plan 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Downtown Community Plan. Mobility Plan 2035 was adopted by the City in August 2015 and is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Mobility Plan 2035 contains a variety of enhanced network treatments within the Downtown Community Plan Area that are incorporated into the 2040 Future (No Project) scenario of the model. **Figure 5** shows the following enhanced network treatments for roadways in the Plan Area:

- Bicycle Enhanced Network (BEN)

- Transit Enhanced Network (TEN)
- Vehicle Enhanced Network (VEN)

## 2040 PROPOSED PLAN (PROJECT) CONDITIONS

The highway and transit network improvements included in the 2040 Proposed Plan (Project) Conditions scenario reflect the 2040 Plan scenario of the 2016 SCAG RTP/SCS as outlined in detail above. Additionally, the 2040 Proposed Plan reflects a more refined version of the Mobility Plan 2035 than that originally imagined city-wide several years ago. The enhanced network treatments envisioned through Mobility Plan 2035 were reviewed and refined to complement the anticipated growth areas as well as the Downtown Plan's specific goals and policies. Since Mobility Plan 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Downtown Plan Area. These are shown in **Figure 6**.

The full 2040 Proposed Plan Transportation Project List is presented in **Appendix A**. The Project List is not exhaustive but is representative of the types of improvements proposed for inclusion in the Community Plan. In addition, the Proposed Plan would not, itself, entitle or otherwise approve any transportation projects. Nevertheless, potential impacts of implementing the transportation improvements contained in the Project Lists were analyzed at a programmatic level as part of the Proposed Plan Conditions.

## ADDITIONAL MOBILITY PLAN 2035 CONSIDERATIONS

Mobility Plan 2035 represents the best indication of long-term capital planning for transportation infrastructure in Los Angeles, and at the time of Mobility Plan 2035 adoption it was envisioned that the identified networks would be realized by the year 2035. As the officially adopted mobility element of the General Plan, the Plan establishes priority for future investments along the various enhanced networks on a citywide scale.

While the City typically accounts for and assumes projects that are built, underway, or have secured funding as part of the horizon year future, there is evidence of a rapid pace of improvements and funding of the enhanced networks in the Plan Area outlined in Mobility Plan 2035. Recent and ongoing investments and prioritization of first-last mile connectivity demonstrate the commitment to improve this infrastructure regardless of whether the Downtown Community Plan itself is adopted. For this reason, it is reasonable to analyze all future scenarios in this area with the inclusion of Mobility Plan 2035.

Given the closer level of attention and detail given in the community planning process, it is also reasonable to analyze the Proposed Plan with a refined version of Mobility Plan 2035 that better suits the

more nuanced and timely approach to the Downtown community specifically, as has been done for other community plans underway since the Mobility Plan 2035 adoption.

For all Future 2040 scenarios of the Downtown Plan, transportation network assumptions to be applied to the roadways designated for enhanced network treatments are summarized below in Error! Reference source not found..

**TABLE 5 DOWNTOWN COMMUNITY PLAN ENHANCED NETWORKS MODEL ASSUMPTIONS**

| **Enhanced Network** | **Treatment Level** | **Model Assumptions** |
|---|---|---|
| Vehicle-Enhanced Network (VEN) | Moderate | • Reduce vehicle travel times by 10 percent<br>• Add one vehicular travel lane per direction if all-day parking is available, or convert one off-peak parking lane per direction to a full-time vehicular travel lane |
| | Comprehensive | • Reduce vehicle travel times by 10 percent<br>• Add one vehicular travel lane per direction if all-day parking is available, or convert one off-peak parking lane per direction to a full-time vehicular travel lane<br>• Increase effective vehicular capacity by 10 percent |
| Transit-Enhanced Network (TEN) | Moderate | • No change to lane configurations<br>• Double frequency of bus service |
| | Moderate Plus | • Convert one vehicular travel lane per direction to a bus only lane during peak periods<br>• Double frequency of bus service |
| | Comprehensive | • Convert one vehicular travel lane per direction to a bus only lane for the full day<br>• Double frequency of bus service |
| Bicycle-Enhanced Network (BEN)/Bicycle Lane Network | Bike Lane (Tier 3) | • No change in lane configuration |
| | Bike Lane (Tier 2) | • Remove one vehicular travel lane per direction to accommodate a bicycle lane or buffered bicycle lane |
| | Protected Bike Lanes (Tier 1) | • Remove one vehicular travel lane per direction to accommodate a Protected Bike Lane |

**SOURCE**: Mobility Plan 2035 Model Assumptions, Fehr & Peers, City of Los Angeles.

***Table 5 Notes and Assumptions:***

- Tier 1 and Tier 2 bicycle facilities were included as these are facilities planned by the sunset of this plan. Tier 3 was not included as those facilities were not assumed to be implemented by that time.
- In cases where Tier 1 or Tier 2 bicycle facilities, and Moderate Plus or Comprehensive transit enhancements are planned for the same roadway facility, only one vehicle travel lane was removed in each direction of travel as part of the Enhanced Network.
- On roadway facilities with only one general purpose vehicle lane in each direction under existing conditions, no travel lanes were removed from the Enhanced Network.
- For purposes of developing the network in a travel demand model, the Neighborhood Enhanced Networks (NEN) identified in Mobility Plan 2035, while increasing pedestrian safety, will not reduce vehicle capacity and therefore are not included in the transportation analysis.
- On the TEN, Comprehensive and Moderate Plus networks included the conversion of a travel lane, as these enhancements include bus-only lanes at least some of the day. Moderate networks were not modeled, as these are designated for stop enhancements and increases service, with buses operating in mixed flow with vehicles.
- Table 5 and these assumptions were determined with the project team.

## BOYLE HEIGHTS COMMUNITY PLAN AREA

The 2040 Future (No Project) and Proposed Plan (Project) scenarios assume full buildout of the Boyle Heights 2040 Community Plan network improvements. The Boyle Heights Community Plan Area is directly adjacent to the Downtown Plan Area, and both areas began and intended to complete their planning and EIR documentation process in a relatively similar timeframe. Given the simultaneous nature of these plans, it was determined by the Department of City Planning that both should assume the other would be adopted in the future, and therefore should include inputs from the other plan's proposed SED and network assumptions in both the Future No Project and Project scenarios. This is reasonable and important to assume, as the proximity and street network connections could have significant effects on one another, and it is more conservative to run calculations with the possible increase of density and network usage both areas anticipate with future growth.

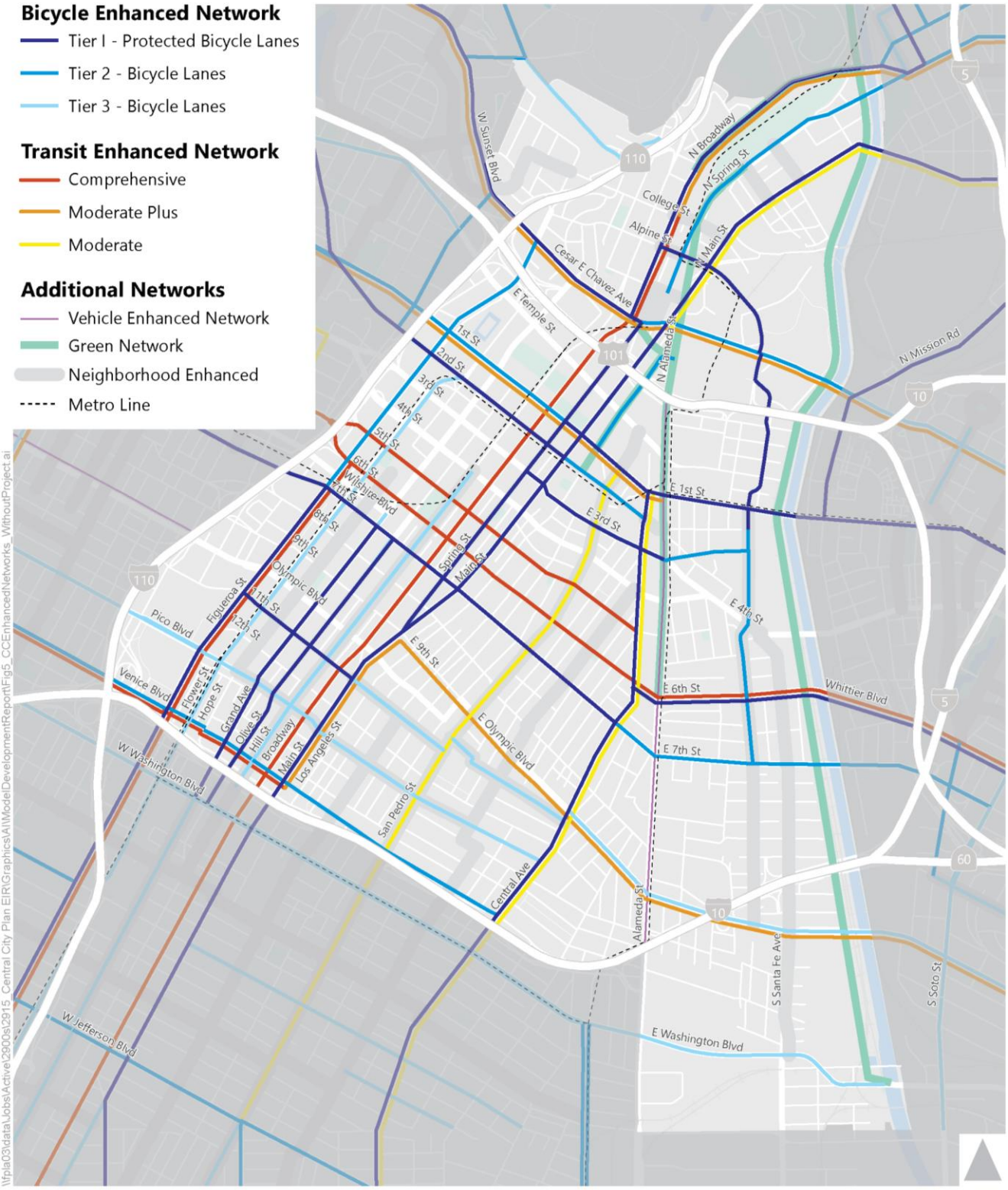


Figure 5

2040 Network Changes (No Project)

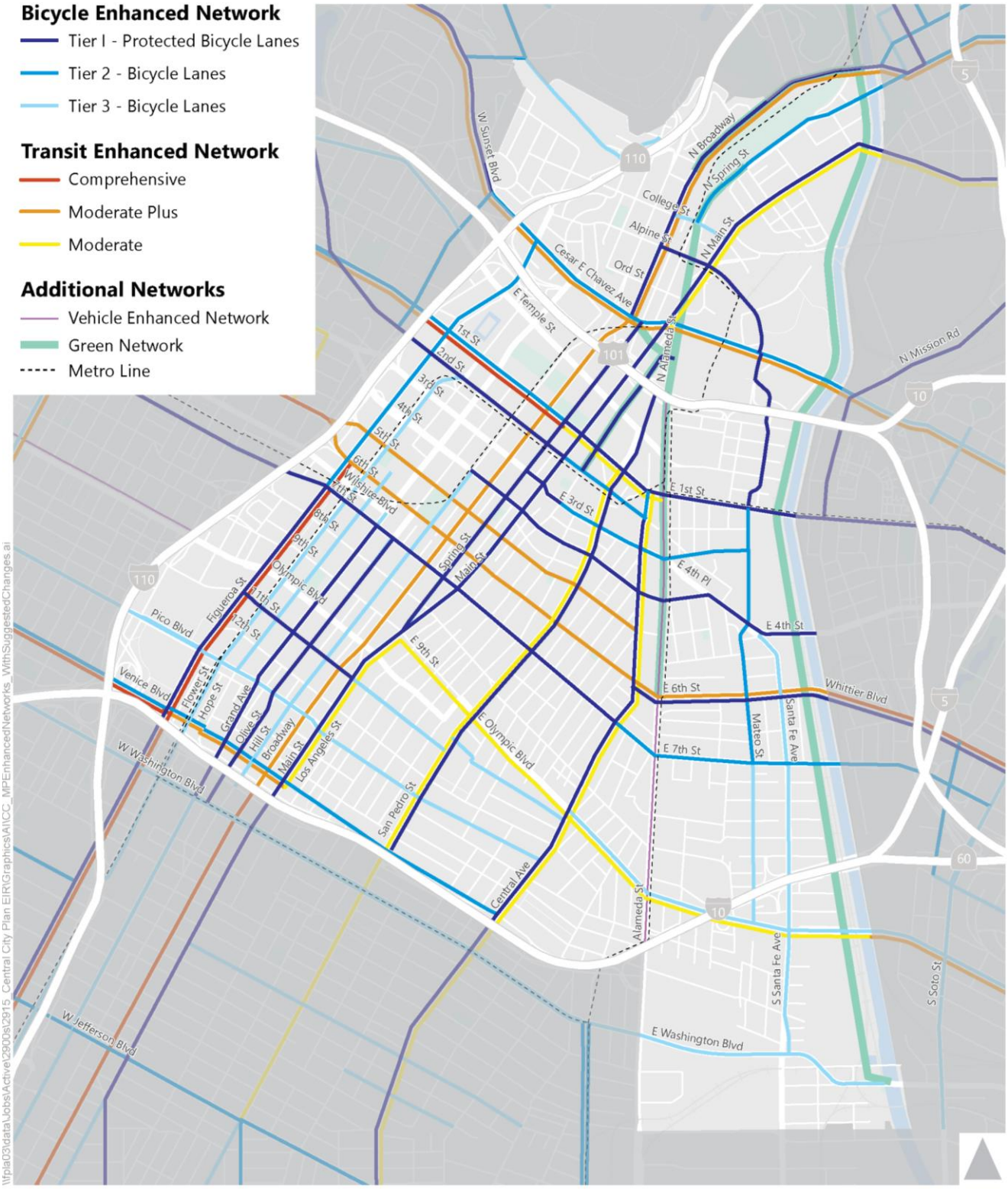


Figure 6

2040 Proposed Plan Network Changes (With Project)

# MODEL OUTPUTS FOR THE COMMUNITY PLAN

One of the primary uses of the Downtown Model is to forecast vehicle miles traveled (VMT) and level of service (LOS) on the roadway network for each analysis scenario. These forecasts help to determine whether a plan would have any environmental impacts. For many years, LOS has been utilized to determine these impacts, but the City of Los Angeles is using VMT as the primary measurement tool. There are two methods for estimating VMT using the travel demand model: the boundary method and the origin-destination (OD) method. Each method is best suited for supporting different types of analysis, such as estimating air pollution and GHG emissions. For purposes of this project, the OD method will be employed.

VMT is a measurement of miles traveled (e.g., private automobiles, trucks and buses) by all land uses (e.g., residential, retail, office) in the Project Area. For this analysis, VMT is reported as Total Daily VMT per Service Population, which equates to all VMT for the Plan Area divided by the number of people living and working within the Plan Area. A reduction in VMT overall and in VMT per capita service population can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles. Some VMT metrics focus on VMT per capita and VMT per employee as separate markers of these indications; however, VMT per service population the effects of all vehicular movement in an area. It includes not only trips that are attracted and produced by home and work trips, but those that fit in neither category (i.e. school to grocery store) as well as truck trips. The VMT calculation accounts for internal (II) trips and trips that begin or end (IX or XI) within the Plan Area, as these trips are generated by or attracted to land uses within the Downtown Community Plan Area. The travel behavior effects of land use changes in Downtown can be understood by measuring the VMT of trips originating in and/or destined for the Plan Area.

An alternative way to understand existing traffic conditions is to study existing traffic volumes with an analysis of the operating conditions, indicated through volume-to-capacity (V/C) ratios and Level of Service (LOS). LOS is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS can be determined by dividing the number of vehicles (i.e., volume (V)) by roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS. To determine the operations of the roadway network during peak commute hours, a LOS analysis was conducted for the roadways in the Project Area.

# APPENDIX A: NETWORK PROJECT ASSUMPTIONS

**TABLE A1 EXISTING 2017 NETWORK EDITS**

| Segment Edited | Type of Network Edit | Description of Network Edit |
|---|---|---|
| Various locations throughout Community Plan Area | Turn Restrictions | Time period turn restrictions |
| Figueroa Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Grand Avenue | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Olive Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Broadway | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Spring Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Main Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Los Angeles Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| 1st Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| 2nd Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| 7th Street | Bicycle Lanes | Decreased travel lanes as appropriate to account for installation of bicycle facility |
| Figueroa Street from 8th Street to the 10 Freeway | Construction | Temporarily reduced by up to one lane |
| Flower Street from 11th Street to Pico Boulevard | Construction | Temporarily reduced by one lane |
| Broadway from 11th Street (midblock) to 12th Street | Construction | Changed to two travel lanes in both directions at all times |
| 6th Street/Whittier Boulevard from Mateo Street to Mission Road | Construction | Included construction conditions as bridge currently does not exist |
| 8th Street from Grand Avenue to Hill Street | Construction | Temporarily reduced to two lanes |
| 11th Street from Figueroa Street to Flower Street | Construction | Reduced to one lane of westbound traffic and no eastbound lanes |
| Aliso Street at Alameda Street | Other | Changed to one left-turn lane onto Alameda Street |
| Grand Avenue from 4th Street to Temple Street | Other | Changed to two lanes in both directions without parking restrictions |
| 1st Street from Beaudry Avenue to the 110 Freeway | Other | Updated to three lanes |
| 1st Street from the 110 Freeway to Fremont Avenue | Other | Updated to two lanes |
| 8th between Broadway and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 8th between Hill and Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| 8th between Olive and Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 8th between Grand and Hope | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th between Flower and Hope | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th between Grand and Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th between Olive and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th between Hill and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Broadway and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Hill and Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Olive and Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Grand and Hope | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Hope and Flower | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Flower and Figueroa | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic between Figueroa and Francisco | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Hill to Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Olive to Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Grand to Hope | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Venice from Hope to Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Venice from Grand to Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Venice from Olive to Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Venice from Hill to Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill from Olympic to 9th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill from Olympic to 11th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Grand from 8th to 9th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Flower from Pico to Venice | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 4th between Hill and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| 3rd between Broadway and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st between Hope & Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st between Grand & Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st between Broadway & Spring | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between 2nd & 3rd | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between 4th & 5th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between 5th & 6th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between 6th & 7th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill between 2nd & 3rd | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill between 3rd & 4th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill between 4th & 5th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill between 6th & 7th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hill between 7th & 8th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olive between 6th & 5th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Grand between Hope Pl & 5th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Grand between 6th & Wilshire | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Flower between 7th & 8th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Cesar Chavez between Fig and Bunker Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Cesar Chavez between Bunker Hill and Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Cesar Chavez between Grand and N Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Cesar Chavez between Hill and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Figueroa between Alpine and Bartlett | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Figueroa between Bartlett and Cesar Chavez | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st street between Dewap and Hope | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st Street between Hope and Grand | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| 1st Street between Grand and Olive | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st Street between Olive and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 1st Street between Hill and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Alpine between Yale and Hill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between Elmyra and Ann | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between Ann and Sotello | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between Sotello and Mesnagers | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between Mesangers and Wilhardt | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Spring between Elmyra and College | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Bruno and College | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between College and Rondout | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Rondout and Llewellyn | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Llewellyn and Elmyra | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Elmyra and Bloom | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Bloom and Leroy | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| College between Alameda/Spring and New High | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| College between New High and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Alpine between Spring and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Temple from Los Angeles to Main | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 4th between Alameda and Mission | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 2nd and 3rd | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 3rd and 4th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 4th and 5th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 5th and 6th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 6th and 7th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| Broadway between 7th and 8th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 8th and 9th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 9th and Olympic | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between Olympic and 11th midblock | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 11th miblock and 12th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between 8th midblock and 7th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between 7th and 6th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between 5th midblock to Winston | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between Winston and 4th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between 4th and 4th midblock | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Main between 3rd and 2nd | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 6th between Alameda and Central | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 5th from Spring midblock to Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 4th from Los Angeles to San Pedro | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 3rd from Los Angeles to Main | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 3rd from Spring to Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 6th from Broadway to Spring | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 6th from Wall to San Julian | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 8th between Spring and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Broadway between 11th and 12th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Venice between Main and Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 16th between San Pedro and Trinity | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 16th between Trinity and Maple | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 16th between Maple and Santee | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 16th between Santee and Los Angeles | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| 16th between Los Angeles and Main | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Maple between Pico and 16th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Stanford between Pico and 12th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from Crocker to San Pedro | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from San Pedro to San Julian | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from San Julian to Maple | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from Maple to Santee | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from Main to Los Angeles midblock | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 9th from Los Angeles to Santee | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 11th from Los Angeles to Main | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Los Angeles to Main | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Main to Broadway (north split) | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Pico from Main to Broadway | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Olympic Between Central and Stanford | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 16th and 15th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 15th and 14th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 14th and Pico | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between Pico and 12th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 12th and 11th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 11th and Olympic | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between Olympic and 8th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 8th and 7th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Central between 7th and 6th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hooper between Fwy and Newton | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hooper between Newton and 14th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

| | | |
|---|---|---|
| Hooper between 14th and 12th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hooper between 14th and 10th | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| Hooper between 10th and Olympic | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |
| 7th between Alameda & Mill | Parking Restrictions | Increased peak period travel lanes as appropriate to accommodate peak period parking restrictions |

Source: Fehr & Peers fieldwork (2017).

**TABLE A2 PROPOSED PLAN TRANSPORTATION IMPROVEMENT PROJECT LIST**

| **Proposed Plan Transportation Improvement Project List** | | |
|---|---|---|
| PRIMARY MODE | PROJECT NAME | PROJECT DESCRIPTION |
| **Active Modes** | Mobility Hub Amenities | Encourage projects located near transit nodes and Mobility Hubs to provide people-oriented amenities such as shade trees, countdown crosswalk signals, bus shelters, bicycle racks or lockers and enhanced or decorated crosswalks. |
| | Pedestrian Access to Major Transit Stations | Provide enhanced amenities at major transit stops, including widened sidewalks, where possible, pedestrian waiting areas, transit shelters, comfortable seating, enhanced lighting, information kiosks and wayfinding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood), advanced fare collection mechanisms, shade trees and landscaping, bicycle access, self-cleaning restrooms, and enhanced, ADA compliant street crossing elements adjacent to transit stops and stations (ie. enhanced crosswalks, crossing signals, and accessible ramps). |
| | Path Network | Support the construction of pedestrian pathways, bicycle paths and facilities. |
| | | Class I Bike Path: the Los Angeles River Bike Path |
| | Bicycle Enhanced Network & Bike Lanes | Figueroa St: 10 Fwy to 7th St<br>Protected Bike Lane |
| | | Figueroa St: 7th St to Cesar Chavez Ave<br>Tier 2 Bike Lane |
| | | Flower St: 10 Fwy to 2nd St<br>Tier 3 Bike Lane |
| | | Hope St: Pico Blvd to 6th St<br>Tier 3 Bike Lane |
| | | Grand Ave: 10 Fwy to 5th St |

| **Proposed Plan Transportation Improvement Project List** | | |
|---|---|---|
| | | Protected Bike Lane |
| | | Olive St: 10 Fwy to 5th St<br>Protected Bike Lane |
| | | Spring St: 9th St to Cesar Chavez Ave<br>Protected Bike Lane |
| | | Spring St: College St to Broadway<br>Tier 2 Bike Lane |
| | | Main St: 10 Fwy to Albion St/LA River<br>Protected Bike Lane |
| | | Los Angeles St: 2nd St to Alameda St<br>Protected Bike Lane |
| | | San Pedro: 10 Fwy to Temple St<br>Protected Bike Lane |
| | | Central Ave: 10 Fwy to 2nd St<br>Protected Bike Lane |
| | | Central Ave: 2nd St to 1st St<br>Tier 2 Bike Lane |
| | | Mateo St: Olympic Blvd to 7th St<br>Tier 3 Bike Lane |
| | | Mateo St: 7th St to 4th St<br>Tier 2 Bike Lane |
| | | Santa Fe Ave: Washington Blvd to 4th St<br>Tier 3 Bike Lane |
| | | Santa Fe Ave: 4th St to 2nd St<br>Tier 2 Bike Lane (one side) |
| | | Santa Fe Ave: 2nd St to 1st St<br>Protected Bike Lane |
| | | Center St: 1st St to 101 Fwy<br>Protected Bike Lane |
| | | Ramirez St/Center St: Ramirez St to Vignes St<br>Protected Bike Lane |
| | | Vignes St: Ramirez St to Main St<br>Protected Bike Lane |
| | | Alpine St: Main St to Broadway<br>Protected Bike Lane |

| **Proposed Plan Transportation Improvement Project List** | | |
|---|---|---|
| | | College St: Hill St to Main St<br>Tier 3 Bike Lane |
| | | Cesar Chavez Ave: Beaudry Ave to Spring St<br>Tier 2 Bike Lane |
| | | 1st St: 110 Fwy to Spring St<br>Tier 2 Bike Lane |
| | | 1st St: Spring St to Myer St/LA River<br>Protected Bike Lane |
| | | 2nd St: 110 Fwy to Main St<br>Protected Bike Lane |
| | | 2nd St: Main St to Central Ave<br>Tier 2 Bike Lane |
| | | 3rd St: Spring St to Los Angeles St<br>Protected Bike Lane |
| | | 3rd St: Los Angeles St to Alameda St<br>Tier 2 Bike Lane |
| | | 4th St: Spring St to Mission Rd/LA River<br>Protected Bike Lane |
| | | 5th St: Broadway to Central Ave<br>Tier 2 Bike Lane |
| | | 6th St: Broadway to Central Ave<br>Tier 2 Bike Lane |
| | | 6th St: Central Ave to Mission Rd/LA River<br>Protected Bike Lane |
| | | 7th St: 110 Fwy to Mission Rd/LA River<br>Protected Bike Lane |
| | | Olympic Blvd: Central Ave to LA River<br>Tier 3 Bike Lane |
| | | 10th St: Main St to Central Ave<br>Tier 3 Bike Lane |
| | | 11th St: Figueroa St to Main St<br>Protected Bike Lane |
| | | 12th St: Figueroa St to Flower St<br>Protected Bike Lane |
| | | Pico Blvd: 110 Fwy to Central Ave |

| **Proposed Plan Transportation Improvement Project List** | | |
|---|---|---|
| | | Tier 3 Bike Lane |
| | | Venice Blvd: 110 Fwy to Main St<br>Tier 2 Bike Lane |
| | | 16th St: Main St to Hooper Ave<br>Tier 2 Bike Lane |
| | | Washington Blvd: Alameda St to LA River<br>Tier 3 Bike Lane |
| | Bikeshare | Provide public bicycle rental in "pods" located throughout the city. |
| **Roadways & ITS** | Congestion Monitoring | Implement or enhance "Smart Corridors" to coordinate Caltrans' freeway traffic management system with the ATSAC/Adaptive Traffic Control System (ATCS) highway and street traffic signal management system to enhance incident management and motorist information to reduce traffic delays. |
| | ITS Corridor & Signal Upgrades | Implement signalization improvements to facilitate traffic flow.<br>Install Automated Traffic Surveillance and Control (ATSAC) at all signalized intersections and all intersections along Boulevards and Avenues in Downtown. |
| | Intersection Improvements | Identify intersections where congestion related to left turns can be improved and implement improvements, taking into consideration impacts on pedestrians and bicyclists. |
| | Access Improvements | Support the planning and construction of new roadway connections as deemed necessary for Downtown. |
| | Vehicle Enhanced Network | Alameda St: 10 Freeway to Temple St |
| **Transit** | Transit Enhanced Network | Figueroa St: 10 Fwy to 7th St<br>Comprehensive Treatment |
| | | Hill St: 10 Fwy to 4th St<br>Comprehensive Treatment |
| | | Broadway: 10 Fwy to Pasadena Ave/LA River<br>Moderate Plus Treatment |
| | | Main St: Venice Blvd to 9th St<br>Moderate Treatment |
| | | Main St: Cesar Chavez Ave to Albion St/LA River<br>Moderate Treatment |
| | | San Pedro St: 10 Fwy to 1st St<br>Moderate Treatment |
| | | Central Ave: 10 Fwy to 1st St |

| **Proposed Plan Transportation Improvement Project List** | | |
|---|---|---|
| | | Moderate Treatment |
| | | Cesar Chavez Ave: Beaudry Ave to Spring St<br>Moderate Plus Treatment |
| | | Cesar Chavez Ave: Spring St to Mission Rd/LA River<br>Comprehensive Treatment |
| | | 1st St: 110 Fwy to Spring St<br>Comprehensive Treatment |
| | | 1st St: Spring St to Alameda St<br>Moderate Treatment |
| | | 5th St: 110 Fwy to Central Ave<br>Moderate Plus Treatment |
| | | 6th St: 110 Fwy to Mission Rd/LA River<br>Moderate Plus Treatment |
| | | 9th St: Main St to San Pedro St<br>Moderate Treatment |
| | | Olympic Blvd: San Pedro St to LA River<br>Moderate Treatment |
| | | Venice Blvd: 110 Fwy to Figueroa St<br>Comprehensive Treatment |
| | | Venice Blvd: Figueroa St to Main St<br>Moderate Plus Treatment |
| **Auto-Trip Reduction** | Strategic Parking Program | Implement a parking program and update parking requirements to reflect mixed-use developments, shared parking opportunities, and parking needs at developments adjacent to major transit stations. |
| | Rideshare Toolkit | The Toolkit would develop an online Transportation Demand Management (TDM) Toolkit with information for transit users, cyclists, and pedestrians as well as ridesharing. It would include incentive programs for employers, schools, and residents. Additionally, it would be specific to City businesses, employees, and visitors and would integrate traveler information. It would also include carpooling/vanpooling and alternative work schedules. |
| | Transportation Demand Management (TDM) Program | The program would provide start-up costs for Transportation Management Organizations/Associations (TMOs/TMAs). It would also provide guidance and implementation of a TDM program. |

# Appendix L

Tribal Letters

AB 52 Native American Heritage Commission Tribal Consultation List
as of July 11, 2017

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Fernandeño Tataviam Band of Mission Indians
Kimia Fatehi, Director, Public Relations
1019 2nd Street, Ste. 1
San Fernando, CA 91340

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707

Gabrielino/Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles, CA 90086

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Gabrielino-Tongva Tribe
Charles Alvarez, Co-Chairperson
23454 Vanowen Street
West Hills, CA 91307

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322

Soboba Band of Luiseño Indians
Joseph Ontiveros, Cultural Resource Director
P.O. Box 487
San Jacinto, CA 92581

Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
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Thermal, CA 92274

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Fernandeño Tataviam Band of Mission Indians
Kimia Fatehi, Director, Public Relations
1019 2nd Street, Ste. 1
San Fernando, CA 91340

RE: Downtown Community Plan Update
CASE NO.: CPC-2017-432-CPU; ENV-2017-433-EIR

Dear Tribal Representative,

This letter is to inform you that the Los Angeles Department of City Planning is preparing an Environmental Impact Report ("EIR") for the Downtown Community Plan Update Program ("Proposed Project") in accordance with the requirements of the California Environmental Quality Act ("CEQA"). This notification is being forwarded to Native American tribes that are understood to be traditionally, culturally, and/or geographically affiliated with the Proposed Project area pursuant to the statutory requirements of Assembly Bill 52 (AB 52). Per AB 52, your tribe has the right to consult on the Proposed Project prior to the release of the related EIR and your tribe has 30 calendar days from receipt of this letter to notify us in writing that it wishes to consult on the Proposed Project. The Proposed Project is a long-range land use plan that does not consist of any proposed development projects, includes no ground disturbing activity or any related construction activity.

## PROJECT LOCATION:

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Bryan Eck
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# DOWNTOWN PLAN AREA MAP
# CENTRAL CITY & CENTRAL CITY NORTH

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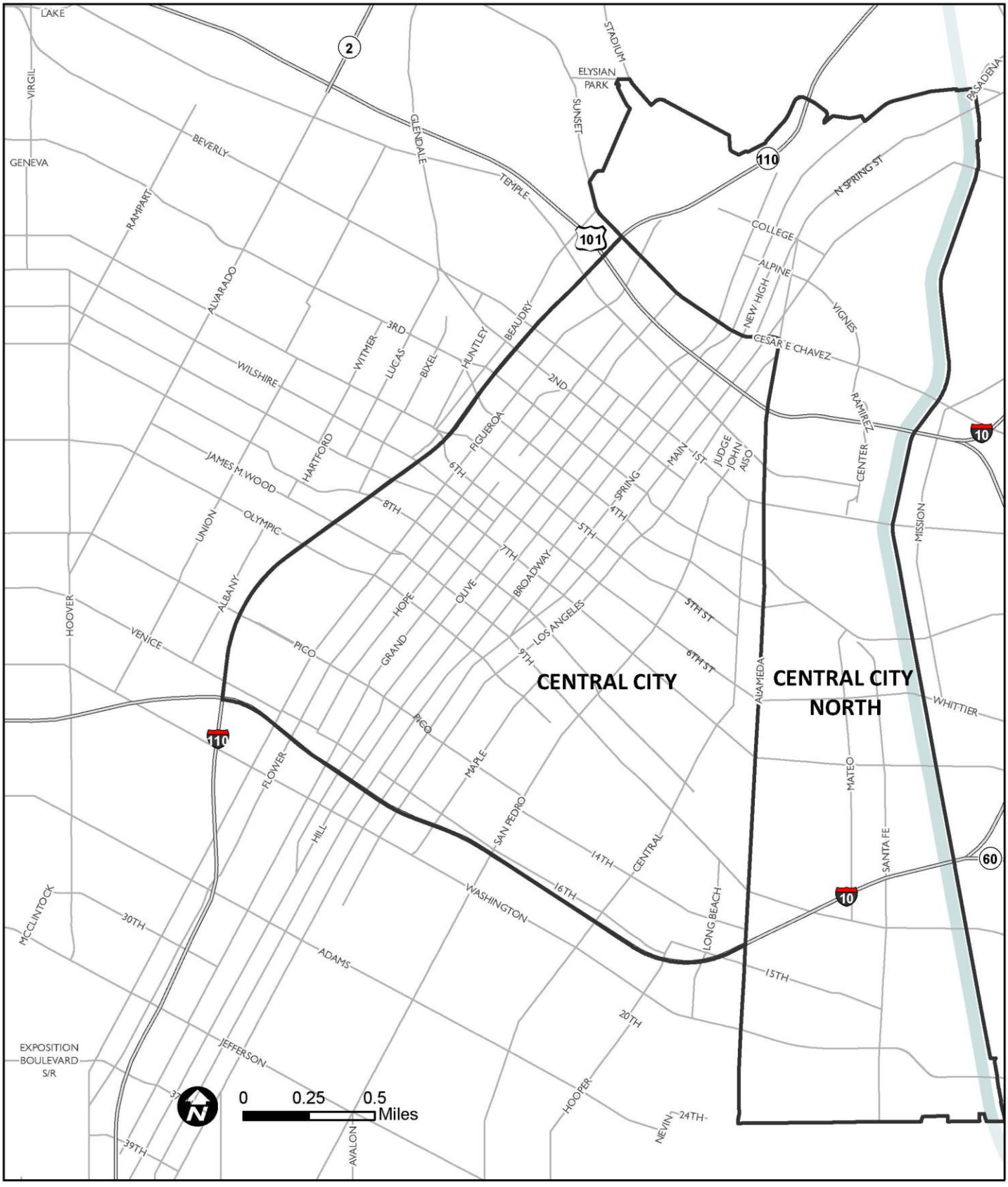

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

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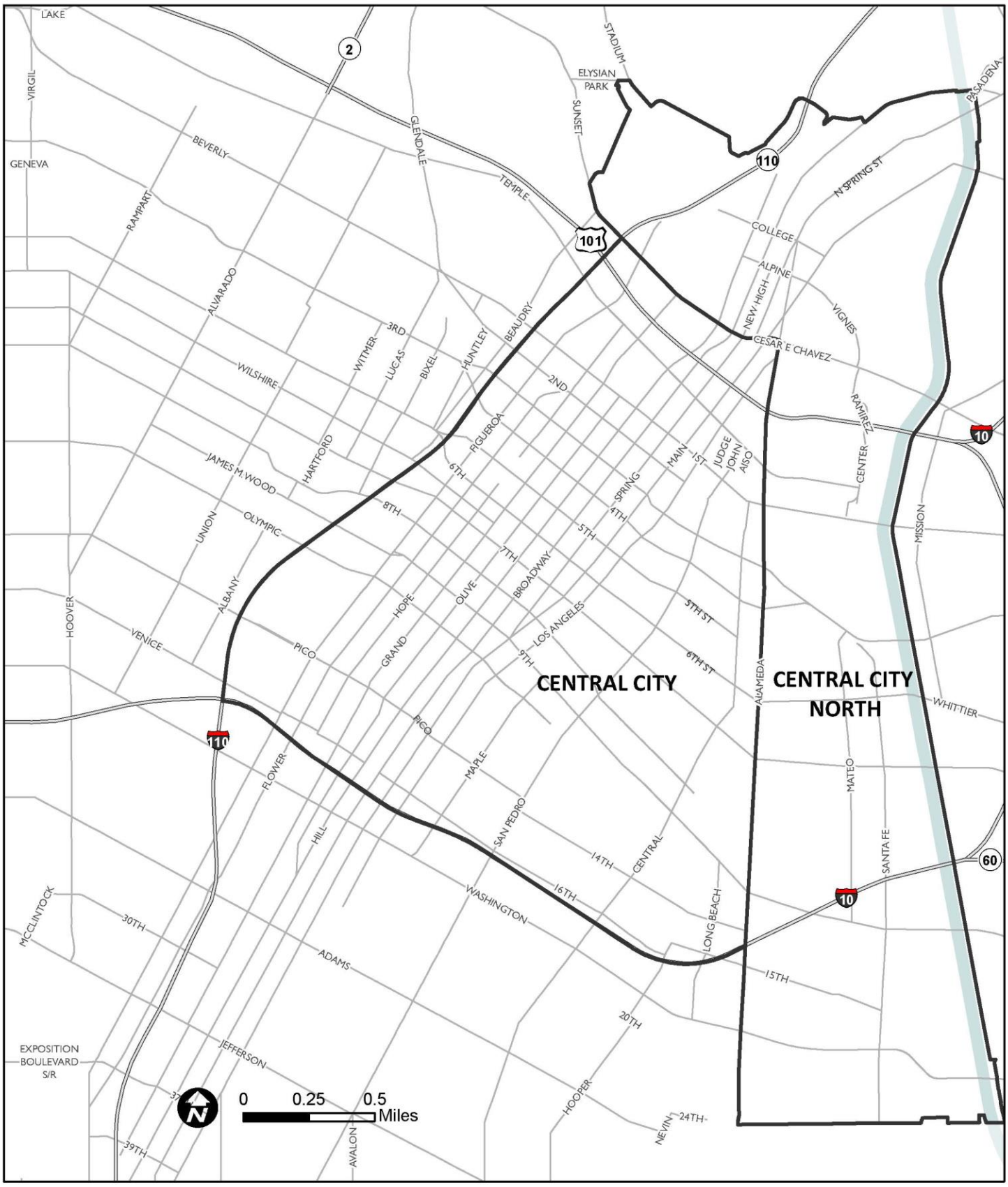

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707

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CASE NO.: CPC-2017-432-CPU; ENV-2017-433-EIR

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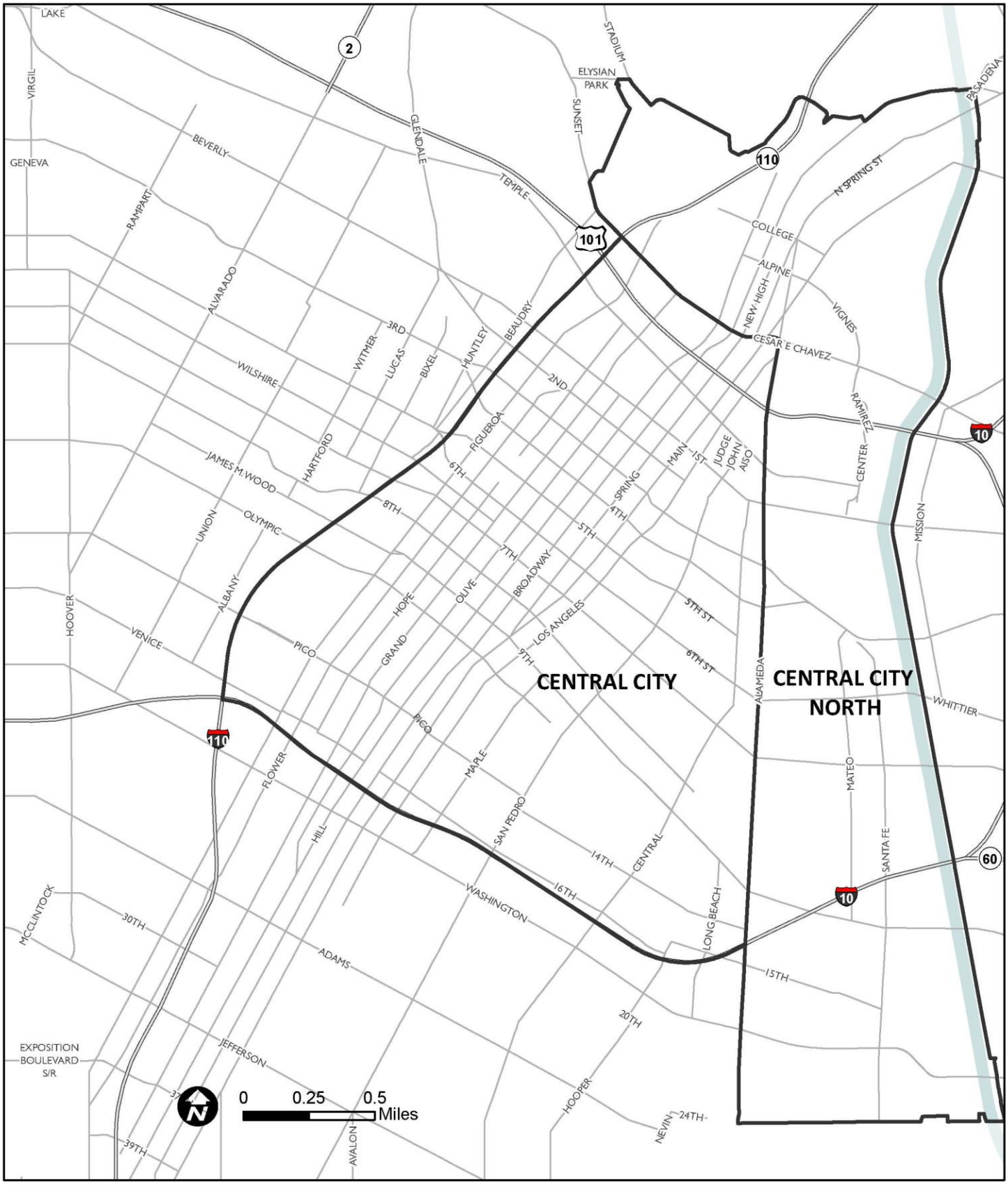

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Gabrielino/Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles, CA 90086

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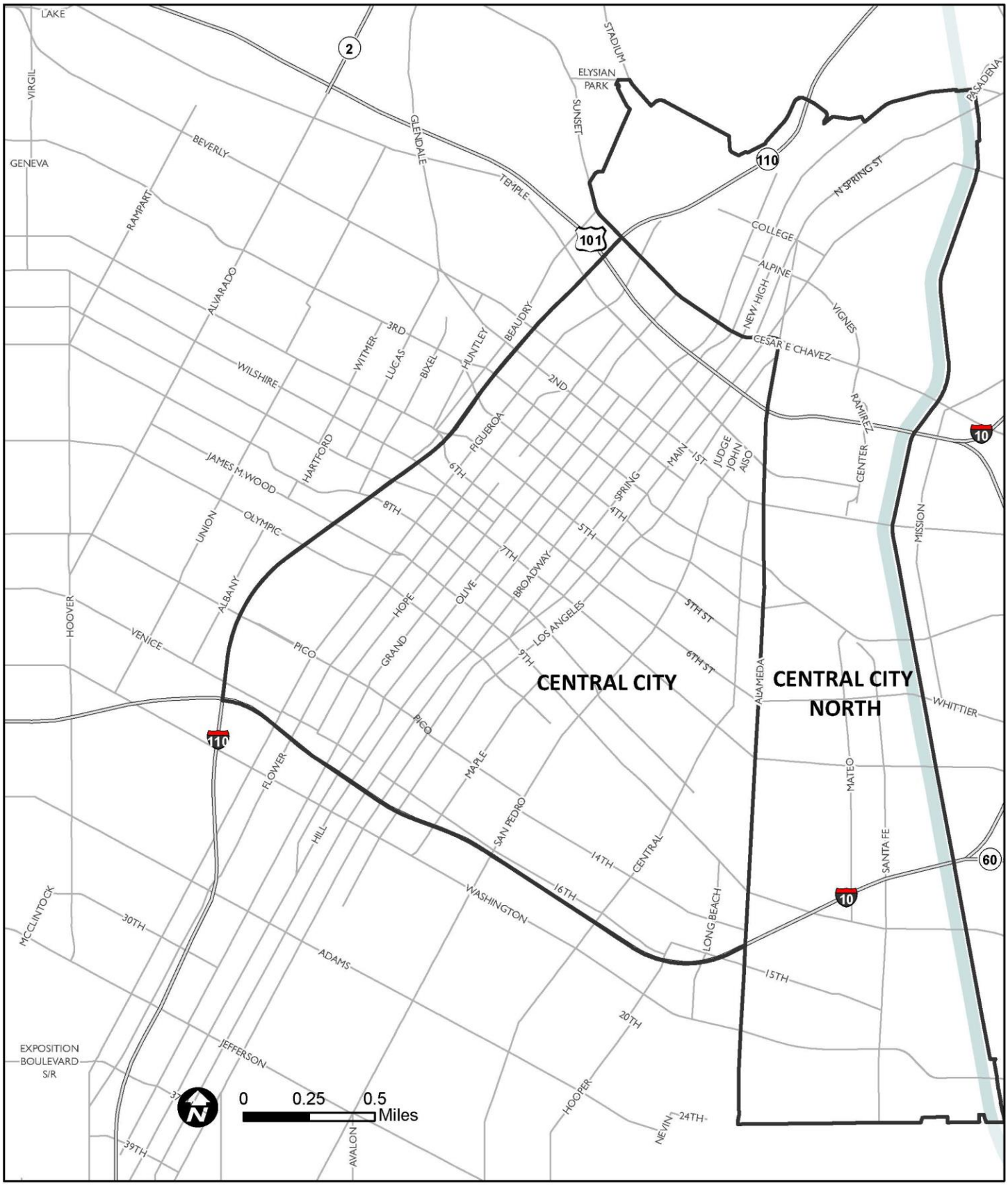

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August 8, 2017

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Charles Alvarez, Co-Chairperson
23454 Vanowen Street
West Hills, CA 91307

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Phone: (213) 978-1304
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# DOWNTOWN PLAN AREA MAP
# CENTRAL CITY & CENTRAL CITY NORTH

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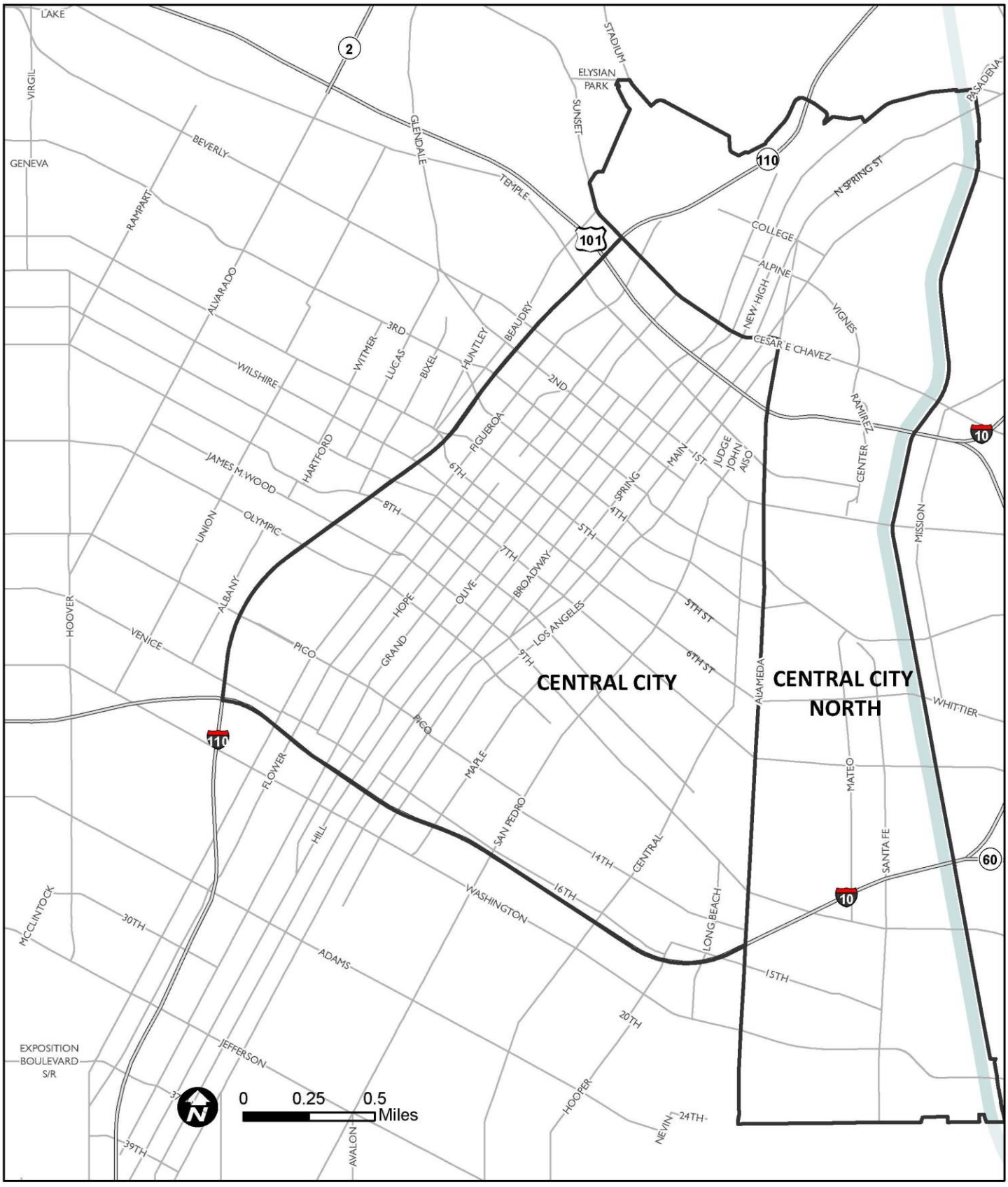

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

RE: Downtown Community Plan Update
CASE NO.: CPC-2017-432-CPU; ENV-2017-433-EIR

Dear Tribal Representative,

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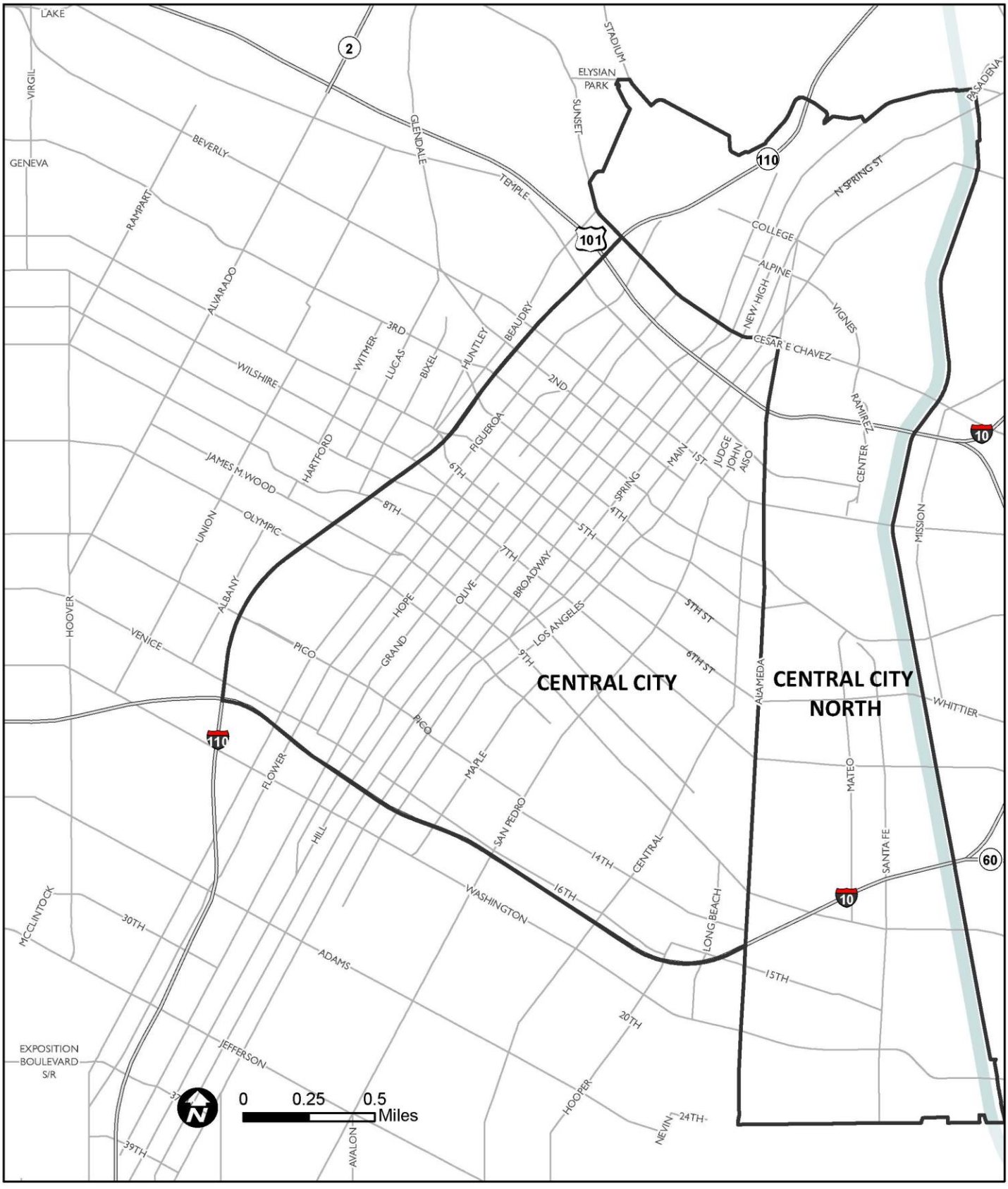

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322

RE: Downtown Community Plan Update
CASE NO.: CPC-2017-432-CPU; ENV-2017-433-EIR

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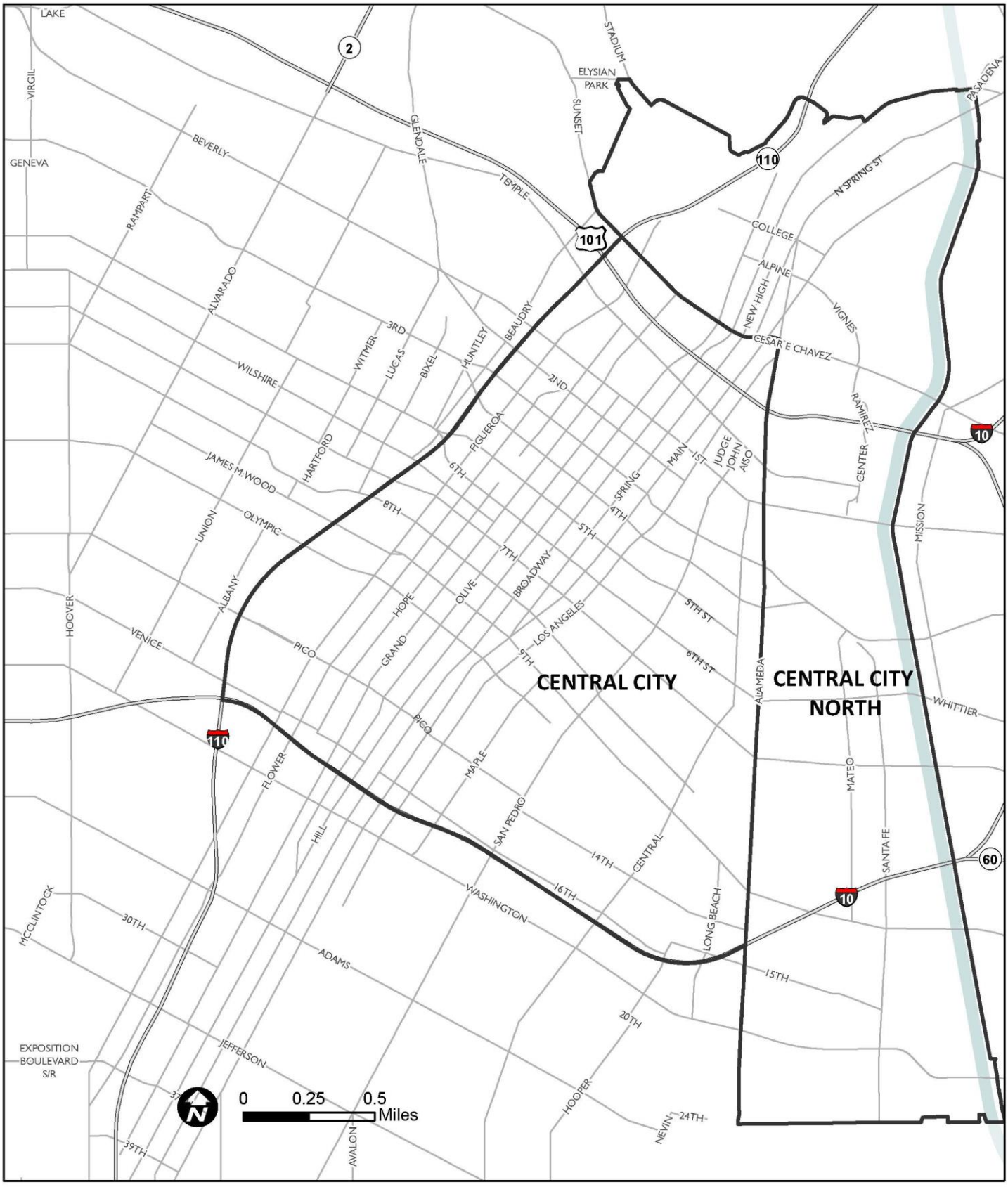

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# AB 52 TRIBAL CONSULTATION NOTICE

August 8, 2017

Soboba Band of Luiseño Indians
Joseph Ontiveros, Cultural Resource Director
P.O. Box 487
San Jacinto, CA 92581

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CASE NO.: CPC-2017-432-CPU; ENV-2017-433-EIR

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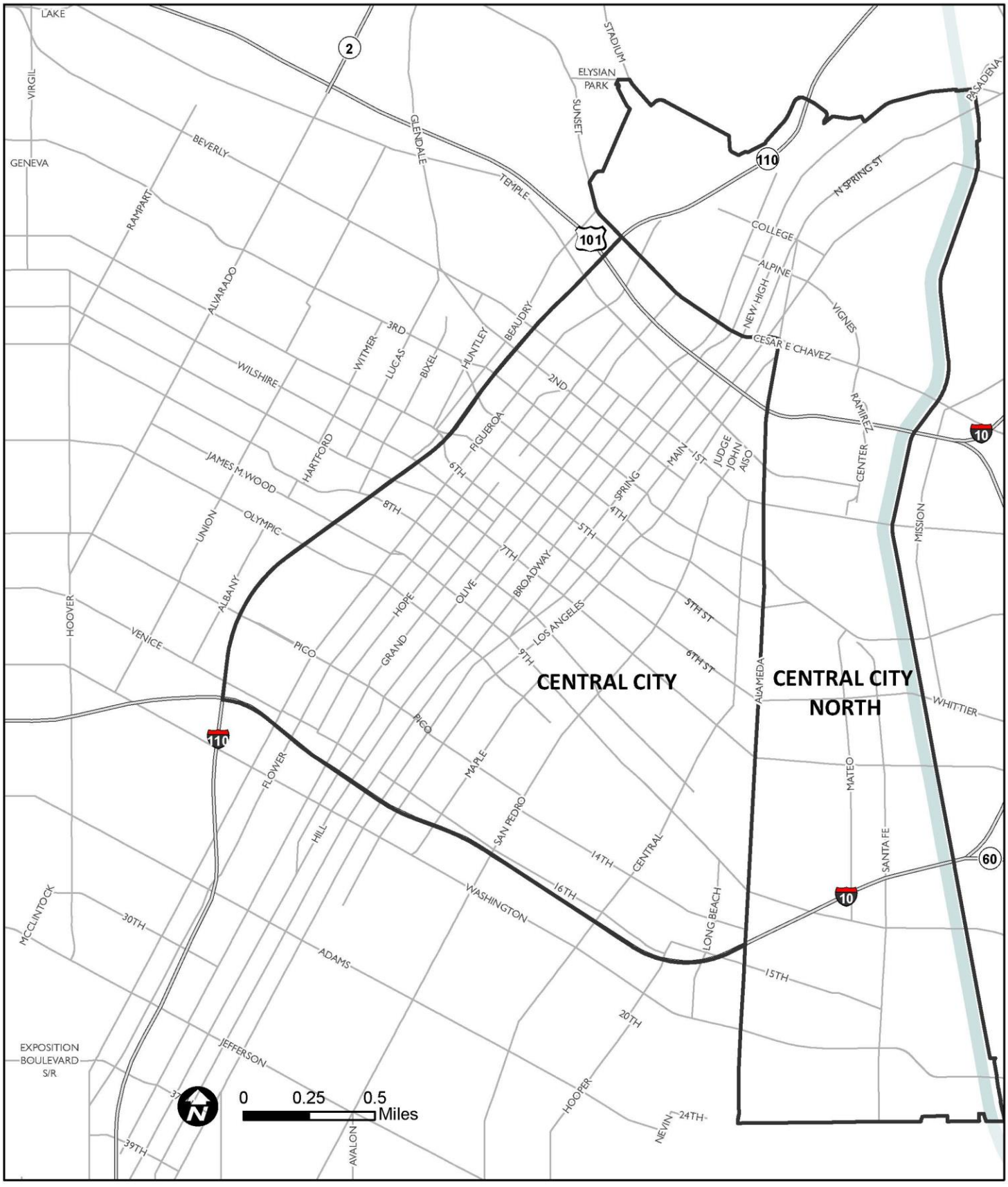

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# AB 52 TRIBAL CONSULTATION NOTICE

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Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
PO Box 1160
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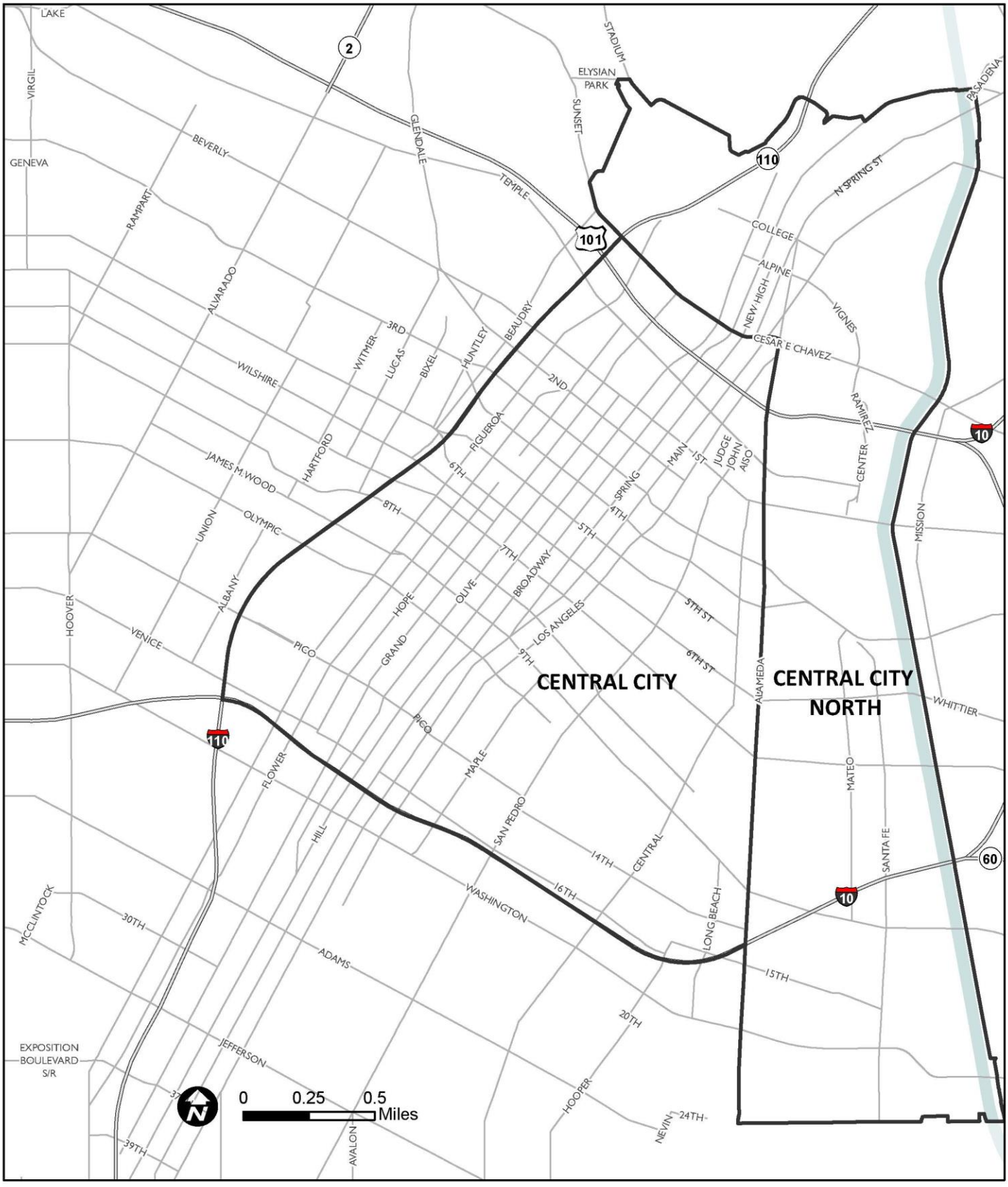


# Appendix M

Utilities

# Summary Utility Demand Estimates
(Prepared by Rincon Consultants, Inc.)

## I. Wastewater

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Wastewater Generation Rate (gpd/unit) | Wastewater Generation (gpd) |
|---|---|---|---|
| **Existing** | | | |
| Single-family[1] | 6,733 du | 155.1 | 1,044,288 |
| Multi-family[1] | 26,932 du | 149.1 | 4,015,561 |
| Commercial | 154,674 jobs | 64.4 | 9,961,006 |
| Industrial | 29,126 jobs | 132.4 | 3,856,282 |
| Public Facilities | 35,084 jobs | 50 | 1,754,200 |
| **Total** | | | **20,631,338** |
| **With Downtown Plan** | | | |
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 126,540 du | 137.9 | 17,450,000 |
| Commercial | 249,279 jobs | 59.8 | 14,907,000 |
| Industrial | 33,735 jobs | 123 | 4,150,000 |
| Public Facilities | 21,716 jobs | 46.4 | 1,008,000 |
| **Total 2040 with Downtown Plan Wastewater Generation** | | | **38,485,000** |
| **Alternative 1** | | | |
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 89,962 du | 137.9 | 12,406,000 |
| Commercial | 229,638 jobs | 59.8 | 13,732,000 |
| Industrial | 33,163 jobs | 123 | 4,079,000 |
| Public Facilities | 26,633 jobs | 46.4 | 1,236,000 |
| **Total 2040 with Alternative 1 Wastewater Generation** | | | **32,425,000** |
| **Alternative 2** | | | |
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 120,246 du | 137.9 | 16,582,000 |
| Commercial | 237,249 jobs | 59.8 | 14,187,000 |
| Industrial | 33,373 jobs | 123 | 4,105,000 |
| Public Facilities | 26,464 jobs | 46.4 | 1,228,000 |
| **Total 2040 with Alternative 2 Wastewater Generation** | | | **37,074,000** |
| **Alternative 3** | | | |
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 131,949 du | 137.9 | 18,196,000 |
| Commercial | 240,909 jobs | 59.8 | 14,406,000 |
| Industrial | 96,383 jobs | 123 | 11,855,000 |
| Public Facilities | 26,464 jobs | 46.4 | 1,228 |
| **Total 2040 with Alternative 3 Wastewater Generation** | | | **46,657,000** |
| **Alternative 4** | | | |
| Single-family Residential | 6,733 du | 144.3 | 972,000 |
| Multi-family Residential | 52,361 du | 137.9 | 7,221,000 |
| Commercial | 169,955 jobs | 59.8 | 10,163,000 |
| Industrial | 51,689 jobs | 123 | 6,358,000 |
| Public Facilities | 56,795 jobs | 46.4 | 2,635,000 |
| **Total 2040 with Alternative 4 Wastewater Generation** | | | **27,348,513** |

**NOTES:**

du = dwelling unit (2017 baseline numbers actually represent households, which is slightly different than dwelling units insofar as households do not include vacant units. For consistency, the unit of measurement for households is denoted as dwelling units).

gpd – gallons per day

sf – square feet

Totals may not add up due to rounding.

1. For existing scenario, single-family and multi-family units were estimated by assuming that 20 percent of total household units are single-family and 80 percent are multi-family.

**SOURCE:** Wastewater is assumed to be 100% of indoor water use. Per Exhibit 2D of the 2015 UWMP, indoor water use constitutes the following percentages of overall water use: Residential single family – 46%; Residential multi-family – 68%; Commercial – 76%; Industrial – 98%; and Government – 59%. Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

## II. Water

| Land Use | Dwelling Units or Jobs in Plan Area | Daily Water Use Rate (gpd/unit) | Daily Water Demand (gpd) | Annual Water Demand (afy) |
|---|---|---|---|---|
| **Existing** | | | | |
| Single-family[1] | 6,733 du | 337.2 | 2,270,368 | 2,543 |
| Multi-family[2] | 26,932 du | 219.3 | 5,906,188 | 6,616 |
| Commercial | 154,674 jobs | 84.7 | 13,100,888 | 14,675 |
| Industrial | 29,126 jobs | 135.1 | 3,934,923 | 4,408 |
| Public Facilities | 35,084 jobs | 84.7 | 2,971,615 | 3,329 |
| **Total** | | | **28,183,980** | **31,570** |
| **With Downtown Plan** | | | | |
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,000 |
| Multi-family Residential | 126,540 du | 202.8 | 25,662,000 | 29,000 |
| Commercial | 249,279 jobs | 78.7 | 19,618,000 | 22,000 |
| Industrial | 33,735 jobs | 125.5 | 4,234,000 | 5,000 |
| Public Facilities | 21,716 jobs | 78.7 | 1,709,000 | 2,000 |
| **Total 2040 with Downtown Plan Water Demand** | | | **53,336,000** | **60,000** |
| **Alternative 1** | | | | |
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 89,962 du | 202.8 | 18,244,000 | 20,436 |
| Commercial | 229,638 jobs | 78.7 | 18,072,000 | 20,244 |
| Industrial | 33,163 jobs | 125.5 | 4,162,000 | 4,662 |
| Public Facilities | 26,633 jobs | 78.7 | 2,096,000 | 2,348 |
| **Total 2040 with Alternative 1 Demand** | | | **44,688,000** | **50,057** |
| **Alternative 2** | | | | |
| Single-family Residential | 6,733 | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 120,246 du | 202.8 | 24,386,000 | 27,316 |
| Commercial | 237,249 jobs | 78.7 | 18,671,000 | 20,915 |
| Industrial | 33,373 jobs | 125.5 | 4,188,000 | 4,691 |
| Public Facilities | 26,464 jobs | 78.7 | 2,083,000 | 2,333 |
| **Total 2040 with Alternative 2 Demand** | | | **51,441,000** | **57,622** |
| **Alternative 3** | | | | |
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 131,949 du | 202.8 | 26,759,000 | 29,974 |
| Commercial | 240,909 jobs | 78.7 | 18,960,000 | 21,237 |
| Industrial | 96,383 jobs | 125.5 | 12,096,000 | 13,549 |
| Public Facilities | 26,464 jobs | 78.7 | 2,083,000 | 2,333 |
| **Total 2040 with Alternative 3 Demand** | | | **62,010,000** | **64,461** |
| **Alternative 4** | | | | |
| Single-family Residential | 6,733 du | 313.8 | 2,113,000 | 2,367 |
| Multi-family Residential | 52,361 du | 202.8 | 10,619,000 | 11,895 |
| Commercial | 169,955 jobs | 78.7 | 13,375,000 | 14,982 |
| Industrial | 51,689 jobs | 125.5 | 6,487,000 | 7,266 |

| | | | | |
|---|---|---|---|---|
| Public Facilities | 56,795 jobs | 78.7 | 4,470,000 | 5,007 |
| **Total 2040 with Alternative 4 Demand** | | | **37,064,000** | **41,517** |

**NOTES:**

du - dwelling units

gpd – gallons per day

afy – acre feet per year (1 af = 325,850 gallons)

Totals may not add up due to rounding.

1. Single-family and multi-family units were estimated by assuming that 20 percent of total household units are single-family and 80 percent are multi-family.

2. Rates for multi-family residential include 0.3 gal/unit for landscaping, per Exhibits 2H and 2K of the 2015 UWMP

**SOURCE:** Water demand rates for existing uses were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit2H (LADWP 2016a). Water demand rates for all other scenarios were obtained from the LADWP's 2015 Urban Water Management Plan (UWMP), Exhibit 2K (LADWP 2016a). Per the UWMP, per unit water demand is forecast to decline over time; the forecast 2040 rates are assumed to apply to new development.

## III. Solid Waste

| Land Use | Dwelling Units (du) or Jobs in Plan Area | Annual Waste Generation Rate | Annual Waste Generation (tons) | Daily Waste Generation (tons) |
|---|---|---|---|---|
| **Existing** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 26,932 du | 0.46 ton/du | 12,389 | 34 |
| Commercial | 105,376,578 sf | 3.01 ton/1,000 sf | 317,183 | 869 |
| Industrial | 40,101,581 sf | 1.24 ton/1,000 sf | 49,726 | 136 |
| Public Facilities | 3,865,922 sf | 0.93/1,000 sf | 3,595 | 10 |
| **Total** | | | **390,771** | **1,071** |
| **With Downtown Plan** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 126,540 du | 0.46 ton/du | 58,208 | 159 |
| Commercial | 199,504,737 sf | 3.01 ton/1,000 sf | 600,509 | 1,645 |
| Industrial | 76,758,424 sf | 1.24 ton/1,000 sf | 95,180 | 261 |
| Public Facilities | 45,730,208 sf | 0.93 ton/1,000 sf | 42,529 | 117 |
| **Total 2040 Downtown Plan Area Solid Waste Generation** | | | **804,305** | **2,204** |
| **Alternative 1** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du | 7,878 | 22 |
| Multi-family Residential | 26,932 du | 0.46 ton/du | 41,383 | 113 |
| Commercial | 105,376,578 sf | 3.01 ton/1,000 sf | 595,515 | 1,632 |
| Industrial | 40,101,581 sf | 1.24 ton/1,000 sf | 95,198 | 261 |
| Public Facilities | 3,865,922 sf | 0.93/1,000 sf | 42,529 | 117 |
| **Total 2040 Alternative 1 Solid Waste Generation** | | | **782,502** | **2,144** |
| **Alternative 2** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du | 7,878 | 22 |
| Multi-family Residential | 120,246 du | 0.46 ton/du | 55,313 | 152 |
| Commercial | 202,938,587 sf | 3.01 ton/1,000 sf | 610,845 | 1,674 |
| Industrial | 72,516,161 sf | 1.24 ton/1,000 sf | 89,920 | 246 |
| Public Facilities | 45,730,208 sf | 0.93/1,000 sf | 42,529 | 117 |
| **Total 2040 Alternative 2 Solid Waste Generation** | | | **806,485** | **2,210** |
| **Alternative 3** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 131,949 du | 0.46 ton/du | 60,697 | 166 |
| Commercial | 203,261,906 sf | 3.01 ton/1,000 sf | 611,818 | 1,676 |
| Industrial | 110,876,964 sf | 1.24 ton/1,000 sf | 137,487 | 377 |
| Public Facilities | 45,730,208 sf | 0.93/1,000 sf | 42,529 | 117 |
| **Total 2040 Alternative 3 Solid Waste Generation** | | | **806,409** | **2,357** |
| **Alternative 4** | | | | |
| Single-family Residential | 6,733 du | 1.17 ton/du[1] | 7,878 | 22 |
| Multi-family Residential | 52,361 du | 0.46 ton/du | 24,086 | 66 |
| Commercial | 107,372,768 sf | 3.01 ton/1,000 sf | 323,192 | 885 |
| Industrial | 125,352,077 sf | 1.24 ton/1,000 sf | 155,437 | 426 |
| Public Facilities | 36,561,904 sf | 0.93/1,000 sf | 34,003 | 93 |
| **Total 2040 Alternative 4 Solid Waste Generation** | | | **544,595** | **1,492** |

**NOTES:**

du - dwelling units

sf - square feet

lbs - pounds

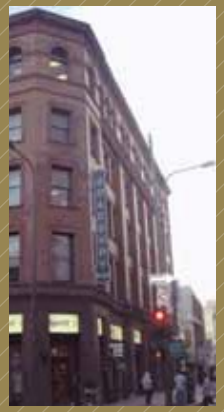
Totals may not add up due to rounding.

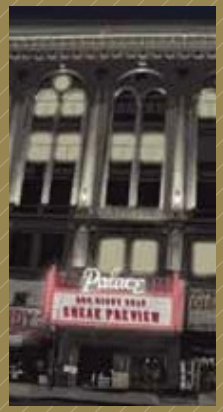
1. Converted from CalEEMod default data of 0.41 tons/resident, assuming a persons per unit rate of 2.86 for City of Los Angeles (California Department of Finance (DOF). 2018. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 2019))

**SOURCE:** CalEEMod Land Use SubType

# Appendix N

Updated Broadway CDO





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CPC Approval: X X, XX

CITY OF LOS ANGELES PLANNING DEPARTMENT

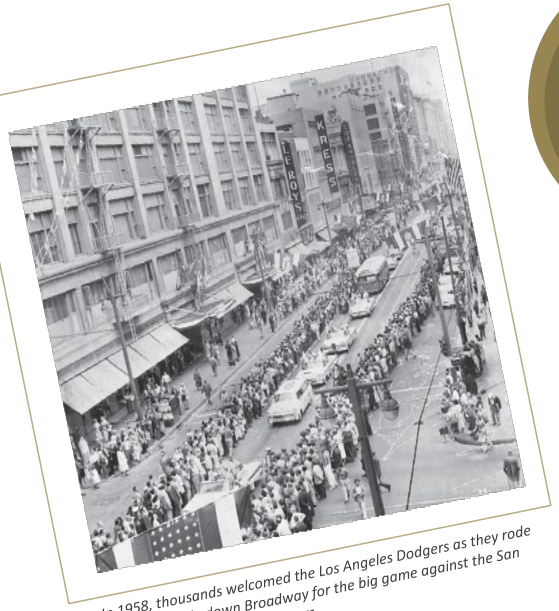
# BROADWAY

## Theater and Entertainment District

# DESIGN GUIDE

*A Part of the General Plan City of Los Angeles*
*(General Plan)*

# Table of Contents




In 1958, thousands welcomed the Los Angeles Dodgers as they rode in a motorcade down Broadway for the big game against the San Francisco Giants at the Coliseum.

1903 "La Fiesta de las Flores" (flower celebration) parade on Broadway.

## Section 1: Introduction

### Broadway Design Guide Overview

*Broadway Design Guide Boundaries* ..... 4
*Broadway Setting* ..... 4
*Design Guide Goals and Objectives* ..... 5
*Design Principles* ..... 6

### Relevance to Other Plans

*General Plan Framework & Existing Downtown Community Plan* ..... 7
*City Center Redevelopment Plan* ..... 7

## Section 2: Administrative Procedures

### Project Threshold

*Broadway Design Guide Project* ..... 9

### General Procedures

*Coordination with the Department of City Planning Office of Historic Resources* ..... 9

### Application Progress

*Project Applications* ..... 9
*Procedures for Permit Clearances* ..... 10
*Definitions* ..... 10

## Section 3: Design Guidelines and Standards

### Rehabilitation of Historic Structures

**Building Articulation and Details** ..... 12
*1. Façade Improvements* ..... 12
*2. Building Form* ..... 13
*3. Building Additions* ..... 13
*4. Corporate Identity Architecture* ..... 13

*5. Roof Lines* ..... *14*
*6. Entry Treatments* ..... *14*
*7. Storefronts* ..... *15*
*8. Windows* ..... *16*
*9. Facades, Exterior Surface Materials & Color* ..... *17*
*10. Lighting* ..... *17*
*11. Awnings and Canopies* ..... *19*
**Appurtenances** ..... 20
*12. Security Grilles* ..... *20*
*13. Utilities, Mechanical Equipment, Trash Containers & Loading* ..... *20*
*14. Sidewalk Dining Enclosures* ..... *20*
*15. Wireless Telecommunication Facilities* ..... *21*

**Rehabilitation of non-Historic Structures**

**Site Orientation** ..... 22
*1. Setbacks* ..... *22*
*2. Storefront Orientation* ..... *22*
**Building Articulation and Details** ..... 22
*3. Building Form* ..... *22*
*4. Building Additions* ..... *23*
*5. Corporate Identity Architecture* ..... *23*
*6. Entry Treatments* ..... *24*
*7. Storefronts* ..... *24*
*8. Façades, Exterior Surface Materials & Colors* ..... *25*
*9. Lighting* ..... *25*
*10. Awnings and Canopies* ..... *26*
*11. Graffiti* ..... *27*
**Appurtenances** ..... 27
*12. Security Grilles* ..... *27*
*13. Utilities, Mechanical Equipment, Trash Containers & Loading* ..... *27*
*14. Sidewalk Dining Enclosures* ..... *28*
*15. Wireless Telecommunication Facilities* ..... *28*

**New Construction**

**Site Planning** ..... 29
*1. Respecting the Historic Context* ..... *29*
*2. Building Orientation and Frontage* ..... *30*
*3. Setbacks* ..... *30*
*4. Open Space* ..... *30*
*5. Corporate Identity Architecture* ..... *31*
**Building Articulation and Details** ..... 32
*6. Building Scale and Massing* ..... *32*
*7. Building Articulation* ..... *32*
*8. Entry Treatments* ..... *33*
*9. Storefronts* ..... *33*
*10. Windows* ..... *34*
*11. Façades, Exterior Surface Materials & Colors* ..... *34*
*12. Lighting* ..... *35*
*13. Awnings and Canopies* ..... *35*
**Appurtenances** ..... 36
*14. Security Grilles* ..... *36*
*15. Utilities, Mechanical Equipment, Trash Containers & Loading* ..... *36*
*16. Sidewalk Dining Enclosures* ..... *36*
*17. Wireless Telecommunication Facilities* ..... *37*
**Parking &Parking Structure Design** ..... 37

**Landscaping**

*Landscaping* ..... *38*

**Sustainability**

*Sustainability Standards* ..... *39*

**Appendix A.** Broadway Historic Resources ..... 41
**Appendix B.** Architectural Elements Dictionary ..... 44

## Section 1: Introduction

The Broadway Theater and Entertainment District Design guide (Broadway Design guide or Design guide) provides guidelines and standards for development projects along Broadway between 2nd street and Olympic Boulevard in Downtown Los Angeles. The intent of the Broadway Design guide is to provide guidance and direction in the rehabilitation of existing structures and the design of new buildings to improve the appearance, enhance the identity and promote the pedestrian environment of the Broadway corridor and to encourage the development of a regional entertainment district centered around its twelve historic theaters.

### Broadway Design Guide Overview



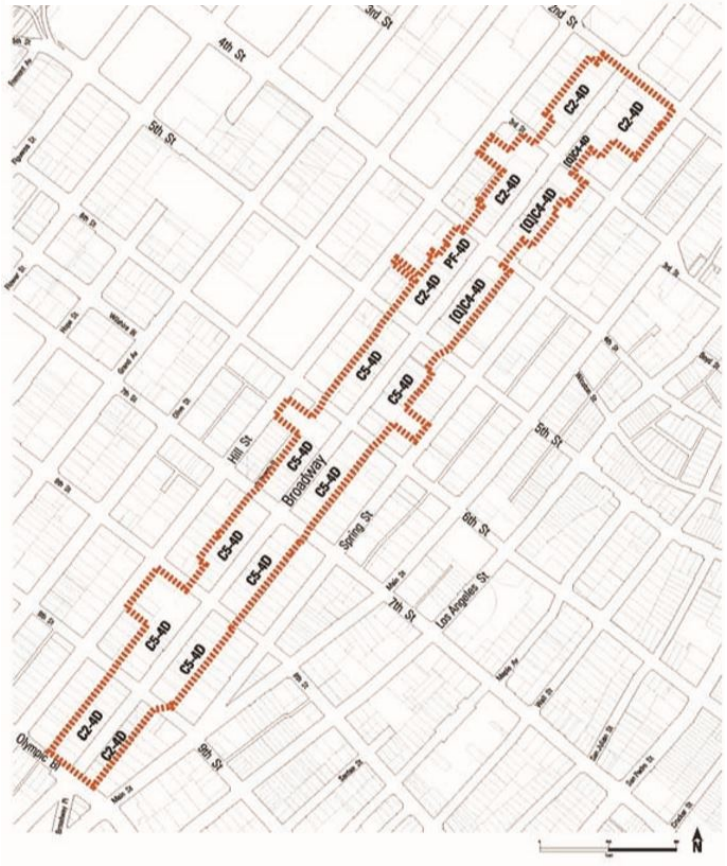
This document has been developed as part of a public-private partnership between the City of Los Angeles, Broadway property owners and the Downtown community. During 2008 and early 2009, a working group of Downtown and Broadway stakeholders helped develop these guidelines with the goal to create a vibrant corridor with entertainment, cultural and retail amenities that will complement and connect the various Downtown districts and activity centers. Subsequent workshops and open houses have involved broader segments of the Downtown community in this process. These guidelines reflect community goals for a lively, attractive, pedestrian-oriented Broadway that encourages entertainment, theater, and retail uses; preserves the historic architecture of the corridor; and activates the upper floors of existing buildings. These guidelines also support community aspirations for a true entertainment hub, with theaters, dining, shopping and inviting public spaces.

Guidelines for the Historic Core were developed over time with the input of a large number of stakeholders. Those documents, specifically, the Historic Downtown Los Angeles Design Guidelines (2002) and the Historic Downtown Los Angeles Building Facades Lighting Master Plan (2005) served as the basis for these guidelines.

### Broadway Design Guide Boundaries

The boundaries affected by the Broadway Design guide are shown on the map in **Figure 1**. The guidelines and standards of the Broadway Design guide apply to commercially designated parcels on the portion of Broadway generally bounded by Second Street to the north and Olympic Boulevard to the south. This boundary encompasses the six blocks of the Broadway Theater and Commercial District which is a national Register Historic District.

*Figure 1: Broadway Design Guide Boundary*




**Broadway Setting**

From the turn of the century through the 1930s, crowds of Angelenos and tourists were attracted to this lively stretch of Broadway to enjoy the entertainment and shopping offered in this theater and retail district. Broadway was a bustling street of constant activity with street cars, major department stores, film and vaudeville theaters and office space for professionals. Vaudeville first arrived on the scene in the early 1900s. Two leading vaudeville circuits located their theaters on Broadway — the Orpheum and the Pantages — securing Broadway as Downtown's entertainment center. Beginning in the 1910s, a number of grand movie palaces also made their home on Broadway.

Architecturally, Broadway contains some of the best examples of commercial and theater architecture in southern California and, for structures of this type, constructed during this period, display a progressive design aesthetic. The tall commercial buildings, including the first Broadway department store and the flagship stores for Bullocks, the May Company and the fifth street store, were built in a variety of classical styles. The theater architecture was more flamboyant and offered an environment of escape for audiences. The variety of architectural styles contributes to the unique character of Broadway.

The great era of movie-palace building on Broadway lasted until 1931, and ended as a result of the great Depression. The street remained a center for shopping and entertainment until the World War II era when many of the district's patrons and a majority of the City's urban dwellers moved to the suburbs. Suburban movie theaters, department stores and shopping centers developed in the suburban areas to serve their needs which resulted in a change in patronage along Broadway. As the market changed, the theaters and department stores converted to other uses or began to close, and historic storefronts were removed or altered. Currently, Broadway's commercial street frontage is lined with small, active retail establishments but lacks the kind of complementary night-time uses necessary to support the sustained reuse of the corridor's historic theaters. Although several historic theaters and structures have been rehabilitated, the theaters and upper stories of many of the buildings are still significantly underused. Specifically, attempts to attract consistent programming to the theaters have been undermined by the lack of complementary night-time uses.

### Design Guide Goals and Objectives

The goal of the Broadway Design guide is to ensure that development reflects the overall vision of a cohesive, pedestrian-friendly and vibrant entertainment, commercial and mixed-use district. Additionally, by encouraging a mix of retail, services, office uses, entertainment uses and housing, the Design guide can help generate concentrations of pedestrian activity to support both transit and an active street environment. The Design guide can ensure that storefronts and building façades invite the pedestrian and maintain visual continuity. This can be achieved through a consistent streetwall at the property line, with appropriate recesses for entrances; adequate transparency; appropriate signage; increased landscape detailing (as appropriate) and protection of historic structures.

The design guidelines and standards presented for new construction are flexible in application, providing direction for design treatment without mandating one particular architectural style or form. The implementation of these guidelines ensures that each project contributes to a more functional, walkable, and appealing district, while enhancing the designated national Register Historic District. In this way, improvements to individual properties can, over time, enhance the function of Broadway as a regional cultural and entertainment district and social center.

The Broadway Design guide provides design guidelines and standards intended to promote and enhance the identity of the District. Specifically, the goals of the Design guide are to:

- Create a recognizable and attractive entertainment district on Broadway that enlivens the corridor, serves as a regional entertainment draw and encourages the reuse of its numerous historic theaters;
- Promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows and tourism;
- Encourage the location of entertainment-related uses in the district, including, but not limited to: restaurants, cafes, hotels, bars, cabarets, clubs, museums, and live theater to create a cohesive entertainment district that is anchored by the corridor's historic theaters;
- Encourage reuse of all historic buildings on Broadway for entertainment, retail, commercial, office, residential and other appropriate uses;
- Encourage development patterns and a mix of uses that contribute to a pedestrian-friendly environment on Broadway and promote an active street life 24 hours a day, with an emphasis on night-time and entertainment uses for residents, workers, visitors and tourists;
- Encourage pedestrian-oriented and visitor-serving uses during the evening hours to expand activity centers within Downtown and create better, safer linkages among Downtown districts;

- Preserve architecturally significant buildings by ensuring appropriate rehabilitation of those buildings that contribute to the Broadway Theater and Commercial National Register Historic District, in accordance with Secretary of the Interior's Standards for Rehabilitation.
- Provide guidelines for appropriate design of infill development that will be complementary to and enhance the Broadway Theater and Commercial national Register Historic District;
- Ensure that any potential infill projects maintain the urban form of Broadway, in particular, by reinforcing the existing streetwall;
- Promote projects that are designed to ensure compatibility among the wide range of uses encouraged in the district and which incorporate measures that help diminish noise, improve energy efficiency and mitigate other potential impacts;
- Promote outdoor dining, including sidewalk dining on the ground floor and reuse of basements and upper floors, including the roof, as appropriate;
- Encourage development that contributes to the safety and comfort of Downtown residents and visitors.



### Design Principles

The Broadway Design guide is based upon the following principles: Activity, Context, Compatibility, Interest, Quality, Maintenance and Sustainability.

**1. Activity.** Good building and site design is integral to a thriving and animated pedestrian-oriented, mixed-use district. By facilitating an active street interface in new and existing buildings, design guidelines play an essential role in encouraging pedestrian activity, invigorating commercial uses and creating a safe and pleasant environment. Inviting storefronts, paseos, arcades, plazas, sidewalk dining, and attractive pedestrian-oriented signage promote sidewalk activity. Encouraging new and viable uses for the district's under-used theaters and other historic buildings will help transform the area into a vibrant, 24-hour cultural and entertainment hub.

**2. Context.** Design guidelines and standards provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent and physical site data of the surrounding district. Successful district projects help positively reinforce the identity of the Broadway Corridor by considering its context. Projects should contribute to the aesthetic and physical character of Broadway. Infill developments fit into the existing context by continuing the prevailing streetwall and paying particular attention to massing, façade articulation and site planning. Guidelines and standards, along with discretionary review, will ensure compatibility with the designated national Register Historic District while permitting creativity for new infill development.

**3.) Compatibility.** Projects should promote compatibility with its surroundings, both with respect to design and use. Additionally, when feasible and consistent with preservation goals, projects should incorporate design features that improve compatibility amongst a wide range of uses. Project applicants should consider rehabilitation techniques that help diminish noise, improve energy efficiency and mitigate other potential impacts. For example, the use of storm windows when rehabilitating a historic structure can serve both to attenuate sound and improve energy efficiency.

**4.) Interest.** Architectural and landscape detailing that is attractive to pedestrians can help improve the appeal and identity of the Broadway Corridor. This detailing includes storefront ornamentation, reduction of blank walls, and the appropriate variation of scale, color and texture. Guidelines and standards based upon this principle address wall surfaces, awnings, signage, architectural treatments, the provision of consistent setbacks and ground floor transparency.

**5.) Quality.** As new development occurs within the district, it must positively contribute to the overall visual identity of the Broadway Corridor. Broadway's visual appearance can be enhanced by the use of quality building materials, attention to design details, limitations on signs (size, location, number), and increased landscaping and maintenance.

**6.) Maintenance.** The proper maintenance of historic structures is an overarching principle promoted within this Design guide and will contribute to the overall attractiveness and vibrancy of the area. Building materials such as terra cotta, masonry, wood, metal, tile and terrazzo should be properly cleaned and maintained as a primary means of preserving important historic features and preventing further building deterioration. Proper drainage should be provided to prevent water from damaging surfaces. Appropriate methods prescribed in recognized preservation guidelines should be employed.

The application of protective coatings to preserve restoration work is encouraged. Please refer to section 8104 of the Los Angeles Building Code for Basic Maintenance and Repair of Existing Buildings and Premises for local maintenance regulations. Additionally, the U.S. Department of the Interior's National Park service Historic Preservation Briefs are available for guidance on preserving, rehabilitating, and restoring historic buildings online at: https://www.nps.gov/tps/how-to-preserve/briefs.htm

**7.) Sustainability.** The combination of old and new buildings on Broadway will add interest and richness to the urban fabric of Downtown. Rehabilitation of existing structures as well as new building construction present opportunities to integrate sustainable or "Green Building" concepts that reduce resource consumption and encourage natural systems for cooling, lighting and shading. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a benchmark for the design, construction, and operation of high performance green buildings. New construction projects are encouraged to meet LEED certification requirements and to comply with the City's Green Building Program, as applicable. Rehabilitation projects are also encouraged to incorporate as many green building standards as possible. Moreover, adaptive reuse reduces the amount of demolition and construction waste deposited in landfills and lessens unnecessary demand for energy and consumption of natural resources required to build new buildings. Reinvestment into the historic core is highly encouraged because it maximizes the energy embedded in buildings and infrastructure (i.e. roads, sewer lines, etc.).

## Relevance to other Plans

This Design guide will implement the general Plan framework and the Downtown Community Plan by helping to achieve the goals and objectives of the district, consistent with the general Plan. The Broadway Design guide is consistent with the Historic Downtown Los Angeles Design guidelines (2002).

### General Plan Framework & Existing Downtown Community Plan

The City of Los Angeles general Plan framework identifies focal points in each community that function as centers of activity and where new growth and development is expected to occur. The Broadway Design guide area is contained entirely within the boundary of the Downtown Community Plan Area, which is designated in the general Plan framework as the "Downtown Center." The Downtown Center is considered an international center for finance and trade that serves the five county metropolitan region and encourages considerable density and floor area ratios up to 13.0:1 (high-rise residential towers, financial institutions and corporate headquarters). It is also the primary economic, governmental and social center of Los Angeles. The largest government center in the region, the Downtown Center is also the location of the region's major cultural and entertainment facilities and its principal transportation hub.

As the primary center of urban activity for the Los Angeles region, the Downtown Center's development should reflect a high design standard and host a variety of uses. Additionally, downtown's visitors and growing residential population should benefit from street activation and enhanced public safety as a result of future downtown development. Promoting the rehabilitation of Broadway's rare collection of historic theaters, the Downtown Community Plan also supports the corridor's revitalization and establishment as a regional, night-time, entertainment district, with night clubs, bars and restaurants that contribute to an active, 24-hour downtown. The revitalization of Broadway is consistent with the goals of the general Plan framework and the Downtown Community Plan to expand and reinforce the distinct districts of downtown and to eventually link pockets of activity via vibrant, pedestrian friendly streets. This Design guide aims to foster a Broadway that lives up to the vision in the General Plan Framework and to be consistent with the previously stated goals and objectives.



### City Center Redevelopment Plan

The Broadway Design guide area also lies within the City of Los Angeles Community Redevelopment Agency (CRA) City Center Redevelopment Project area **(refer to Figure 2, on page 8)**.

The CRA has identified the City Center as a redevelopment area for focused efforts to counter blighted conditions and foster redevelopment through various revitalization efforts. Its goal is to encourage developments that are consistent with the character of Central City, and that enhance the community's overall image. Among its several goals, the City Center Redevelopment Plan aims to:

- Eliminate and prevent the spread of blight and deterioration;
- Rehabilitate and redevelop the project area;

- further the development of Downtown as the major center of the Los Angeles metropolitan region;
- Promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the project area's tax base; and
- Preserve key landmarks which highlight the history and unique character of the City.

*These particular goals echo the spirit and intent of the Broadway Design Guide guidelines and standards in reinforcing a blend of old and new and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.*

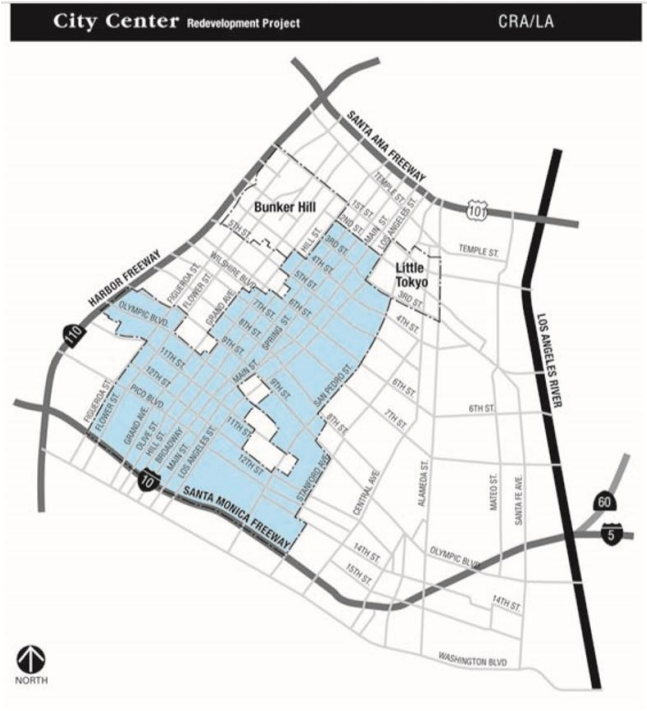



*Figure 2: City Center Redevelopment Project area*

# Section 2: Administrative Procedures

## Project Thresholds

General regulations pertaining to the function and administration of the Broadway Design guide will be consistent with those of the Community Design overlay Zones as outlined in Section 8.2.5 of the Los Angeles Municipal Code (LAMC). A project within the Design guide boundary is defined in section 8.2.5 of the LAMC. Consistent with that section, the following project definition and exemptions apply specifically to the Broadway Theater and Entertainment District Design guide:

### Broadway Design Guide Project

The following constitutes a project: The erection, construction, addition to, or exterior alteration to any building or structure within the boundary area of the Broadway Design guide including wall signs, window signs, canopies/awnings, façade alterations, the addition of roof equipment, and significant landscaping.



These guidelines and standards apply to all projects located in whole or in part within the Broadway Theater and Entertainment District boundary area-regardless of the proposed or existing use (residential, commercial, industrial).

All Projects within the Broadway Design guide boundary area should comply with the guidelines and standards of this Design guide.

### Exemptions

A project does not include the following: (a) construction that consists solely of interior remodeling or interior rehabilitation or repair work and (b) alterations of, including structural repairs, or additions to any existing building or structure façade that does not front a public street, and in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and safety. (The exemption does not apply if the alterations or additions are to any exterior wall fronting a public street.)

All applicants proposing a project within the boundaries of the Broadway Design guide will file an application with the Department of City Planning at one of its public counters, in accordance with section 8.2.5, after a consultation with Community Planning staff. Applicants will find more details on the project review process below. The Department of City Planning will coordinate Design guide applications with the following City entities as a part of the project compliance review process:

## General Procedures

### Coordination with the Department of City Planning Office of Historic Resources (OHR)

All designated Historic Cultural Monuments (HCMs) and properties listed in or determined eligible for the national Register of Historic Places (Appendix A) will be reviewed by the Office of Historic Resources for compliance with the Secretary of Interior's Standards.

## Application Process

### Project Applications

All Broadway Design guide projects require the submittal of an application, referred to as a "Design Overlay Plan," which includes plans and materials as defined in section 8.2.5 of the Los Angeles Municipal Code. The Director of Planning may require additional documents or materials as deemed necessary. Prior to the issuance of a building permit, projects will be reviewed by the Director of Planning for compliance with these design guidelines and standards, per the procedures established in section 8.2.5 of the LAMC regarding Director Determinations.

For projects involving historic resources, staff may require that a historic assessment or some other appropriate evaluation, as determined by staff, be conducted by an approved historic consultant.

A historic assessment will be required when necessary to assist staff in evaluating a project's impacts on historic resources. Such an assessment may also be necessary for staff to make a determination about the feasibility of repairs. The Design guide guidelines encourage repair over replacement whenever feasible, a determination that will be made by staff, with the assistance of any necessary historic assessment.

### Procedures for Permit Clearances

Notwithstanding the procedures established in section 8.2.5 of the LAMC regarding CDO Director Determinations for all other projects, the Director of Planning may issue a Building Permit clearance for the following minor projects that **comply fully** with the Design guidelines and Development standards:

1. Signs
2. Landscaping totaling less than 20 square feet;
3. Modifications to a building façade that do not involve a decrease in storefront transparency and that do not involve a change in materials;
4. The installation of awnings or other non-permanent decorative features; or
5. The installation of mechanical equipment.

### Definitions

The following words and phrases, whenever used in this document, shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in sections of the LAMC.

**Arcade:** an arched or covered passageway, usually with shops on each side.

**Articulation:** Clear and distinct separation between design elements or sections of a building façade, including variation in detail, color and materials and modulation of wall planes.

**Awnings and canopies:** Awnings are usually made of cloth and are framed by wood or metal. Canopies are permanently affixed to buildings, are flat and constructed of solid materials.

**Baffle:** An artificial obstruction for deflecting the flow of sound or light.

**Bulkhead (or Base):** Base of the storefront between the sidewalk and the window.

**Forecourt:** A courtyard before the entrance to a building or group of buildings.

**Historic assessment:** A supplemental report that may be required by staff to determine the effects of a proposed project on a historic resource. Staff will determine the level of evaluation that will be required. Applicants will be required to engage a qualified historic consultant to prepare any such required evaluations.

**Mixed Use Project:** A development comprised of one or more building uses, such as retail space and residential space.

**Overdoor:** An ornamented carving, painting, or section of decorated woodwork over a doorway.

**Paseo or Pedestrian Walkway:** Walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

**Pedestrian orientation:** neighborhood design that incorporates design features and elements that are human scaled and can be used and enjoyed by pedestrians. An urban development pattern where buildings and landscaping are proportioned and located so that walking is safe, comfortable and inviting.

**Plant-ons (or architectural implantations):** Molding overlays that are attached to a building's exterior. Plant-ons typically project from the exterior wall and serve to accent a building feature. They are typically used to frame windows in order to create the appearance of recessed windows.

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

**Preservation:** Repair or renovation to a historic building that is sensitive to those features and characteristics that contribute to its historic significance.

**Prevailing Setback: (also see Property line):** The most commonly reoccurring line between the property line and the façade of the building on the same block or street frontage. Along Broadway, the prevailing setback in many cases coincides with the property line or is offset from the property line between 6 inches and 1 foot. For purposes of this plan, the main structural elements of a building must be located on the prevailing setback line to maintain the streetwall, while storefronts and building entryways may be recessed.

**Project:** The erection, construction, addition to, or exterior alterations to any building or structure within the boundary area of the Broadway Design guide including wall signs, window signs, canopies/awnings, façade alterations, the addition of roof equipment, and significant landscaping. A project does not include the following: (a) construction that consists solely of interior remodeling or interior rehabilitation or repair work and (b) alterations of, including structural repairs, or additions to any existing building or structure façade that does not front a public street, and in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as determined by the Department of Building and safety. (The exemption does not apply if the alterations or additions are to any exterior wall fronting a public street.).



**Property line (or lot line):** The line separating the lot from the street.

**Rehabilitation:** Rehabilitation generally refers to a method of treatment of historic structures that focuses on preserving existing historic fabric; repairing rather than replacing deteriorated components; replacing individual components rather than entire features and incorporating new features rather than historic recreations when adequate documentation is not available. Replacement of missing and/or deteriorated (too deteriorated to repair) elements generally requires use of in-kind materials. When in-kind materials are technically or economically infeasible, compatible substitute materials that convey the same form, design and overall visual appearance as the original may be considered.

**Restoration:** Restoration generally refers to a method of treatment of historic structures that focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods.

**Reconstruction:** Reconstruction generally refers to a method of treatment of historic structures that establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

**Setback:** The distance between the property line and the façade of the building.

**Sidewalk grade:** The level of the sidewalk abutting the façade of a building fronting a public right-of-way.

**Sign(s):** Please refer to Appendix C: sign Dictionary

**Streetwall (or street edge):** The vertical face of one or more buildings adjacent and parallel to the sidewalk. The cumulative façade effect created on a pedestrian oriented corridor when structures are built to the front lot-line and built to the edge of each side lot-line or the prevailing setback.

**Storefront Bay:** That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom. Sometimes storefronts are placed entirely within one storefront bay, usually in older structures. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

**Structural Bay:** Any division of a wall marked off by vertical supports.

**Tower:** A building or portion thereof that exceeds 150 feet in height.

## Rehabilitation of Historic Structures

The purpose of these guidelines is to ensure historic structures are rehabilitated in a sensitive manner and that those features that characterize a particular style or period are retained. The guidelines set forth in this section are intended to be consistent with and implement the Secretary of the Interior's Standards for Preservation and Rehabilitation of Historic Buildings.

The **key rules** for rehabilitation of an **historic building** are:

**1) repair rather than replace**

**2) uncover rather than mask**

Where new design elements, architectural features, and materials are required, they should be compatible with the historic character of the building, and not detract from its distinguishing qualities. Prior to modification, historic documentation of the building's original appearance and later alterations should be located.

Applicants are required to rehabilitate and preserve historic buildings; retain character defining features during rehabilitation, and consult historic photographs and other documentation of the building before commencing work.

Use conservative rehabilitation treatments that focus on preserving existing historic fabric; repairing rather than replacing deteriorated components; replacing individual components rather than entire features, and incorporating new features rather than historic recreations when adequate documentation is not available. Reintroduce the building base in cases where alterations have modified this important building element.

Replace elements or portions of elements that are missing or are too deteriorated to repair. If in-kind materials are technically or economically infeasible, compatible substitute materials that convey the same form, design and overall visual appearance as the original may be considered. Staff will determine when elements are too deteriorated to repair, in consultation with OHR and a qualified historic consultant.

*Restoring original design elements is encouraged.*

### Building Articulation and Details

#### *1. Façade Improvements*

**Guideline 1:** *Retain the building's original appearance and all character defining features.*

**Standard 1a:** Character defining features as shown in Appendix B, which articulate a building facade, should be repaired using in-kind materials.

**Standard 1b:** When a character defining feature is determined by review to be too deteriorated to be repaired, but the overall form and detailing are still apparent, replace them in-kind, identical form and materials) or with substitute material that conveys the same form, design and overall visual appearance as the original.

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**Standard 1c:** Character defining features, as illustrated in Appendix B should not be hidden behind displays, signage and/or building alterations and additions.

**Standard 1d:** Removing non-historic additions is encouraged to expose and restore the original design elements.

### *2. Building Form*

**Guideline 2:** *Preserve, repair and replace, as appropriate, building elements and features that are important in defining historic character (see "rehabilitation" in Section 2: Definitions for more details). Retain the original building continuity, rhythm and form created by these features, such as storefront pattern, structural bays, windows and doors, decorative metalwork, transom windows, glazing systems, clearstory windows, cornices etc. Also retain the traditional three-part configuration of most historic buildings-base, middle and top. Restore or reconstruct the building base in cases where alterations have modified this important element of the design.*



**Standard 2a:** Modifications or additions required to adapt a building for reuse should be designed to clearly differentiate between the historic and new and should be compatible with the overall scale, massing and design of the existing building.

**Standard 2b:** Retain previous alterations that have acquired their own historic significance, as determined by staff review, and are compatible with the remaining historic fabric (to be determined in consultation with a qualified preservation consultant).

**Standard 2c:** New additions and window and door openings should be located on a secondary façade.

### *3. Building Additions*

**Guideline 3:** *Additions should be of a scale and style that is compatible with existing development on the site and with adjacent structures. Building additions on historic buildings should comply with the Secretary of Interior's Standards for additions.*

**Standard 3a:** Provide roof forms on additions that are compatible with existing on-site development and are in keeping with the architecture of the historic structure.

**Standard 3b:** Provide fenestration on additions that is compatible with existing on-site development and is in keeping with the architecture of the historic structure.

**Standard 3c:** Utilize building materials on additions that are compatible with, yet distinctly different from, that of existing on-site development.

**Standard 3d:** Avoid making alterations to existing buildings that cover or obscure elements that might otherwise be desirable-such as a desirable exterior finish, fenestration or roof line-for the purpose of achieving uniformity.

**Standard 3e:** Any alterations or additions to existing buildings should maintain the prevailing setback (see section 2 Definitions) and reinforce the existing streetwall. Storefronts and building entryways may be recessed as long as the main structural elements are built to the front property line or the prevailing setback, whichever applies.

### *4. Corporate Identity Architecture*

**Guideline 4:** *Buildings in the District should contribute to the architectural integrity of the surrounding area. Buildings used for franchise restaurants, retail space or other formula commercial uses that traditionally have a pre-determined corporate architectural identity may not be compatible with these guidelines. In such cases, buildings should be redesigned so as to be consistent with the Design Guide design guidelines and development standards.*

*Corporate establishments should be designed to comply fully with the design guidelines and development standards.*

**Standard 4:** All projects, including those related to franchise or corporate establishments should be designed to comply fully with the design guidelines and development standards.

Corporate establishments should be designed to comply fully with the design guidelines and development standards.

### *5. Roof Lines*

**Guideline 5:** *Retain and preserve the existing roof lines and/or cornice(s) and any other decorative features of historic buildings.*

**Standard 5a:** Existing roof lines and cornices should not be altered. Whenever possible rehabilitate and/or restore the original roof line of altered structures.

**Standard 5b:** Roofs should be repaired with appropriate materials, in keeping with the architecture of the building, so as to ensure proper maintenance and reduce water damage or building deterioration.

**Standard 5c:** When a roof is too deteriorated to repair (as determined by review), but the overall form and detailing are still apparent, the replacement of the roof and its key features using compatible substitute material is encouraged.

**Standard 5d:** New rooftop features, such as skylights, that extend above the roof parapet should not be visible from the street at ground level. Set back all non-historic rooftop features from all street-facing facades.

**Standard 5e:** Roof top additions should be avoided whenever possible. However, if roof top addition(s) are necessary to reuse a historic building, then these additions should be set back from all façades and clearly differentiated.

**Standard 5f:** Use of existing roof tops for active uses or open spaces is encouraged. However, this reuse should not alter the existing roofline or any decorative feature of the historic roof. Any required safety railings or enclosures should be of an open framework or lattice design to maximize transparency. They should be set back to minimize visibility or impact on dominant roofline features and may be subject to review.

### *6. Entry Treatments*

**Guideline 6:** *Retain and preserve entryways and their character defining features such as doors, transoms, integral signage, bases, pilasters, and entablatures as shown in Appendix B.*

**Standard 6a:** Entryways should be repaired by using in-kind materials or through limited replacement using in-kind materials or a compatible substitute material, when there is extensive damage or missing parts of key features.

**Standard 6b:** The replacement of an entryway using compatible substitute material is encouraged when an entryway is too deteriorated to repair, but the overall form and detailing are still apparent.

**Standard 6c:** New entryways may be added as required for a new use, provided these entryways preserve the overall historic character of the building and do not eliminate existing historic storefronts or detract from character defining features.

**Standard 6d:** Features of theater entrances, including ticket kiosks and poster display cases, should be retained; in-filling of theater entrances is inappropriate. Adaptation of existing public assembly places and/or theaters for live performances is strongly encouraged. If such use of a theater is not viable, then other uses are encouraged, as long as all associated physical characteristics are retained. Ticket kiosks can be adapted for other uses, including, display windows, restaurant busing stations, flower stands or newsstands, to be consistent with corridor-wide rehabilitation and preservation efforts.

**Standard 6e:** Highlighting historic building main entrances with canopies or awnings, lighting, planters, or other distinguishing enhancements is encouraged.

**Standard 6f:** Locate new service areas and loading docks on secondary facades whenever feasible.

*Retain and preserve entryways and their character defining features.*

## *7. Storefronts*

**Guideline 7:** *Preserve, repair and highlight storefronts and their character defining features such as doors, transoms, sidelights, windows, pilasters, entablatures, bay divisions and bases.*

**Standard 7a:** Retain or reconstruct the historic storefront configuration: door location, display window dimensions, transoms windows, historic signage (where applicable and appropriate), historic materials and details.

**Standard 7b:** Repair or reconstruct deteriorated storefront elements: broken or missing glazing, metal windows, doors and their frames, wood windows, decorative metalwork, ornamental plaster, terra cotta, and cast stone. Replace in-kind (identical form and material) repetitive elements or portions of elements that are too deteriorated to repair, as determined by review.

**Standard 7c:** When a storefront is too deteriorated to repair, as determined by review, but the overall form and detailing are still apparent, the replacement of a storefront using compatible substitute material is encouraged when in-kind materials are infeasible.

**Standard 7d:** Retention of sensitively installed alterations where historic fabric no longer exists is allowable.

**Standard 7e:** Construct new storefronts when the historic storefront is completely missing. The new storefront may be a replication-where there is adequate historical, pictorial or physical documentation available-or a new design which is compatible with the historic character of the building. Recreate storefronts based on documentation when possible, not conjecture.

**Standard 7f:** The design of the missing storefront or storefront details should be compatible with the size of the opening and the style of the building. Installation of typical storefront elements - base, display windows, and central entrance; vertical elements to define storefront bays; and a glazing system including sliding or swinging doors is encouraged, when the design is not known.

**Standard 7g:** Painting, mirroring, or tinting storefront or transom windows or entry glazing is discouraged. Tinting that is necessary to comply with energy and building code requirements may be appropriate.

**Standard 7h:** individual storefronts should not be used for storage or left empty without window displays.

**Standard 7i:** Locate interior mechanical equipment away from the storefront glazing.

**Standard 7j:** If dropped ceilings are installed, they should not be visible from the street and should not hide original architectural features.

**Standard 7k:** Merchandise displayed out-of-doors should be neatly exhibited within cases constructed to fit within recesses of storefronts and within the interior of the property line. Displays may encroach not more than three feet into the property line, with appropriate approvals from the Bureau of Engineering.

## *8. Windows*

**Guideline 8:** *Repair and maintain windows and character defining features such as the window frame, sash, muntin, glazing, hood mold, paneled or decorated jamb and molding.*

**Standard 8a:** Windows should be repaired whenever possible rather than replaced.

**Standard 8b:** Windows should be repaired by reinforcing historic materials and through limited replacement using compatible substitute material when there is extensive deterioration or missing parts of key features. Compatible alternatives that help attenuate noise and improve energy efficiency may also be considered (see note following this section and cross reference with section Vii: sustainability).

**Standard 8c:** When replacement is necessary, the window(s) should be replaced using compatible substitute materials and a design similar to that of the original window. If an exact match is not possible, then the window's color, finish, mullion and muntin configuration and profile, glass-to-frame ratio, and its frame depth, width, and details should be considered in selecting a replacement. Compatible alternatives that help attenuate noise and improve energy efficiency may also be considered (see note following this section and cross reference with section Vii: sustainability).

**Standard 8d:** filling in or altering the size of historic windows is strongly discouraged particularly on primary facades. If the alteration is to create a new entryway, refer to standard 6c.

**Standard 8e:** Window vents, fans, air conditioning units or any other equipment installed into a window should not project beyond the window on any facade and their number should be minimized.

**Standard 8f:** Windows should be comprised of non-tinted or reflective clear glass, which is free of temporary signage and/or other types of materials that may obstruct visibility. For new windows, low-E glazing for ultraviolet light control is encouraged. Clear mylar on ground floor windows is encouraged to protect against graffiti.

**Standard 8g:** The division of historic window frames is generally inappropriate. Removal of non-historic window frames is encouraged. *Note: Please refer to the U.S. Department of the Interior's National Park Service Historic Preservation Briefs for guidance on best practices for maintenance, repair, and/or installation of replacement windows, including double paned windows, available online at:* ***http://www.nps.gov/hps/tps/briefs/presbhom.htm.***



### *9. Façades, Exterior Surface Materials & Color*

**Guideline 9:** *Retain and preserve building exterior materials which contribute to the overall historic character of the building.*

**Standard 9a:** Exterior materials that have been historically unpainted should not be painted to create a new look. Unpainted masonry, brick, tile or terra cotta should not be painted (see Maintenance section under section 1 Design Principles).

**Standard 9b:** Whenever possible the original coat of paint, should not be removed. However, if an area is to be repainted, colors that are historically appropriate for the style of the building or which are characteristic of the district as a whole should be used.

**Standard 9c:** Colors used for an exterior building finish, plaster or paint should be consistent with the original color of the building based on historical documentation.

**Standard 9d:** Bright or intense colors should not be utilized unless consistent with the historical appearance of the building as shown in historical documentation.

**Standard 9e:** Exterior materials should be repaired by patching, piecing-in or consolidating the original material or by limited replacement with a compatible substitute material.

**Standard 9f:** If the overall form and detailing are still apparent and exterior materials are too deteriorated for repair, as determined by review, they should be replaced with a compatible substitute material.

**Standard 9g:** if adequate historical, pictorial and physical documentation is not available about the type of material used for a historic feature, then new materials compatible with the existing materials, color and finish should be used.

### *10. Lighting*

**Guideline 10:** *Retain and preserve existing historic lighting fixtures and/or incorporate new lighting into the building's overall design to accentuate character defining features and provide a safe pedestrian environment (refer to the Historic Downtown Lighting Guidelines for suggestions for individual buildings).*

**Standard 10a:** Whenever possible existing historic lighting fixtures should be preserved or rehabilitated and upgraded.

**Standard 10b:** New lighting fixtures should be compatible with the architectural design of the building.

**Standard 10c:** Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

*United Building shown as example of rehabilitated lighting fixtures.*

**Standard 10d:** Storefront illumination from within is encouraged both during and after business hours to the extent possible.

**Standard 10e:** All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare and/or be shielded so as to not spill light on adjoining properties.

**Standard 10f:** Downlighting that illuminates the storefronts and sidewalks for pedestrians is encouraged.

**Standard 10g:** Buildings should be highlighted through uplighting or accent lights placed on the façade where appropriate.

**Standard 10h:** Entry arches should be highlighted with accent lights that are integrated into columns, when appropriate.

**Standard 10i:** Architectural details should be highlighted with washlights or other appropriate lighting fixtures.

**Standard 10j:** Lower level columns should be accented by uplighting with spotlights mounted on appropriate floor ledges.

**Standard 10k:** Eaves or cornices should be highlighted with spotlights mounted on appropriate floor ledges.

**Standard 10l:** Architectural elements above pediments should be highlighted with accent lights on ledges below to uplight the top of the building façade.

**Standard 10m:** Downlights should be installed above entryways to accent main entries and doors and enhance pedestrian safety.

**Standard 10n:** Downlights should be installed above ground level windows to accent display windows and enhance pedestrian safety.

**Standard 10o:** Lighting that uses flashing, strobe, motion or multi-color elements is strongly discouraged unless consistent with the historic character of the structure.

**Standard 10p:** intense lighting which is used solely for advertising purposes is strongly discouraged.

**Standard 10q:** Awnings may not be backlit.

**Standard 10r:** Relighting of basements and illumination and/or rehabilitation of glass block in sidewalks is encouraged.

### *11. Awnings and Canopies*

**Guideline 11:** *Retain and preserve historic canopies or add new canopies or awnings, which do not detract from the historic character of a building. Awnings should be integrated with the architecture of the building (also see Signage Simplicity and Quality standards under Signs Section).*

**Standard 11a:** Canopies and awnings that are character defining features of a historic building should be restored and/or repaired. When there is extensive deterioration or missing parts of such key features, consider limited replacement with a compatible substitute material. Shiny, high-gloss materials are not permitted.

**Standard 11b:** Added awnings or canopies should not obscure character defining features.

**Standard 11c:** Canopies and awnings that span an entire building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway is encouraged.

**Standard 11d:** The valance on an awning may not be more than 16 inches tall.

**Standard 11e:** Standard awnings at street level may project up to 7 feet from the property line. At no point should the underside of the awning structure be less than 8 feet from the ground.

**Standard 11f:** Awnings above street level may project up to 3 feet beyond the property line.

**Standard 11g:** No items are permitted to hang from the awning.

**Standard 11h:** No trellis structures are permitted to be affixed above entryways and storefronts.

## Appurtenances

### *12. Security Grilles*

**Guideline 12:** *Use alternatives to solid roll down security grilles that are attached to building facades so as not to obscure storefront windows or create an inhospitable pedestrian atmosphere. Clear mylar on ground floor windows is encouraged to protect against graffiti.*

**Standard 12a:** Permanently affixed exterior security grilles or bars are prohibited. Stores should use alternatives such as interior security systems or vandal proof glazing which is resistant to impact.

**Standard 12b:** Interior, transparent security grilles are encouraged.

**Standard 12c:** Both interior and exterior security grilles should be constructed of a see-through, open weave, non-solid grate material that is at least 75-percent transparent. They should be integrated into the building and should not detract from or obscure character defining features.

**Standard 12d:** If exterior security grilles must be installed, the exterior security grilles should descend from above and awnings should be used to screen the mechanical housing for the security grilles.

**Standard 12e:** Exterior accordion-style and solid roll down security grilles are discouraged.

**Standard 12f:** Existing security grilles and bars, whether retractable or permanently affixed should be painted with a color that diminishes the appearance of such devices as viewed against the window.

### *13. Utilities, Mechanical Equipment, Trash Containers & Loading*

**Guideline 13:** *Preserve and retain significant visible character defining features of early mechanical equipment and, whenever possible, screen or enclose all other utilities, mechanical equipment, and trash containers.*

**Standard 13a:** New mechanical equipment and/or new distribution systems should be installed in a manner that does not interfere with any character defining features of the building. Required restaurant venting should be installed on the secondary façade to the greatest extent feasible and, be integrated with, and, not detract from, the character defining features, whenever possible.

**Standard 13b:** Window vents, fans, air conditioning units or any other equipment installed into a window should not project beyond any window on any facade and their number should be minimized.

**Standard 13c:** No other mechanical equipment (besides those listed in standard 13b) should be permitted in window or door openings facing public streets.

**Standard 13d:** Rooftop mechanical equipment should be screened and integrated with the architecture of the building.

**Standard 13e:** Screen all exterior rooftop and ground-level mechanical equipment, including HVAC equipment, exhaust fans and satellite dishes from public view.

**Standard 13f:** Locate enclosed trash containers and other service areas at the rear of structures or at the location that is most out of the view of the general public.

**Standard 13g:** Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building. The exterior wall may be screened with landscaping, so as not to be viewed from the public right-of way.



**Standard 13h:** Provide a separate enclosure for trash and recyclable materials.

**Standard 13i:** Service areas, such as those used for storage or maintenance, should be enclosed within a building.

**Standard 13j:** Screen or locate solar panels away from the public right-of-way to the extent possible.

### *14. Sidewalk Dining Enclosures*

**Guideline 14:** *Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.*

**Standard 14a:** Enclosures must utilize an open framework of transparent or lattice design elements. The materials and design should be decorative and coordinated with the structures on the site without detracting from the character defining features of the building.

**Standard 14b:** Swinging gates, cantilevered objects or any other obstructions that create an unsafe environment for the blind or physically disabled are discouraged and must meet any other regulations as deemed necessary by the Bureau of Engineering.

**Standard 14c:** Furnishings are limited to moveable chairs, tables, umbrellas, tarps and heaters. Plant material may be placed in moveable planting boxes.

**Standard 14d:** Moderately sized lighting fixtures may be permanently affixed to the front of the main building to light outdoor sidewalk dining areas.

### *15. Wireless Telecommunication Facilities*

**Guideline 15:** *Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.*

**Standard 15a:** Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

**Standard 15b:** Roof-top wireless facilities should be located in a manner that is least disruptive to the primary visible façade of the building. They should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

## Rehabilitation of non-Historic Structures

### Site Orientation

#### *1. Setbacks*

**Guideline 1:** *Encourage an inviting pedestrian environment and provide for streetwall continuity locating storefronts, entryways and pedestrian-serving uses at the property line abutting a public street or the prevailing setback, as applicable.*

**Standard 1a:** Any rehabilitation of an existing building should result in minimal breaks in the streetwall.

**Standard 1b:** Locate active, ground floor uses at the property line abutting a public street and/or a publicly accessible walkway to create a vibrant pedestrian realm.

**Standard 1c:** Ground floor uses should be located at front and side property lines or the prevailing setback, whichever applies.

Standard 1d: Architectural treatments and landscaping along the front property line that add visual interest and enhance the pedestrian environment are encouraged.

#### *2. Storefront Orientation*

**Guideline 2:** *Promote ease of pedestrian movement between stores and enhance the level of pedestrian activity by placing pedestrian entrances along the street for each business that fronts a public right-of-way.*

**Standard 2a:** Where paseos or pedestrian walkways exist, the walkways should be retained and improved with materials such as stamped concrete, brick, tile or some decorative paving surface.

**Standard 2b:** Street-facing building facades with expansive blank walls should be used to create storefronts and/or windows to further activate the ground floor and enhance the pedestrian environment.

### Building Articulation and Details

#### *3. Building Form*

**Guideline 3:** *The design of all buildings should be of a quality and character that improves community appearance and representative of an overall architectural theme. Buildings should be composed of forms that are compatible with existing historic buildings and employ attractive and complementary building materials and architectural features. The massing and proportion of buildings at ground level along the public right-of-way should be at a pedestrian scale.*

**Standard 3a:** Rooflines should be designed to be compatible with the building façade and to complement the surrounding area.

**Standard 3b:** Provide appropriate vertical and horizontal breaks in plane on all exterior building elevations that are compatible with and take cues from the historic buildings found on the corridor. This can be accomplished by fenestration, incorporation of architectural details or through a change in material. Windows and doors should not be flush with the plane of the building.

**Standard 3c:** Consider the retention of and creative integration into new infill development of a non-contributing building's surviving architectural features, including those revealed through renovations, partial demolition, or near full demolition. Such features may include fabric such as historic facades, partial facades, cornices, windows, entrances, storefronts, and decorative elements dating from the district's period of significance, 1894 to 1931.

### *4. Building Additions*

**Guideline 4:** *Additions should be of a scale and style that is compatible with existing development on the site and with adjacent structures. Additions should comply with Secretary of the Interior's Standards for Rehabilitation in Historic Districts.*

**Standard 4a:** Design roof forms on additions that are compatible with existing on-site development and are consistent with the existing architectural style.

**Standard 4b:** Provide fenestration on additions that is compatible with existing on-site development and is consistent with the existing architectural style.

**Standard 4c:** Utilize building materials on additions that are compatible with existing on-site development and are consistent with the existing architectural style.



**Standard 4d:** Avoid making alterations to existing buildings that cover or obscure elements that might otherwise be desirable-such as, a desirable exterior finish, fenestration or roof line- for the purpose of achieving uniformity.

**Standard 4e:** Any alterations or additions to existing buildings should maintain the prevailing setback (see section 2 Definitions) and reinforce the existing streetwall. Storefronts and building entryways may be recessed as long as the main structural elements are built to the front property line or the prevailing setback, as applicable.

**Standard 4f:** Any rooftop safety enclosures, including railings, should be open or lattice design maximizing transparency and may be subject to review.

### *5. Corporate Identity Architecture*

**Guideline 5:** *Buildings in the District should contribute to the architectural integrity of the surrounding area. Buildings used for franchise restaurants, retail space or other formula commercial uses that traditionally have a pre-determined corporate architectural identity may not be compatible with these guidelines. In such cases, buildings should be redesigned so as to be consistent with the Broadway Design Guide design guidelines and development standards.*

*The rooftop addition shown here continues the lines and materials of the original building before transitioning into new materials and forms. This technique creates a more seamless intersection between new and old.*

**Standard 5:** All projects, including those related to franchise or corporate establishments should be designed to comply fully with these design guidelines and development standards.

Corporate establishments should be designed to comply fully with the Design guidelines and Development standards.

### 6. Entry Treatments

**Guideline 6:** *Each building should have a prominent main building entrance that allows pedestrians access to a main lobby from Broadway and any perpendicular side street. Existing building entrances should be retained and new building entrances should be introduced, if missing to contribute to an active pedestrian environment.*

**Standard 6a:** Provide the primary building entrance for all buildings from the public street.

**Standard 6b:** Preserve the primary building entrance for all buildings along the public street and maintain them so that they remain unlocked and unobstructed during normal business hours.

**Standard 6c:** Highlight building main entrances with canopies or awnings, lighting, color, planters or other distinguishing architectural treatments around the doorway.

### 7. Storefronts

**Guideline 7:** *Encourage window-shopping and an active pedestrian environment by providing a significant level of storefront transparency at ground floor on building facades along public streets. Storefronts should allow maximum visibility from sidewalk areas into the interior of all commercial uses. Storefront entrances should be designed so that they are a predominant architectural feature on the building façade and so that they create an inviting entrance.*

**Standard 7a:** Preserve the storefront entrances for all buildings along the public street and maintain them so that they remain unlocked and unobstructed during normal business hours.

**Standard 7b:** Entrances should be enhanced through architectural treatments around the doorway, individual awnings or placement of appropriate signage above the entryway.

**Standard 7c:** Storefronts on existing buildings that have been enclosed or have had windows removed or replaced with smaller windows should be improved to be consistent with these guidelines.

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**Standard 7d:** Use non-reflective glass within minimal tinting, as required, to comply with energy and building codes.

**Standard 7e:** Individual storefronts should not be used for storage or left empty without window displays.

**Standard 7f:** Locate interior mechanical equipment away from the storefront glazing.

**Standard 7g:** Avoid dropped ceilings as they are visible from the street.

**Standard 7h:** Merchandise displayed out-of-doors should be neatly exhibited within cases constructed to fit within storefront recesses and within the interior of the property line. In limited instances, displays may encroach not more than three feet into the property line, with appropriate approvals from the Bureau of Engineering.



## *8. Façades, Exterior Surface Materials & Colors*

**Guideline 8:** *Building façades should be constructed of high quality materials that communicate a sense of permanence and that are complementary to surrounding buildings and features. Buildings should aim for a "timeless design" and employ sustainable materials, when feasible, and careful detailing that has proven longevity. Building material and paint colors should be attractive and complementary to the surrounding buildings and features. Conjectural decorative features are discouraged.*

**Standard 8a:** Plywood siding should not be used on building exteriors.

**Standard 8b:** Stucco, EIFS, and metallic siding/cladding are discouraged.

**Standard 8c:** Foam plant-ons are discouraged.

**Standard 8d:** Fluorescent colors are discouraged for all exterior applications.

**Standard 8d:** Paint all vents, gutters, downspouts, electrical conduits etc. to match the color of the adjacent surface unless being used expressly as a trim or accent element.

## *9. Lighting*

**Guideline 9:** *Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.*

**Standard 9a:** New lighting fixtures should be compatible with the architectural design of the building.

**Standard 9b:** Storefront illumination from within is encouraged both during and after business hours to the extent possible.

**Standard 9c:** Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

**Standard 9d:** All exterior lighting should be directed onto the lot, and all flood lighting should be designed or shielded to eliminate glare to adjoining properties.

**Standard 9e:** Down lighting that illuminates the storefronts and sidewalks for pedestrians is encouraged.

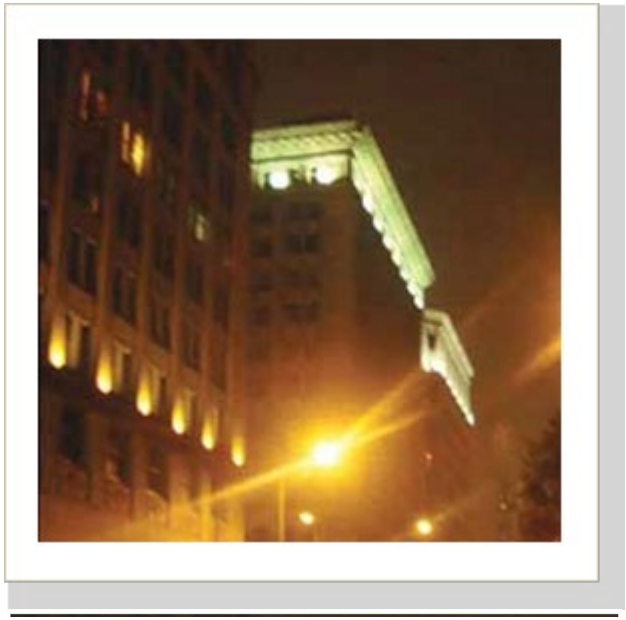
**Standard 9f:** Buildings should be highlighted through uplighting or accent lights placed on the façades where appropriate

**Standard 9g:** Highlighting architectural details with washlights or other appropriate lighting fixtures is encouraged.

**Standard 9h:** Lighting that uses flashing, strobe, motion or multi-color elements is strongly discouraged. Lighting that promotes District identity is encouraged; lighting should offer a unique and visually stimulating experience, accentuate the surrounding architecture, and highlight special uses and activities.

**Standard 9i:** Intense lighting which is used solely for advertising purposes is strongly discouraged.

**Standard 9j:** Relighting of basements and illumination and/or rehabilitation of glass block in sidewalks is encouraged.



### *10. Awnings and Canopies*

Guideline 10: *Add visual interest to storefronts through the use of high-quality awnings and canopies that provide articulation in the streetwall. Awnings should be designed to complement buildings and individual structural bays (also see standards under Section 3: Signs: Sign Simplicity and Quality).*

**Standard 10a:** Awnings and canopies should be constructed of high quality, durable, fade- resistance, fire-retardant materials. Plastic, vinyl and other similar materials should be not be used on storefront awnings. Shiny, high-gloss materials are not permitted.

**Standard 10b:** Avoid single awnings or canopies that span entire buildings. One awning or canopy should be provided for each structural bay or storefront.

**Standard 10c:** Awnings or canopies should not conceal architectural features and should be designed to be architecturally compatible with the structure on which they are to be attached.

**Standard 10d:** No items are permitted to hang from the awning.

**Standard 10e:** The valance on an awning should not be more than 16 inches tall.

**Standard 10f:** Standard awnings at street level may project up to 7 feet from the property line. The underside of the awning structure should not be less than 8 feet from the ground.

**Standard 10g:** Awnings above street level may project up to 3 feet beyond the property line.

**Standard 10h:** Awnings may not be backlit.

**Standard 10i:** No trellis structures are permitted to be affixed above entryways and storefronts.

*Note: Projections into the public right-of-way extending beyond private property must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.*

### *11. Graffiti*

**Guideline 11:** *Use exterior surface materials that will reduce the incidence and appearance of graffiti.*

**Standard 11a:** Treat exterior walls with graffiti resistant surfaces. Such treatment may include specialized coatings and the installation of vegetation.

**Standard 11b:** Treat storefront windows on new structures with graffiti resistant film or other specialized coatings so as to protect them from vandalism.

## Appurtenances

### *12. Security Grilles*

**Guideline 12:** *Buildings should be designed with security features that effectively deter criminal activity while maintaining a positive image about the community. When used, security grilles should be screened from view during business hours and should be integrated into the design of the building.*

**Standard 12a:** Permanently affixed exterior security grilles or bars are prohibited.

**Standard 12b:** Security grilles should be retractable and should recess into pockets that completely conceal the grille when it is retracted. Such pockets should be integrated into the design of the building.

**Standard 12c:** Exterior accordion-style and solid roll down security grilles that conceal storefront windows are prohibited.

**Standard 12d:** Existing security grilles and bars, whether retractable or permanently affixed, should be painted with a color that diminishes their appearance

### *13. Utilities, Mechanical Equipment, Trash Containers & Loading*

**Guideline 13:** *Utilities, storage areas, loading docks, mechanical equipment and other service areas should be located to the rear or secondary façades, when feasible, and screened from the adjacent public right-of-way. Equipment can be screened from public view through the use of building parapets, landscaping walls and other similar architectural treatments that are integrated with the design and materials of the building. Plywood and wood lattice screens should be avoided.*

**Standard 13a:** Locate all service areas and loading docks at the rear of structures or at the location that is most concealed from the general public's view.

**Standard 13b:** Screen all exterior rooftop and ground level mechanical equipment, including HVAC equipment, exhaust fans and satellite dishes from public view.

**Standard 13c:** Window vents, fans, air conditioning units and other equipment installed into a window should not project beyond any window on any façade.

**Standard 13d:** No mechanical equipment (other than those listed in standard 14c) shall be permitted in window or door openings facing public streets.

**Standard 13e:** Service areas, such as those used for automobile repair facilities or storage, should be enclosed within a building.

**Standard 13f:** Screen or locate solar panels away from the public right-of-way to the extent possible.

**Standard 13g:** Locate enclosed trash containers to the rear of the building where they are not visible to the public.

**Standard 13h:** Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building to conceal them from view of the public right-of way. Landscaping may be used to screen such enclosures.

**Standard 13i:** Provide a separate enclosure for trash and recyclable materials.

### *14. Sidewalk Dining Enclosures*

**Guideline 14:** *Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.*

**Standard 14a:** Enclosures must utilize an open framework of transparent or lattice design elements. The materials and design should be decorative and coordinate with the structures on the site.

**Standard 14b:** Swinging gates, cantilevered objects or any other obstructions that create an unsafe environment for the blind or physically disabled are prohibited, unless deemed safe by Bureau of Engineering.

**Standard 14c:** Furnishings are limited to moveable chairs, tables, umbrellas, heaters and tarps. Plant material may be placed in moveable planting boxes.

**Standard 14d:** Moderately sized lighting fixtures may be permanently affixed to the front of the main building to light outdoor sidewalk dining areas.

**Standard 14f:** When installing sidewalk dining enclosures, the pedestrian path of travel on the sidewalk shall not be less than 7 feet in width and shall not include any border hardware such as parking meters, street lights, signs, news racks, posts, or any other obstruction.

**Standard 14g:** Sidewalk-dining facilities shall be free standing, unattached to the sidewalk and shall be removed from the sidewalk when the dining facility is not open for business.

*Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works, Bureau of Engineering. A Revocable Permit may be necessary.*

### *15. Wireless Telecommunication Facilities*

**Guideline 15:** *Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.*

**Standard 15a:** Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

**Standard 15b:** Roof-top wireless facilities should be located in a manner that is least disruptive to the primary visible façade of the building. They should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

## New Construction

**Site Planning**

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create a functional and attractive development, to minimize adverse impacts on the surrounding area, and to ensure that a new development project will be an asset to the community.

Proper site planning should promote harmony between new and existing buildings and be sensitive to the scale, form, height and proportion of surrounding development. Factors such as the size and massing of buildings, the orientation of storefronts, and circulation greatly influence the character of an area and its economic vitality as well as the pedestrian experience. Within the boundaries of the Broadway Design guide, site planning of new buildings and additions should promote continuity of the historic context of Broadway. Careful consideration should be given to the relationship of new development with existing buildings and how it fits into the existing historic development pattern. The way parking and vehicular access are addressed can also greatly affect the pedestrian environment and the character and functionality of the corridor. The guidelines and standards below reinforce the existing historic development patterns of the Broadway corridor and provide a site planning framework for infill projects.

### *1. Respecting the Historic Context*

**Guideline 1:** *Pursue creative and innovative contemporary designs for new buildings that will complement Broadway's designated National Register Historic District.*

**Standard 1a:** New construction should continue the pedestrian-oriented, mixed-use pattern of development characteristic of Broadway. Building massing, placement and entryways should be functionally and aesthetically compatible with their surroundings.

**Standard 1b:** Development of large sites should respect the traditional lot patterns, vertical rhythms, horizontal building forms as well as maintain the tradition of articulated, transparent storefronts and storefront entryways and prominent main building entries on the ground floor facing a public street.

**Standard 1c:** New construction should be differentiated from the old yet be compatible with the historic materials, scale, massing and proportions that characterize the historic district and shall otherwise comply with the Secretary of the Interior's Standards for new construction and additions.

### *2. Building Orientation and Frontage*

**Guideline 2:** *Site buildings to promote pedestrian activity along the public right-of-way by placing business entrances on the street. Developments should not face inward, but rather, should be oriented towards the street to reinforce the existing character of the Broadway Corridor.*

**Standard 2a:** Corner buildings shall be built to front and side lot lines with allowances for a visibility triangle as required by Chapter 1, section 12.21 C.7 of the Los Angles Municipal Code (LAMC). At major street intersections, buildings may have corner entrances that emphasize the location of the building at the intersection.

**Standard 2b:** surface parking lots shall not be located between the front property line and the building on the street side but rather to the rear of all structures.

**Standard 2c:** All new buildings shall have a primary entrance which shall be oriented toward the street on all street-facing facades. The primary entrance shall be prominent and easy to locate. It should be distinguished from storefront entrances and highlighted through the use of articulation or other architectural treatment (such as enlarged entryways, appropriately scaled signage or lighting).

**Standard 2d:** Each retail space or storefront should be accessible directly from the sidewalk and/or from a publicly accessible walkway (paseo, arcade, etc.), rather than through common interior lobbies.

**Standard 2e:** Where a building extends through an entire block or is located at a corner, the entrances shall be connected with a suitably scaled public lobby.

**Standard 2f:** Line large expanses of unused linear street frontage with shallow storefronts or veneers.

**Standard 2g:** Accessory parking structures shall be located to the rear of the site, whenever feasible, and shall be visually compatible with other structures associated with the project, in terms of material, color, design and other elements.

### *3. Setbacks*

**Guideline 3:** *Encourage an inviting pedestrian environment and provide for streetwall continuity by locating new buildings at the property line or the prevailing setback (see definitions), as applicable. Where permitted, additional setback areas should encourage active public uses through additional street trees, outdoor seating areas, kiosks, forecourts and arcades.*

**Standard 3a:** When constructing a tower, the portion of the building above 150 feet shall include a lot coverage of no less than 30-percent and not more than 40-percent of lot coverage which can include the minimum 30-foot setback when a 30-foot setback is required.

*Note: Projects incorporating uses or structures in the existing public right-of-way, such as sidewalk dining or awnings, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit (R-Permit) may be necessary to grant conditional encroachment of the public right-of-way by private parties not authorized to occupy the right-of-way. This does not apply to projects that remain solely on private property or within setback areas.*

### *4. Open Space*

**Guideline 4:** *Encourage publicly accessible, urban open spaces as part of a project site design to invite and encourage pedestrian activity. Create inviting spaces, provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and arcades should accommodate pedestrian traffic and offer opportunities for amenities such as outdoor dining, sitting areas, and landscaping. The arcade presents the opportunity for pedestrian-oriented retail.*

**Standard 4a:** Paseos and arcades should be strategically located at regular intervals to create pleasant and inviting passageways that are safe, accessible and connect areas of pedestrian activity.

**Standard 4d:** When breaks in the streetwall are necessary to provide publicly accessible open spaces, paseos, arcades etc., design or architectural features should be used to define the street edge at any property line abutting a public street. Where the open space is open to the sky, design techniques may include decorative walls, arches or gates at the property line on the ground floor. For those spaces that are not open to the sky, another technique to define the streetwall is to construct the upper stories to any property line abutting a public street or the prevailing setback, as applicable. In all cases, such design features at the ground floor should be open, transparent and readily permit visual and physical access to the open space or passageway from the abutting public right-of-way.

**Standard 4e:** Rooftop decks should be architecturally integrated through the use of building materials, color, texture, shape, size and other architectural features. As may be required by the fire Department and the Department of Building and safety, rooftop decks should be enclosed by a wall or railing that complements the architectural features of the building. Any rooftop deck railings and/or rooftop enclosures should be of an open framework or lattice design to maximize transparency and may be subject to review.

### *5. Corporate Identity Architecture*

**Guideline 5:** *Buildings in the District should contribute to the architectural integrity of the surrounding area. Buildings used for franchise restaurants, retail space or other formula commercial uses that traditionally have a pre-determined corporate architectural identity may not be compatible with these guidelines. In such cases, buildings shall be redesigned so as to be consistent with these Design Guidelines and Development Standards.*

**Standard 5:** All projects, including those related to franchise or corporate establishments shall be designed to comply fully with the Design guidelines and Development standards.

### Building Articulation and Details

The architectural elements of new buildings and rehabilitation of existing buildings which are not contributors to the Broadway Theater and Commercial national Register Historic District should create and/or maintain continuity of the streetwall. New building facades should employ architectural devices that provide gradual or compatible transitions between existing and new buildings. Such elements include continuity of scale, massing, design, fenestration, façade treatment, building material, color, access and open space that represent a logical evolution of the existing character of the Broadway Corridor. This does not mean that new construction should mimic the architecture of the historic buildings found on the corridor or the surrounding area; rather, the new construction should be differentiated from the old yet maintain continuity through a consistency in proportion and drawing from the character of defining elements of existing facades. Integrating architectural elements or features of historic or important buildings found in the district is highly encouraged.

*The street wall is largely defined by individual building massing.*

### *6. Building Scale and Massing*

**Guideline 6:** *Building massing of new buildings should complement the existing urban form and the prevailing height of existing buildings while considering light, shadows, views, etc.*

Standard 6a: South of Fourth Street, the portion of building above 150 feet (as permitted by tower standards) shall be setback a minimum of 30 feet from Broadway and any perpendicular street.

Standard 6b: When constructing a tower, the portion of the building above 150 feet shall include a lot coverage of no less than 30-percent and not more than 40-percent of lot coverage which can include the minimum 30-foot setback when a 30-foot setback is required.

### *7. Building Articulation*

**Guideline 7:** *Heighten visual interest and enhance pedestrian orientation by incorporating variation in the facades of buildings. These elements and variations may include: architectural features; changes in building materials, texture and color; generously sized, transparent display windows; arcades, canopies and awnings; cornices, and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept, like the existing historic structures, that exhibits variation in the basic principles of visual order to clarify buildings' uses and differentiate ground floor uses.*

**Standard 7a:** Ground floors of buildings shall have a different architectural treatment than the upper floors and feature high quality materials that add scale, texture and variety at the pedestrian level.



**Standard 7b:** In order to respect existing historic features, the cornice or roof line of adjacent historic structures should be reflected with a demarcation on new adjacent structures.

**Standard 7c:** Large unbroken surfaces shall be avoided through the use of individual storefronts, recessed storefront bays; and large, transparent display windows. Large storefronts should be divided by structural bays to maintain the highly articulated building form found on the corridor, characterized by narrow storefronts and other details. These details present a steady rhythm along the edge of the building at a comfortable human scale and create an inviting pedestrian environment.

**Standard 7d:**-Wall openings, such as storefront windows and doors, shall comprise at least 70-percent of the ground floor façade fronting a public street-

**Standard 7e:** Commercial ground-floor frontage should be distinguishable from the upper floor façades and should provide a strong building base. The ground floor commercial portion of development should relate to the scale, form and proportion of the rest of the building. Ground floor uses should be distinguished from the upper façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial uses should have greater window- to-wall ratios than the upper stories of a building.

## 8. Entry Treatments

**Guideline 8:** *Each building should have a prominent main building entrance that allows pedestrians access to a main lobby from Broadway and any perpendicular side street to an active pedestrian environment.*

**Standard 8a:** A primary pedestrian entrance should be provided from the public street for all buildings.

*The use of different materials on the ground floor and upper floors distinguishes the ground floor commercial uses from the upper story residential uses and contributes to a strong building base.*

**Standard 8b:** Maintain the primary building entrance for all buildings along the public street so that they remain unlocked and unobstructed during normal business hours.

**Standard 8c:** Highlight building main entrances with canopies or awnings, lighting, color, planters or other distinguishing architectural treatments around the doorway.

**Standard 8d:** Locate new service areas and loading docks on secondary facades whenever feasible.

## 9. Storefronts

**Guideline 9:** *Encourage window-shopping and an active pedestrian environment by providing a significant level of storefront transparency at the ground floor on building facades along public streets. Storefronts should allow maximum visibility from sidewalk areas into the interior of all commercial uses. Storefront entrances should be designed so that they are a predominant architectural feature on the building façade and create an inviting entrance.*

**Standard 9a:** Storefront entrances should be enhanced through architectural treatments around the doorway, individual awnings or placement of appropriate signage above the entryway.

**Standard 9b:** Use non-reflective glass that allows a minimum of 90-percent light transmission on all street-fronting facades

**Standard 9c:** Individual storefronts should not be used for storage or left empty without window displays. However, window displays should not cover or block views into the building interior.

**Standard 9d:** Any railings should be transparent and subject to review.

**Standard 9e:** Locate interior mechanical equipment away from the storefront glazing.

**Standard 9f:** Merchandise displayed out-of-doors should be neatly exhibited within cases constructed to fit within storefront recesses and within the interior of the property line. In limited instances, displays may encroach not more than three feet into the property line, with appropriate approvals from the Bureau of Engineering.

### *10. Windows*

**Guideline 10:** *All structures should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office spaces. This increases safety by allowing businesses to have 'eyes on the street' and passersby to see interior building activities. Windows should incorporate passive solar and other green building standards to the extent feasible to reduce energy consumption.*

**Standard 10a:** Windows should be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. The required recess may not be accomplished by the use of plant-ons around the window.

**Standard 10b:** Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm.

**Standard 10c:** To minimize heat gain, projects should employ high-performance glazing (i.e., dual paned window), coupled with awnings or exterior window shelves - particularly along the southeast, south, and southwest building faces.

**Standard 10d:** The placement of windows should balance light considerations with the need to provide adequate ventilation and allow for cross-ventilation. If single-sided ventilation is necessary, consider horizontal pivot windows, which offer the highest ventilation capacity.

### *11. Facades, Exterior Surface Materials & Color*

**Guideline 11:** *The texture of building facades should be complementary to other buildings in the surrounding area. Large expanses of the same building material detract from the building's aesthetics. The use of varied and complementary building materials reduces the mass of a building and creates visual interest.*

**Standard 11a:** The exterior facade of buildings shall consist of complementary building materials, including but not limited to masonry, brick or stone, consistent with the surrounding architectural character and styles. Textured stucco is prohibited.

**Standard 11b:** Buildings should not have monotonous exteriors, and should employ building materials that reduce massiveness and minimize glare impacts on surrounding uses.

**Standard 11c:** Projects should incorporate tile, terrazzo or other paving materials in building entryways and lobbies and allow the paving to spill out onto the sidewalk, when otherwise compatible with the architectural style of the proposed project.

## *12. Lighting*

**Guideline 12:** *Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.*

**Standard 12a:** New lighting fixtures should be compatible with the architectural design of the building.

**Standard 12b:** Storefront illumination from within is encouraged both during and after business hours to the extent possible.

**Standard 12c:** Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

**Standard 12d:** All exterior lighting should be directed onto the lot, and all flood lighting should be designed or shielded to eliminate glare to adjoining properties.



**Standard 12e:** Down lighting that illuminates the storefronts and sidewalks for pedestrians is encouraged.

**Standard 12f:** Buildings should be highlighted through uplighting or accent lights placed on the façade where appropriate.

**Standard 12g:** Lighting architectural details with wash lights or other appropriate lighting fixtures is encouraged.

**Standard 12h:** intense lighting which is used solely for advertising purposes is strongly discouraged.

**Standard 12i:** Lighting that uses flashing, strobe, motion or multi-color elements is strongly discouraged. Lighting that promotes District identity is encouraged; lighting should offer a unique and visually stimulating experience, accentuate the surrounding architecture, and highlight special uses and activities.

**Standard 12j:** Relighting of basements and illumination and/or rehabilitation of glass block in sidewalks is encouraged.

## *13. Awnings and Canopies*

**Guideline 13:** *Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.*

**Standard 13a:** Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a storefront or entrance.

**Standard 13b:** For awnings located above windows, awning shapes should be consistent with window frames.

**Standard 13c:** Awnings and canopies should be constructed of high quality, durable, fade- resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.

**Standard 13d:** Plastic, vinyl and other similar materials should be not be used on storefront awnings, shiny, high-gloss materials are not permitted.

**Standard 13e:** Avoid single awnings or canopies for buildings. Storefronts should provide one awning or canopy for each structural bay if such bays exist.

**Standard 13f:** Awnings or canopies should not conceal architectural features and should be designed so as to be architecturally compatible with the structure on which they are to be attached.

**Standard 13g:** No items are permitted to hang from the awning.

**Standard 13h:** The valance on an awning should not be more than 16 inches tall

**Standard 13i:** Awnings should not be backlit.

**Standard 13i:** Standard awnings at street level may project up to 7 feet from the property line. At no point should the underside of the awning structure be less than 8 feet from the ground.

**Standard 13j:** Awnings above street level may project up to 3 feet beyond the property line.

**Standard 13k:** Awnings should not be backlit.

**Standard 13j l:** No trellis structures are permitted to be affixed above entryways and storefronts.

*Note: Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering. A Revocable Permit may be necessary.*

## Appurtenances

### *14. Security Grilles*

**Guideline 14:** *Buildings should be designed with security features that effectively deter criminal activity while maintaining a positive image about the community. When used, security grilles should be screened from view during business hours and should be integrated into the design of the building.*

**Standard 14a:** Permanently affixed exterior security grilles or bars are prohibited.

**Standard 14b:** Security grilles should be retractable and should recess completely into pockets that completely conceal the grill when it is retracted. Such pockets should be integrated into the design of the building.

**Standard 14c:** Exterior accordion-style or roll-down security grilles that conceal storefront windows are prohibited.

### *15. Utilities, Mechanical Equipment, Trash Containers & Loading*

**Guideline 14:** *Utilities, storage areas, loading docks, mechanical equipment and other service areas should be screened from the adjacent public right-of-way. Equipment can be screened from public view through the use of building parapets, landscaping walls and other similar architectural treatments. Plywood and wood lattice screens should be avoided.*

**Standard 15a:** Locate all service areas and loading docks at the rear of structures or at the location that is most out of view to the general public.

**Standard 15b:** Screen all exterior rooftop and ground level mechanical equipment, including HVAC equipment, exhaust fans and satellite dishes from public view.

**Standard 15c:** No mechanical equipment shall be permitted in window or door openings facing public streets.

**Standard 15d:** Service areas, such as those used for storage or automobile repair facilities, should be enclosed within a building.

**Standard 15e:** Screen or locate solar panels away from the public right-of-way to the extent possible.



**Standard 15f:** Locate enclosed trash containers at the rear of the building where they are not visible to the public.

**Standard 15g:** Trash storage bins should be located within a gated, covered enclosure constructed of materials identical to the exterior wall of the building so as not to be viewed from the public right-of way. Landscaping may be used to screen such enclosures.

**Standard 15i:** Provide a separate enclosure for trash and recyclable materials.

### *16. Sidewalk Dining Enclosures*

**Guideline 16:** *Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.*

**Standard 16a:** Enclosures should consist of elements that have an open or transparent framework or lattice design. The materials and design should be decorative and coordinate with structures on the site.

**Standard 16b:** Swinging gates, cantilevered objects or any other obstructions that create an unsafe environment for the blind or physically disabled are prohibited, unless deemed safe by the Bureau of Engineering.

**Standard 16c:** Furnishings are limited to moveable chairs, tables, umbrellas, heaters and tarps. Plant material may be placed in moveable planting boxes.

**Standard 16d:** Moderately sized lighting fixtures may be permanently affixed to the front of the main building to light outdoor sidewalk dining areas.

**Standard 16e:** When installing sidewalk dining enclosures, the pedestrian path of travel on the sidewalk should not be less than 7 feet in width and should not include any border hardware such as parking meters, street lights, signs, news racks, posts, or other obstructions.



### *17. Wireless Telecommunication Facilities*

**Guideline 17***: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures*

**Standard 17a:** Where possible, wireless telecommunication facilities should be incorporated into existing buildings and other structures and should appear unobtrusive.

**Standard 17b**: Roof-top wireless facilities should be located so as to be least disruptive to the primary visible façade of the building and should be screened by materials that are simple and do not compete with or attempt to replicate the architectural features of the existing building.

## Parking and Parking Structure Design

**Guideline 1:** *Parking lots and structures should fit within the urban fabric; massing, scale and façade articulation should respond to the surroundings and provide a degree of three- dimensional interest. The overall design should promote pedestrian safety by minimizing conflict with vehicles. Parking should encourage a balance between a pedestrian-oriented Broadway and necessary car storage. Protect nearby residents from potential adverse impacts — noise, visual, or otherwise — of parking and parking structures (also see Landscaping section).*

**Standard 1a:** To the extent possible, parking for all new buildings should be located underground or to the rear of the lot.

**Standard 1b:** Rehabilitation of existing buildings should not result in new surface parking areas. Existing parking for all buildings that is already located underground or to the rear should be retained.

**Standard 1c:** Locate parking away from the streetwall and minimize direct driveway access from Broadway to improve streetwall continuity and encourage a safe and inviting pedestrian environment. Side streets and alleys should provide the primary point of vehicular access for service and parking facilities for retail, commercial and residential uses as determined by the Director of Planning, in consultation with LADOT.

**Standard 1d:** Surface parking lots should not be located between the front property line and building(s) on the site but should be located to the rear of all structures.

**Standard 1e:** Surface parking is generally discouraged. Any surface parking areas should include a dedicated pedestrian walkway that extends the length of the parking area and leads to the primary structure it serves or the nearest public sidewalk. Pedestrian walkways through surface parking lots should be accompanied by decorative landscaping.

**Standard 1f:** When there is on-site parking and vehicular access should not be taken from a side street or alleyway, one driveway may be permitted per every 200 feet of building frontage. Not more than two driveways shall be permitted per building, and at least 50 feet in distance should span between them.

**Standard 1g:** Parking structures should not overtly appear to be used for parking. Parking structures should be designed with architectural detailing. Above- grade parking levels should be visually integrated into the design of the building façade.

**Standard 1h:** Automobiles on parking levels above the ground floor shall be screened from public view as seen from a public street or alley.

**Standard 1i:** Parking structures should receive landscape treatment to eliminate unattractive views.

**Standard 1j:** Any fences, gates or doors securing any parking garage entry or driveway should be consistent with the streetwall.

**Standard 1k:** Where parking is provided within or to the rear of the building, pedestrian access or an arcade should be provided from the parking or the rear of the building to the building's front property. Pedestrian walkways should be separated from driveways and service access ways.

**Standard 1l:** Parking structures that abut or are adjacent to any residential use should:

i. Contain solid decorative walls and/or baffles to block light and deflect noise along those sides closest to residential use;
ii. Contain solid spandrel panels at a minimum of 3 feet 6 inches in height, installed at the ramps of the structure, to minimize headlight glare;
iii. Construct garage floors and ramps using textured surfaces to minimize tire squeal; and
iv. Not contain exhaust vents along sides closest to residential uses.

**Standard 1m:** The portion of the ground floor in new development not used as habitable floor space should be designed to accommodate commercial and theater loading and staging (i.e. the ability to accommodate semi-trucks and the provision of electrical outlets and high-speed internet access).

## Landscaping

Through the use of a variety of vegetation such as trees, shrubs, perennials and annuals, as well as other materials such as rocks, water, sculpture or paving materials, landscaping unifies streetscape and provides a positive visual experience. Landscaping also can emphasize sidewalk activity by providing shade, defining spaces, accentuating architecture, creating inviting spaces and screening unattractive areas.

**Standard 1a:** Landscaping should not obstruct the pedestrian right-of-way or create inappropriate visual or physical barriers for vehicles and pedestrians.

**Standard 1b:** Landscape plans should include a maintenance plan and be designed by a certified landscape architect.

**Standard 1c:** Blank walls or other unattractive areas of a site or building shall be screened with landscaping

**Standard 1d:** Landscaping should be designed in such a way that is sensitive to, and does not obscure or detract from, the character defining features of the building.

**Standard 1e:** When appropriate, drought-tolerant, California native plants are encouraged. An automatic irrigation system should be installed within landscaped areas of more than 10 square feet. A drip irrigation system is recommended.

**Standard 1f:** The use of less obtrusive landscaping and containers such as window boxes, hanging baskets, small urns, vessels or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas are encouraged. Plant materials shall be well maintained.

## Sustainability

### *1. Sustainability Standards*

**Guideline 1:** Rehabilitation of existing structures as well as new building construction present opportunities to integrate sustainable design concepts that reduce resource consumption and encourage natural systems for cooling, lighting and shading. New construction projects are highly encouraged to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System certification requirements and otherwise comply with the City's Green Building Ordinance, while rehabilitation projects are also encouraged to incorporate as many LEED building standards as possible into their design.

**Standard 1a:** Incorporation of the Leadership in Energy and Environmental Design (LEED) green Building Rating system certification requirements in new construction is strongly encouraged; developments must comply with the City's green Building ordinance.

**Standard 1b:** Adaptive reuse of historic buildings is strongly encouraged as a means to achieve sustainability.

**Standard 1c:** Mixed use development in the transit-oriented Historic Core is strongly encouraged as means to achieve sustainability. Mixed use projects reduce automobile dependence by facilitating more walking trips to basic shopping and services.

**Standard 1d:** Restoration and rehabilitation of historic buildings is highly encouraged due to their site sensitivity, quality of construction, and use of passive heating and cooling-all of which promote energy efficiency. Incorporating sustainable principles during the rehabilitation and restoration of historic buildings, without compromising the building's historic character, is highly encouraged.

**Standard 1e:** The use of recycled and locally sourced materials is encouraged for restoration, rehabilitation, maintenance and new construction.

**Standard 1f:** Increased efficiency in construction methods, water, wastewater and storm water systems is encouraged. During restoration and rehabilitation, compatible building material alternatives are encouraged when possible-such as storm windows or double-paned windows-as a way to minimize noise and improve energy efficiency.

# Appendix A: Broadway Historic Resources

| address | name and Date Built | Historic code | Significance/Source of information | notes |
|---|---|---|---|---|
| 242-246 | Hosfield/Victor Clothing Bldg.; 1914 | 1D | Contributor Listed in the national Register | significant murals on side elevations |
| **249-259** | **Irvine-Byrne/Pan American Bldg.; 1910*** | **HCM #544** | Locally Designated Historic Resource | |
| | | | | |
| **300-310** | **Bradbury Bldg.; 1894*** | **HCM #6** | Locally Designated Historic Resource | |
| 301-313 | Million Dollar Theater; 1916 | 1D | Contributor Listed in the national Register | |
| 315-323 | Grand Central Market; 1897 | 1D | Contributor Listed in the national Register | |
| 342-346 | Trustee Bldg.; 1907 | 1D | Contributor Listed in the national Register | |
| | | | | |
| 401-405 | Broadway Dept. store Bldg.; 1913 | 1D | Contributor Listed in the national Register | state of CA property |
| **424-428** | **Judson-rives Bldg.; 1906*** | **HCM #881** | Locally Designated Historic Resource | |
| 430-434 | Bumiller Bldg.; 1906 | 1D | Contributor Listed in the national Register | |
| 431-435 | Wilson Bldg.; 1909 | 1D | Contributor Listed in the national Register | |
| 451-457 | Metropolitan Bldg.; 1913 | 1D | Contributor Listed in the national Register | |
| 452-460 | Chester Bldg.; 1926 | 1D | Contributor Listed in the national Register | |
| | | | | |
| 500 | Jewelry Trades Bldg.; 1912 | 1D | Contributor Listed in the national Register | |
| 501 | Fifth street store Bldg.; 1923 | 1D | Contributor Listed in the national Register | |
| 510-514 | OT Johnson Bldg. #2; 1905 | 1D | Contributor Listed in the national Register | |
| **516-524** | **Roxie theater; 1931*** | **HCM #526** | Locally Designated Historic Resource | |
| 517-519 | Remick Bldg.; 1902 | 1D | Contributor Listed in the national Register | |
| **526-530** | **Cameo theater; 1910*** | **HCM #524** | Locally Designated Historic Resource | |
| 527-529 | Broadway interiors Bldg.; 1928 | | Contributor Listed in the national Register | |
| **532-536** | **Arcade theater; 1910*** | **HCM #525** | Locally Designated Historic Resource | |
| 537 | Hartfields Bldg.; 1931 | 1D | Contributor Listed in the national Register | |
| 538-542 | Arcade Bldg.; 1931 | 1D | Contributor Listed in the national Register | |
| 546-550 | Eden Hotel Bldg.; 1900 | 1D | Contributor Listed in the national Register | |

*Continued on next page*

*Continued from previous page*

# Appendix A: Broadway Historic resources

| address | name and Date Built | Historic code | Significance/Source of information | notes |
|---|---|---|---|---|
| 551-555 | Metropolitan Annex; 1923 | | | |
| 556-560 | Silverwoods Bldg.; 1920 | 1D | Contributor Listed in the national Register | |
| 551-561 | Sun Drug Company Bldg.; 1920 | 1D | Contributor Listed in the national Register | |
| | | | | |
| 559-601 | Norton-Zukors Bldg.; 1906 | 1D | Contributor Listed in the national Register | |
| 600-610 | Walter P. story Bldg.; 1908 | 1D | Contributor Listed in the national Register | |
| **609-617** | **Los Angeles Theater; 1930** | **HCM #225** | Locally Designated Historic Resource | |
| 612-616 | Desmonds Bldg.; 1924 | 1D | Contributor Listed in the national Register | |
| 618-622 | Schabers Cafeteria Bldg.; 1928 | 1D | Contributor Listed in the national Register | |
| **634-636** | **Palace Theater; 1910*** | **HCM #449** | Locally Designated Historic Resource | |
| 638-642 | Forrester Bldg.; 1907 | 1D | Contributor Listed in the national Register | |
| 639-651 | Bullocks Bldg.; 1912 | 1D | Contributor Listed in the national Register | |
| 644-646 | JE Carr Bldg.; 1909 | 1D | Contributor Listed in the national Register | |
| 648-654 | Cliftons Cafeteria; 1916 | 2B | Eligible for the national Register | Sidewalk Terrazo only. |
| | | | | |
| **701-713** | **State theater; 1920*** | **HCM #522** | Locally Designated Historic Resource | |
| 710-714 | JD Hooker/Yorkshire; 1909 | 1D | Contributor Listed in the national Register | |
| 716-720 | Parmalee Building; 1907 | 1D | Contributor Listed in the national Register | |
| 719-727 | Woolworths Bldg.; 1920 | 1D | Contributor Listed in the national Register | |
| 722-728 | Barker Brothers Bldg.; 1909 | 1D | Contributor Listed in the national Register | |
| 731 | Cheney Block; 1913 | 1D | Contributor Listed in the national Register | |
| 737-747 | Isaacs Bldg.; 1913 | 1D | Contributor Listed in the national Register | |
| 740-748 | Globe Theater/garlands Bldg.; 1912 | 1D | Contributor Listed in the national Register | |
| **750-762** | **Chapman Bldg.; 1911*** | **HCM #899** | Locally Designated Historic Resource | |

| address | name and Date Built | Historic code | Significance/Source of information | notes |
|---|---|---|---|---|
| 757-761 | Merritt Bldg.; 1915 | 1D | Contributor Listed in the national Register | |
| **800-804** | **Tower theater; 1927*** | **HCM #450** | Locally Designated Historic Resource | |
| **801-829** | **Hamburger's Department Store; 1906*** | **HCM #459** | Locally Designated Historic Resource | |
| 806 | Singer Building; 1922 | 1D | Contributor Listed in the national Register | |
| **808-812** | **Rialto theatre; 1917*** | **HCM #472** | Locally Designated Historic Resource | |
| 814-818 | Wurlitzer Building; 1923 | 1D | Contributor Listed in the national Register | |
| 820-824 | Braun Building; 1913 | 1D | Contributor Listed in the national Register | |
| 830-834 | Platt Music Co. Building; 1927 | 1D | Contributor Listed in the national Register | |
| 842-846 | Orpheum Theatre; 1926 | 1D | Contributor Listed in the national Register | |
| **843-855** | **Eastern Columbia; 1930*** | **HCM #294** | Locally Designated Historic Resource | |
| 850-860 | 9th/Broadway Building; 1929 | 1D | Contributor Listed in the national Register | |
| | | | | |
| **901** | **Blackstones Dept. Store Bldg.; 1916*** | **HCM #765** | Locally Designated Historic Resource | |
| 908-910 | Broadway Leasehold Comp. Bldg.; 1914 | 1D | Contributor Listed in the national Register | |
| **921-939** | **United artists theater; 1927*** | **HCM #523** | Locally Designated Historic Resource | |
| 937-941 | Western Costume Bldg.; 1924 | 1D | Contributor Listed in the national Register | |

* Designated Historic-Cultural Monument reviewed by office of Historic Resources (OHR); Total: **16**

**Total no. of Buildings: 60**

# Appendix B: Architectural Elements Dictionary

## Cast

Concrete with a fine aggregate or mortar which is cast into blocks or small slabs using special moulds so as to resemble natural building stone.

## Cornic

Horizontal projection at the top of a wall or under the overhang of a roof.



## Clerestory Window

A short window, or set of windows, any width, located high on a wall near the ceiling of a vaulted or very high-ceiling room.

## Door

The door is a panel or barrier, usually hinged or sliding, that is used to cover an opening in a wall or partition going into a building or space.

## Entablature

Element consisting of three parts; an **architrave** (plain horizontal beam resting on columns), a **frieze** (decorative panel or relief), which corresponded to the beams supporting the ceiling, and a **cornice** (a set of decorative moldings that overhangs the parts below).

## Fenestration

The placement of window openings in a building wall, one of the important elements in controlling the exterior appearance of a building.

## Entryway

An opening or hallway allowing entry into a structure.

## Framework

The arrangement of support beams that characterize a general shape and size, in this case for the purposes of fencing or enclosing a specific area.

# Appendix B: Architectural Elements dictionary

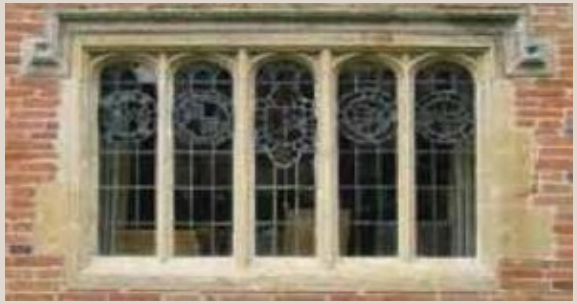
## Hood mold

An arched, external projection above a door or window used to divert rain.

## Muntin

A strip or bar that holds and separates panes of glass in a window, creating the appearance of a grid system.

## Mullion



A vertical post that divides adjacent windows.

## Parapet

Low, wall-like barriers that project above the edge of a platform, roof, or balcony.

## Pediment

A pediment is the triangular space over doors and windows of a building influenced by Greek architecture.

## Sidelights

Narrow window treatments that are vertically oriented on both sides of a doorway.

## Pilaster

A pilaster is a slightly projecting flattened column built into or applied to the face of a wall.

## Spandrel Panels

The space filling the vertical gap in multi-story buildings between the top of a window and the bottom of the story above.

# Appendix B: Architectural Elements dictionary

## Terra cotta

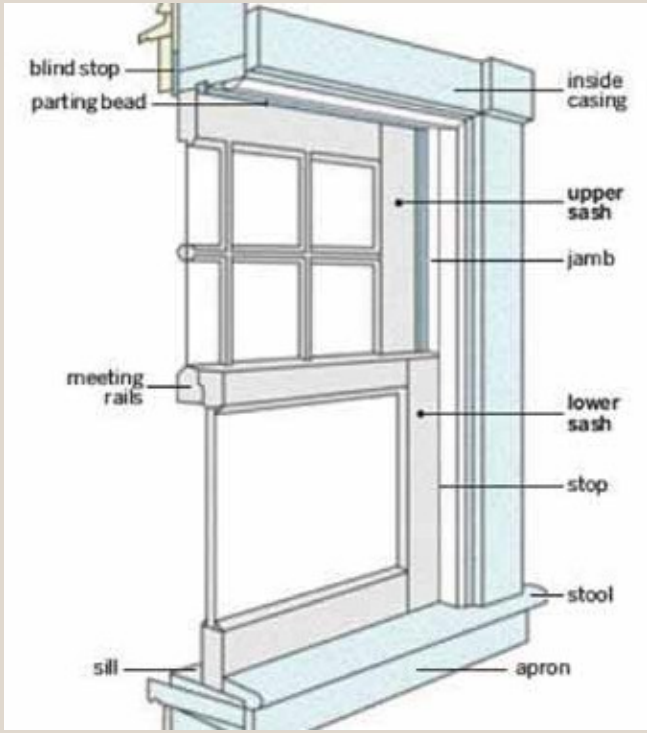
Cast and fired clay units, used as ornamentation.

## Transom

The window sash located above a door. Also called transom light.

## Window components

Various components of a window defined visually.



# Appendix O

Updated Little Tokyo CDO

# LITTLE TOKYO

## Community Design Overlay (CDO) DISTRICT

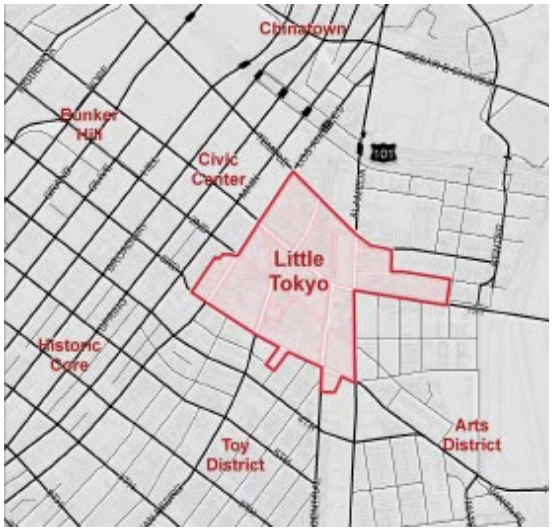
## リトル東京地区の都市デザイン

# Introduction

The Little Tokyo Community Design Overlay (CDO) creates thoughtful development guidelines that reflect the community's vision for the neighborhood. This document establishes design principles that will be used to guide future development within the CDO area.

Today, Little Tokyo remains an active commercial, residential, religious, cultural, and historical community center in Downtown Los Angeles. In addition to being the center for Japanese-American culture and community, Little Tokyo represents a unique intersection of art and history in a neighborhood connected through pedestrian-oriented streets that contribute to a distinctive identity and sense of place.

The neighborhood is part of the greater Downtown Los Angeles community, an interconnected and rapidly changing area of the city. At the heart of changes in recent years are significant mass transportation investments, redevelopment of older neighborhoods, and an influx of new residents. With the planned Regional Connector subway station coming to the neighborhood, extension of the Gold Line (L-Line), and a High-Speed Rail terminal planned at Union Station a few blocks away, Little




Tokyo could potentially face pressures for change in the near future.

In light of these trends, the unique character of Little Tokyo cannot be taken for granted. These significant public investments could create new development pressures for the neighborhood. However, if carefully guided, these investments represent an opportunity to preserve, enhance, and strengthen the community.

The intent of the Little Tokyo CDO is to provide guidance and direction for the design of new buildings and public spaces, to promote a pedestrian-friendly environment, enhance the physical appearance of the area, and preserve the historical and cultural identity of Little Tokyo. These guidelines are intended to help ensure that both public and private projects in the area respect the character of the neighborhood.

## LITTLE TOKYO SETTING

Little Tokyo is located in the heart of Downtown Los Angeles, just south of the city's birthplace at present-day El Pueblo De Los Angeles State Historic Park. The neighborhood is distinct among abutting areas, such as the Civic Center, Arts District, and the Historic Core; however, Little Tokyo is well connected to its neighbors by key pedestrian linkages.

### Community History

Around the turn of the 20th century, a small Issei (first-generation Japanese immigrant) community firmly established here around First and San Pedro Streets. By 1915, over 7,000 Japanese lived in the Los Angeles area, the mainland United States' largest Japanese settlement at the time. It was here that Japanese migrants and immigrants began contributing to Los Angeles' vibrant, multi-ethnic population by bringing their own unique customs and religions.

In the face of legislation such as the Immigration Act of 1924, which ended further immigration from Japan, Little Tokyo continued to develop into a thriving community. However, following the bombing of Pearl Harbor on December 7, 1941, and in response to growing anti - Japanese sentiment, president Franklin Delano Roosevelt signed executive order 9066 on February 19, 1942, resulting in the mass incarceration of 120,000 Japanese Americans from the west coast of the United States. Vibrant communities such as Little Tokyo became virtual ghost towns within a matter of months. Following the war, Japanese Americans, whether released from one of America's 10 concentration camps or returning as heroic veterans who fought for democracy in Europe and Asia, gradually returned to Little Tokyo to rebuild their community and restart their lives.

Following the internment of Japanese and Japanese Americans during World War II, the cultural and economic stature of Little Tokyo never fully recovered to its pre-war status. The importance of Japanese to the state agriculture and produce market was significant – so much so that Little Tokyo had stretched from Temple Street to Olympic Boulevard and Los Angeles street to the Los Angeles river. The loss of this economic center was detrimental to the Little Tokyo community.

In the mid-1950s, community leaders began discussing plans to revitalize Little Tokyo. By 1962, the Little Tokyo Redevelopment Association was formed as a non-profit organization by the Japanese Chamber of Commerce of Southern California with membership made up of both Issei and Nisei (American-born second generation). Los Angeles City Planners met with members of the community, as well as with businesses, property owners and non-profit organizations, in order to support the vision toward revitalization. These discussions led to the identification of a nine-block area designated for redevelopment. A plan was presented to the city, and in 1970, the City Council approved the proposal and created the Little Tokyo Redevelopment Area as a separate district for 30 years. In 2000, a 10-year extension was added. Several one-year extensions were added to the plan, increasing its life to February 2014.

Today, Little Tokyo is just one of the three remaining Japantowns in California (including San Francisco's Nihonmachi and San Jose's Japantown). The north side of First Street, from Central Avenue to Judge John Aiso Street, was declared the Little Tokyo Historic District by the Department Of The Interior.

## Cultural & Economic Characteristics

Today, Little Tokyo remains an active commercial, residential, religious, cultural, and historical community center in Downtown Los Angeles. In addition to being the center for Japanese American culture and community, Little Tokyo offers a unique intersection of art and history on pedestrian - oriented streets that contribute to Little Tokyo's distinctive identity and sense of place.

The neighborhood houses both the Japanese American National Museum and the Geffen Contemporary at MOCA, two prominent cultural institutions that attract visitors from around the region. In addition, the greater Little Tokyo neighborhood is home to a range of cultural and religious institutions: Japanese American Cultural & Community Center; Centenary United Methodist Church; Higashi Hongwanji Buddhist Temple; Jodoshu Buddhist Temple; Koyasan Buddhist Temple; Los Angeles Hompa Hongwanji Buddhist Temple; Maryknoll school and church; Union Church of Los Angeles; Zenshuji Soto Mission.

The Japanese Village Plaza (JVP) is part of the primary pedestrian thoroughfare, known as the 'spine', which connects the major community and cultural institutions in Little Tokyo. Beginning at the Go For Broke Monument, at the northern end of Central Avenue (JANM and MOCA), the thoroughfare cuts through the JVP, transitions into Frances Hashimoto Plaza and ends at the JACCC Plaza. The JACCC Plaza was designed by internationally renowned architect and designer Isamu Noguchi and is surrounded by the Japanese American Cultural and Community Center (and Japanese Garden) and Japan America Theater. When completed, MTA's Regional Connector Little Tokyo/Arts District station will become the nexus between the community and the region's light rail transportation system.

## LAND USE & BUILT FORM

Little Tokyo contains a range of significant Japanese religious and cultural institutions and consists of a mix of residential, commercial, industrial, and institutional uses. It has a varied development pattern that ranges from the pre- dominantly small scale historic buildings on the north side of East First Street, to larger scale development, such as the 13-story Little Tokyo Towers residential project on Third Street and low- to mid-rise industrial and warehouse buildings along the south side of Third Street.

The streets of Little Tokyo are pedestrian-oriented and lined with vibrant neighborhood serving uses, such as small scale retail shops, restaurants, and cafes. The neighborhood also boasts two prominent pedestrian paseos: Astronaut Ellison S. Onizuka street and the Japanese Village Plaza. The pedestrian friendly neighborhood is served by a light rail Gold Line (L-Line) station along the eastern edge of the CDO area, which will become the site of the Regional Connector station.

## PLANNING PROCESS

During 2009 and 2010, a working group of Little Tokyo stakeholders helped develop these guidelines as a way for the Department of City Planning to continue design review activities that had been overseen previously by the community redevelopment agency (CRA/LA) under the authority of the Little Tokyo Redevelopment Plan. Using the former CRA/LA Design Guidelines as the basis for this effort, the group developed this document with the goal of continuing to support the development of Little Tokyo as an active, pedestrian - oriented district with an emphasis on preserving its unique cultural identity. Through subsequent community meetings, the guidelines were reviewed and refined with input from the broader Little Tokyo community before being adopted by the City Planning Commission in 2013. During 2019 and 2020, as part of its process to update the Downtown Community Plan, revisions to the guidelines were set forth with the intention of ensuring compatibility between the guidelines and the new zoning tools proposed as part of the Community Plan.

### Community Design Overlay Boundary

The Little Tokyo Community Design Overlay (CDO) area is generally bounded by Temple Street to the north, Alameda Street to the east, 3rd Street to the south, and Los Angeles Street to the west (see map for detailed boundaries).

## COMMUNITY DESIGN OVERLAY GOALS

The goal of the Little Tokyo CDO is to ensure that development reflects the overall vision of a cohesive, pedestrian-friendly, and vibrant mixed-use district. The CDO guidelines can ensure that new developments and storefronts invite the pedestrian, promote safe and active streets and contribute attractive public open spaces.

The goal of this CDO can be achieved through quality design and architectural detailing; adequate ground-floor transparency; appropriate signage; increased landscape detailing (as appropriate) and the protection of historic structures.

The design and development guidelines presented are flexible in application, providing direction for design treatment without mandating one particular architectural style or form. The implementation of these guidelines ensures that each project contributes to a more functional, walkable, and appealing district. In this way, improvements to individual properties can, over time, enhance the function of Little Tokyo as a vital Downtown Los Angeles neighborhood that maintains a unique cultural identity to be shared with future generations.

The Little Tokyo CDO design and development guidelines are intended to promote and enhance the identity of the district. Specifically, the goals of the CDO are:

### *Respect for the unique cultural and historical heritage of the Little Tokyo neighborhood by:*

- Preserving and promoting Little Tokyo's history and cultural identity and character;
- Encouraging appropriate rehabilitation of structures within the National Register Historic District, in accordance with the Secretary of the Interior's Standards for Rehabilitation, while retaining and promoting the cultural history of Little Tokyo;
- Preserving religious institutions by better connecting them to the community through compatible development and improved pedestrian linkages.
- Promoting and sustaining a thriving and active community;
- Encouraging amenities and promoting publicly accessible spaces in new development that caters to a range of age groups including youth, families, and seniors;
- Attracting people of various cultures and generations;
- Promoting land uses in Little Tokyo that will address the needs of visitors and local residents;
- Creating an urban form that fosters social relationships and a sense of community;
- Creating places for people to socialize and recreate;
- Encouraging development that contributes to the safety and comfort of Little Tokyo residents and visitors.

### *A thriving and sustainable local economy that balances residents and visitors by:*

- Encouraging mixed-income and mixed-use developments;
- Balancing regional attractions with neighborhood-serving uses and amenities;
- Fostering a 24-hour Little Tokyo, allowing for nighttime activities and safe and active public streets;
- Allowing for a variety of land uses, including residential, retail, commercial, religious, cultural, recreational, and entertainment uses;
- Encouraging the addition of more local businesses, especially that promote community culture, history, and a sustainable community economy;
- Encouraging business activity by promoting accessibility and improving circulation within the district.

### *A walkable and connected neighborhood by:*

- Providing a pedestrian-friendly environment with amenities that foster active streets and encourage social interaction;
- Preserving and enhancing the pedestrian "spine" of Little Tokyo (see map on pg 15);
- Fostering better connections with the Arts District, Historic Core, Civic Center, El Pueblo, and other neighboring communities;
- Ensuring that any potential infill projects contribute to the urban form of Little Tokyo, in particular, by reinforcing the pedestrian realm.

## DESIGN PRINCIPLES

The Little Tokyo CDO is based upon the following design principles: activity, community, identity, context, compatibility, interest, and quality.

**1. Activity.** Good building and site design is integral to a thriving and animated pedestrian-oriented, mixed-use district. By facilitating an active street interface in new and existing buildings, design guidelines play an essential role in encouraging pedestrian activity, invigorating commercial uses and creating a safe and pleasant environment. Inviting storefronts, paseos, arcades, plazas, sidewalk dining, and attractive pedestrian-oriented signage promote sidewalk activity.

**2. Community.** New developments should provide places for people to gather and interact and should be inclusive and cater to a variety of age groups and interests.

**3. Identity.** Design guidelines provide an opportunity to express the cultural identity of Little Tokyo in its architecture and landscaping and to preserve the community's unique history in its built environment. Maintaining this identity is essential to its unique image appeal to visitors and residents alike. Urban design elements can reflect Japanese tradition and cultural sensitivity and can be incorporated into landscaping, signage, public art and architecture.

**4. Context.** Design guidelines provide regulatory flexibility to allow project applicants to take cues from the environment, historical precedent and physical site data of the surrounding district. Successful district projects help positively rein- force the identity of Little Tokyo by considering its context. Projects should contribute to the aesthetic and physical character of Little Tokyo. Infill developments fit into the existing context by continuing the prevailing streetwall and paying particular attention to massing and setbacks, façade articulation and site planning. Guidelines, along with discretionary review, will ensure compatibility with the designated National Register Historic District while permitting creativity for new infill development.

**5. Compatibility.** Projects should promote compatibility with its surroundings, both with respect to design and use. Additionally, when feasible and consistent with preservation goals, projects should incorporate design features that improve compatibility amongst a wide range of uses and improve transitions between uses.

**6. Interest.** Architectural and landscape detailing that can be attractive to pedestrians can help improve the appeal and identity of Little Tokyo. This detailing includes storefront ornamentation, reduction of blank walls, and the appropriate variation of scale, color and texture. Guidelines based upon this principle address wall surfaces, awnings, signage, architectural treatments, setbacks and ground floor transparency.

1. **Quality.** As new development occurs within the district, it must positively contribute to the overall visual, historic, and cultural identity of Little Tokyo. Little Tokyo's visual appearance can be enhanced by the use of quality building materials, attention to design details, and increased landscaping and maintenance.

Wherever the provisions of this CDO may be in conflict with any provision applied through the Los Angeles Municipal Code (LAMC), the LAMC shall prevail.

## RELATIONSHIP TO OTHER PLANS

The Little Tokyo CDO will implement the General Plan Framework and the Downtown Community Plan by helping to achieve the goals and objectives of the district, consistent with the General Plan. The Little Tokyo CDO is consistent with the historic Downtown Los Angeles Design Guidelines (2002), and the Downtown street standards (2009).

## GENERAL PLAN FRAMEWORK & DOWNTOWN COMMUNITY PLAN

The City of Los Angeles General Plan Framework identifies focal points in each community that function as centers of activity and where new growth and development is expected to occur. The Little Tokyo CDO is designated as part of the "Downtown Center" as part of the General Plan Framework. The Downtown Center is considered an international center for finance and trade that serves the five-county metropolitan region and encourages considerable density and floor area ratios up to 13:1 (high-rise residential towers, financial institutions and corporate headquarters). It is also the primary economic, governmental and social center of Los Angeles. The intensities permitted in Little Tokyo are generally lower than that of other parts of Downtown.

Downtown Los Angeles is also the largest government center in the region; the Downtown Center is also the location of the region's major cultural and entertainment facilities and its principal transportation hub. As the primary center of urban activity for the Los Angeles region, the Downtown Center's development should reflect a high design standard and host a variety of uses. Additionally, Downtown's visitors and growing residential population should benefit from street activation and enhanced public safety as a result of future Downtown development.

The Downtown Community Plan promotes the revitalization of Downtown districts and encourages projects that contribute to an active, 24-hour Downtown. The goal of the Downtown Community Plan is to expand and reinforce the distinct districts of Downtown and to eventually link pockets of activity via vibrant, pedestrian friendly streets. It also further refines the land use designations as part of the larger "Downtown Center".

# Administrative Procedures

## PROJECT THRESHOLDS

General regulations pertaining to the function and administration of the Little Tokyo Design Guide will be consistent with those of the Community Design Overlay zones as outlined in LAMC Chapter 1A Section 8.2.5. A project within the CDO boundary is defined in LAMC Chapter 1A Section 8.2.5.B.1.

## GENERAL PROCEDURES

The All applicants proposing a project within the boundaries of the Little Tokyo Design Guide will file an application with the Department of City Planning at one of its public counters, in accordance with Section 8.2.5.D and consistent with any administrative procedures established by the Department. Applicants will find more details on the project review process below. The Department of City Planning will coordinate CDO applications with the following City entities as a part of the project compliance review process.

## COORDINATION WITH THE DEPARTMENT OF CITY PLANNING OFFICE OF HISTORIC RESOURCES (OHR)

All designated Historic Cultural Monuments (HCMs) and properties listed in or determined eligible for the National Register of Historic Places will be reviewed by the Office of Historic Resources for compliance with the Secretary of Interior's standards.

## APPLICATION PROCESS

### Project Applications

Prior to the issuance of a building permit, projects will be reviewed by the Director of Planning for compliance with the CDO, per the procedures established in Section 8.2.5.D of the LAMC regarding Design Overlay Plan approvals. All Little Tokyo Design Guide projects require the submittal of an application, referred to as a "Director's Determination" which includes plans and materials as defined in LAMC Chapter 1A Section 8.2.5.D2 of the Los Angeles Municipal Code. The Director of Planning may require additional documents or materials as deemed necessary.

For projects involving historic resources, staff may require that a historic assessment or some other appropriate evaluation, as determined by staff, be conducted by an approved historic consultant. A historic assessment will be required when necessary to assist staff in evaluating a project's impacts on historic resources. Such an assessment may also be necessary for staff to make a determination about the feasibility of repairs. The Design Guide guidelines encourage repair over replacement whenever feasible, a determination that will be made by staff, with the assistance of any necessary historic assessment.

### Procedures For Permit Clearances

A. Procedures for Minor Project Approvals

Notwithstanding Los Angeles Municipal Code 8.2.5.D, a building permit may be issued for the following minor projects, provided that the Director of Planning issues an Administrative Clearance certifying that the project fully complies with the CDO:

1. Modifications to a building façade that do not reduce storefront transparency and that do not involve a change in the type of materials used on the façade;

2. The installation of awnings or other non-permanent decorative features.

B. The installation of mechanical equipment visible from the public right of way (mechanical equipment that is not visible from the public right of way is not subject to the District's Design Guidelines).

C. Procedures for Sign Approvals

Notwithstanding LAMC Chapter 1A Section 8.2.5.D sign approvals are subject to the following procedures:

1. The District's Design Guidelines governing signs are advisory only. They are not standards by which sign applications will be evaluated.

2. For individual signs that total less than 50 square feet in area, the Department of Building and Safety may issue a building permit for the sign if the Director issues an administrative clearance, and if the Department of Building and Safety determines that the sign complies with LAMC Chapter 1A Section 14.4 and all applicable Building Code provisions. The Director shall issue an administrative clearance if the total signage on the lot will not exceed 1.5 square feet for each foot of street frontage, and if the sign does not fall within any of the prohibited sign types listed below. In no case shall the Director consider the content or message of any proposed sign.

3. For individual signs that exceed 50 square feet in area, the Department of Building and Safety may only issue a building permit if the Director issues an approval under LAMC Chapter 1A Section 14.4, and if the Department of Building and Safety determines that the sign complies with Section 14.4 of the Municipal Code, the Director shall make the following findings in writing:

a. The sign does not fall within any of the prohibited sign types listed below;
b. The total signage on the lot will not exceed 1.5 square feet for each foot of street frontage;
c. and the sign is compatible with the surrounding environment, as articulated below.

*Compatibility shall be determined by the relationships of the elements of form, proportion, scale, color, materials, surface treatment, overall sign size and the size and style of lettering. The surrounding environment shall be comprised of other nearby signs, other elements of street and site furniture, and adjacent and surrounding properties, including residential areas. The Director's written findings must explain why the proposed sign is or is not compatible with the surrounding environment. The Director may also conditionally approve a sign, including conditions that would render the proposed sign compatible with the surrounding environment. In no case shall the Director consider the content or message of any proposed sign.*

### C. Procedures for All Other Project Approvals

The provisions of the Los Angeles Municipal Code Section 8.2.5.D shall apply to all other project approvals.

## DEFINITIONS

The following words and phrases, whenever used in this document, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Chapter 1A Article 14.

**Arcade:** An arched or covered passageway, usually with shops on each side.

**Articulation:** Clear and distinct separation between design elements or sections of a building façade, including variation in detail, color and materials and modulation of wall planes.

**Awnings and Canopies:** Awnings are usually made of cloth and are framed by wood or metal. Canopies are permanently affixed to buildings, are flat and constructed of solid materials.

**Baffle:** An artificial obstruction for deflecting the flow of sound or light.

**Bulkhead (or base):** Base of the storefront between the sidewalk and the window.

**Can Sign:** Alternately referred to as Canister or Cabinet Sign. A rectangular, internally illuminated sign, on which plastic sign copy is affixed.

**Forecourt:** A courtyard before the entrance to a building or group of buildings.

**Historic Assessment:** A supplemental report prepared by a qualified architectural historian, that may be required by the Director of Planning to determine the effects of a proposed project on a historic resource. Staff will determine the level of evaluation that will be required. Applicants will be required to engage a qualified historic consultant to prepare any such required evaluations.

**Mixed Use Project:** A development comprised of one or more building uses, such as retail space and residential space.

**Overdoor:** An ornamented carving, painting, or Section of decorated woodwork over a doorway.

**Paseo or Pedestrian Walkway:** Walkway that is typically open to the sky and that provides pedestrian passage between structures, or through landscaping, or parking lots, which is distinguished by ground surface treatments that provide for pedestrian safety and ease of movement.

**Pedestrian Orientation:** Neighborhood design that incorporates design features and elements that are human scaled and can be used and enjoyed by pedestrians. An urban development pattern where buildings and landscaping are proportioned and located so that walking is safe, comfortable and inviting.

**Plant-ons (or architectural implantations):** Molding overlays that are attached to a building's exterior. Plant-ons typically project from the exterior wall and serve to accent a building feature. They are typically used to frame windows in order to create the appearance of recessed windows.

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

**Preservation:** Repair or renovation to a historic building that is sensitive to those features and characteristics that contribute to its historic significance.

**Prevailing Setback:** (Also see property line): the most commonly reoccurring line between the property line and the façade of the building on the same block or street frontage. In Little Tokyo, the prevailing setback in many cases coincides with the property line or is offset from the property line between 6 and 12 inches for purposes of this plan, the main structural elements of a building must be located on the prevailing setback line to maintain the streetwall, while storefronts and building entryways may be recessed.

**Project:** The erection, construction, addition to, or exterior alterations to any building or structure within the boundary area of the Little Tokyo Design Guide including signs, canopies/awnings, façade alterations, the addition of roof equipment, and significant landscaping. A project does not include the following: (a) construction that consists solely of interior remodeling or interior rehabilitation or repair work and (b) alterations of, including structural repairs, or additions to any existing building or structure façade that does not front a public street, and in which the aggregate value of the work, in any one 24-month period, is less than 50 percent of the building or structure's replacement value before the alterations or additions, as deter- mined by the department of building and safety. (The exemption does not apply if the alterations or additions are to any exterior wall fronting a public street. Property line (or lot line): the line separating the lot from the street.

**Rehabilitation:** Rehabilitation generally refers to a method of treatment of historic structures that focuses on preserving existing historic fabric; repairing rather than replacing deteriorated components; replacing individual components rather than entire features and incorporating new features rather than historic recreations when adequate documentation is not available. Replacement of missing and/or deteriorated (too deteriorated to repair) elements generally requires use of in-kind materials. When in-kind materials are technically or economically infeasible, compatible substitute materials that convey the same form, design and overall visual appearance as the original may be considered.

**Restoration:** Restoration generally refers to a method of treatment of historic structures that focuses on the retention of materials from the most significant time in a property's history, while per- mitting the removal of materials from other periods.

**Reconstruction:** Reconstruction generally refers to a method of treatment of historic structures that establishes limited opportunities to re-create a non-surviving site, landscape, building, structure, or object in all new materials.

**Sail Sign/Wind Banner:** A freestanding or mounted sign that is supported by a flexible or semi-flexible or partial frame within which material constructed of vinyl, paper, or other wind- resistant and move- able materials.

**Setback:** The distance between the property line and the façade of the building.

**Sidewalk Grade:** The level of the sidewalk abutting the façade of a building fronting a public right-of-way.

**Streetwall (or street edge):** The vertical face of one or more buildings adjacent and parallel to the sidewalk. The cumulative façade effect created on a pedestrian oriented corridor when structures are built to the front lot-line and built to the edge of each side lot-line or the prevailing setback.

**Storefront Bay:** That area enclosed by the storefront cornice above, piers on the side, and the sidewalk at the bottom. Sometimes storefronts are placed entirely within one storefront bay, usually in older structures. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting shopping environment.

**Structural Bay:** Any division of a wall marked off by vertical supports.

**Tower:** A building or portion thereof that exceeds 150 feet in height.

# Design Guidelines & Standards

## SITE PLANNING

Site Planning involves the proper placement and orientation of structures, open spaces, parking, pedestrian and vehicular circulation on a given site. Factors such as the size and massing of buildings, the orientation of storefronts, clearly identifiable and enhanced entries and circulation greatly influence the quality of the pedestrian experience.

The purpose of good site design is to create a functional and attractive development, to minimize adverse impacts, and to ensure that a project will be an asset to the community. Buildings should be sited in a manner that is compatible with the orientation of existing buildings with an emphasis on promoting pedestrian activity along Little Tokyo sidewalks and facilitating pedestrian access to and from the sidewalk to adjacent properties.

The site planning of new buildings and the rehabilitation of existing buildings in the Little Tokyo CDO should encourage:

- Good design (with complementary landscaping) that create vibrant commercial areas fostering a pleasant and desirable character, pedestrian activity, and economic vitality;
- Continuity of the historic and cultural context of buildings in relationship to the existing pattern and scale of streets, sidewalks, meetings areas, and parking;
- Harmony between new and existing buildings, and sensitivity to the scale, form, height, and proportion of surrounding development;
- Compatible building orientation to streets, which promotes pedestrian activity along the sidewalks of Little Tokyo, and facilitates pedestrian access to and from the sidewalk to adjacent properties;
- Easy sidewalk access for pedestrians by locating vehicle access and loading areas where there will be minimal physical or visual impact on pedestrians, the flow of traffic, and/or adjacent uses;
- The incorporation of Japanese architectural and design motifs, where appropriate, into the physical design of a project expresses and reinforces the unique cultural character of Little Tokyo. Projects should consider incorporating concepts of Japanese aesthetics, including grace, subtlety, simplicity, and tranquility, into contemporary building design. This can be reflected through the design of open space, massing, articulation, facades, exterior surface materials, signage, and/or landscaping, drawing from the rich tradition of Japanese aesthetics. Pictorial recreations and ornamental architectural elements should not be included as part of projects.

### *1. Building Orientation and Frontage*

**Guideline 1**: Position buildings to promote pedestrian activity along the public right of way by placing business entrances on the street. Blank walls and driveways are physical intrusions on a pedestrian-oriented street and should be avoided. Developments should not face inward but rather should be oriented towards the street or public walkway to maintain and enhance the pedestrian-oriented character of the district.

**Guideline 1a**: Buildings should be built to the front lot line or required sidewalk easement.

Corner buildings should be built to both the front and side lot lines. Building setbacks may be permitted, consistent with zoning provisions, when the setback area is used for public open space such as patios, Plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.

**Guideline 1b**: All buildings should have a primary ground floor entrance that serves the building as a whole. In addition, there should be at least one entryway serving each business fronting a public street or pedestrian facility. Corner buildings atmajorintersections.

**Guideline 1c**: All primary entrances to a building should be oriented to the abutting street(s). When a project abuts a primary or retail street and/or identified pedestrian facilities, primary entrances should be oriented to these streets, alleys and pedestrian facilities. Where a development fronts one of these streets or alleys on more than one side, entrances will be provided on each side or at the corner in a manner that is visible from both streets.

**Guideline 1d**: For portions of projects where the ground floor contains residential units, individual entrances to the ground floor units are encouraged. For such projects, each entrance should be set back three to five feet from the sidewalk, or as allowed by zoning provisions to allow room for transitional landscaping. Walk-up-style units are also encouraged.

**Guideline 1e**: Project design should provide for a variety of shops and extended day activities at ground level street frontages.

**Guideline 1f**: Design for ground-level uses on secondary streets that are neighborhood-oriented and appeal to local residents.

**75% Retail Streets:**

- First Street, from Los Angeles Street to Alameda Street
- Second Street, from Los Angeles Street to Alameda Street
- Third Street, from Los Angeles Street to Alameda Street
- Central Avenue, from 1st Street to Towne Avenue
- Little Tokyo Pedestrian Spine, including Japanese Village Plaza Mall and Azusa Street Onizuka Street

**Guideline 1g**: For industrial buildings, locate all "front of house" operations, i.e. Offices, at the front of the building, closest to the pedestrian walkway.

**Guideline 1h**: Reflect the unique identity of Little Tokyo in building design at identified gateways (see attached map), with an emphasis on establishing a sense of place and marking an entrance to the district with the use of symbols of Japanese culture (E.G., Stone lanterns, banners, etc.) And appropriate materials (E.G., Cloth, stone, wood, etc.). Building design and orientation should prominently identify points of entry into the ethnic neighborhood.

**Guideline 1i**: Consider incorporating Japanese design aesthetics into the arrangement of buildings and spaces to help reinforce the cultural character of the Little Tokyo community. Japanese architecture is characterized by its sensitive appreciation of and harmony with nature. Buildings should be arranged so that interior space is integrated with and interacts with outdoor spaces as much as possible. The traditional Japanese veranda, engawa, reflects this aesthetic by serving to link the inside and outside of a structure as one continuous environment.

## 2. *Open Space*

The linkage between vibrant open space and accessible pedestrian circulation is key. A central path system or "spine" through a community connects important destinations within the community, contributing to its cohesiveness. A central pathway also allows for easy access and circulation. Little Tokyo's central path system near Temple on the north with the Go For Broke Monument and travels southeast past the Japanese American National Museum (JANM), then southwest through the Japanese Village Plaza (JVP) then to the Japanese American Cultural and Community Center (JACCC) Plaza, and then proceeding west along Azusa Street through the Block 8 mixed-use project, leading to the Little Tokyo Library, and the anticipated Little Tokyo Recreation Center on Los Angeles street. (See map.)

Key elements, or branches, along the "spine" include the Museum Of Contemporary Art, East West Players' David Henry Hwang Theater, Weller Court, Little Tokyo Branch Library, New Otani Hotel, Japan America/Aratani Theater, Little Tokyo Towers, Casa Heiwa, Honda Plaza, Little Tokyo Mall (formerly Mitsuwa Plaza).

An easy to follow pedestrian path system would connect the major destinations in Little Tokyo, including those that overlap the Arts District. In addition, the path system would lead to open spaces and gateways, such as the proposed Art Park being planned for the north side of East 1st street. The path system could also incorporate public art and/or other symbols of Japanese culture and heritage.

**Guideline 2**: Encourage open space as part of a project site design to invite and encourage pedestrian activity. Create inviting spaces, provide shade, screen unattractive areas and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos, arcades, forecourts and plazas should accommodate and promote pedestrian traffic and offer opportunities for amenities such as outdoor dining, sitting areas and landscaping.

**Guideline 2a**: Residential, commercial, and mixed-use projects are encouraged to provide public open space in the form of a plaza, paseo, outdoor dining area, or another similar space. Midblock pedestrian pathways or paseos should be encouraged through large sites, in conformance with the Downtown Design Guide. Forecourts, plazas and outdoor areas should include seating, dining areas, landscaping and/or shade elements. Shade-trees, sculptures and/or water features are also encouraged.

**Guideline 2b**: Buildings should have entrances that are oriented to its public open spaces and ground floor uses should activate those spaces.

Public open spaces should be designed to enhance visual connections with surrounding buildings, in order to promote safety and comfort.

**Guideline 2c**: Public open spaces should plan for and incorporate symbols of Little Tokyo's ethnic and cultural community, where appropriate. Existing public art and special features should be preserved and new public art and special community-oriented features should be incorporated into the design of new projects.

**Guideline 2d**: Projects are encouraged to use enriched paving and other distinctive materials to create user-friendly open spaces. The spaces should be easily maintainable and kept clean.

**Guideline 2e**: Consider incorporating different elements of nature, including water, natural features, etc. in garden and open space areas.

**Guideline 2f**: Projects should identify and prioritize opportunities for creating special places that capture significant history, memorialize special features, individuals, or characteristics of the neighborhood and which propose design solutions for specific sites.

**Guideline 2g**: Design open space elements to mark important places and create a sense of direction, movement, and arrival.

**Guideline 2h**: Public and private plazas are encouraged. Exterior building walls may define open spaces, but open spaces may not be surrounded by blank walls nor be separated from (either above or below) the sidewalk grade.

**Guideline 2i**: Projects abutting identified pedestrian facilities should contribute to, maintain, and enhance such facilities by lining them with retail, providing entryways for storefronts abutting such facilities and orienting any open space to such facilities.

**Guideline 2j**: Support improvements in public spaces that enable use of wireless communication technology (such as computer laptops and personal digital assistants).

**Guideline 2k**: Improve edges of public open spaces by providing active uses on the ground floor of buildings.

**Guideline 2l:** Existing public art and special features should be preserved and new public art and special community-oriented features should be incorporated into the design of new projects, in public gathering areas and other key locations.

**Guideline 2m**: Design elements in open spaces should aim to capture significant history and memorialize special features, individuals or characteristics of the neighborhood. Promote the installation of kiosks with maps of the area with notable elements identified and described.

## *3. Parking and Vehicular Access*

**Guideline 3**: Projects should accommodate vehicular access and parking in a way that is compatible with the context of the Little Tokyo district and maintains the integrity of street walls and street uses. Parking lots and structures should fit within the urban fabric; the massing, scale and façade articulation of parking structures should respond to the surroundings and provide a degree of three-dimensional interest. Parking design should minimize conflicts between pedestrians and vehicles, reduce the visibility of parked cars, and contribute to pedestrian-friendly street frontages.

**Guideline 3a**: On-site parking should be oriented away from adjacent street frontages and lined with habitable space to the extent feasible. To the extent possible, parking for all new buildings should be located underground or located to the rear of the lot in a structure.

**Guideline 3b**: Surface parking areas that adjoin a street should be screened by a durable barrier, such as a solid wall, fence, berm, hedge or landscaping that is tall enough to screen at least vehicle headlights.

**Guideline 3c**: For industrial buildings, locate both parking and loading facilities behind buildings and when possible, provide access through an alley or secondary street.

**Guideline 3d**: Parking structures should be designed with architectural detailing and fenestration. Where associated with a larger project, parking levels or structures shall be visually integrated with other project components, in terms of material, color and other design elements. Structures should not overtly appear to be used for parking.

### *4. Pedestrian Orientation*

**Guideline 4:** Develop interesting elements at street level that respect the pedestrian scale and that help to make walking a pleasant experience. Landscaping, wall treatments, and lighting are elements that should be incorporated into the design.

**Guideline 4a:** Enhance blank walls with artwork, such as relief works, murals, cascading landscape plantings and wall sculptures.

**Guideline 4b:** Wherever possible, parking should be easily identified with prominent, uniform signage designed to fit into its architectural context and support a pedestrian-friendly environment.

**Guideline 4c:** Locate loading areas at the rear of structures for minimum visibility from the primary or Retail Streets or identified pedestrain facilities where there will be minimal negative impact on pedestrians, the flow of traffic, and uses adjacent to and across the street from the loading area.

**Guideline 4d:** Passenger loading zones located on the street should not impede foot traffic or sidewalks and should complement the pedestrian experience.

**Guideline 4e:** Parking lots and structures should be designed to provide safe pedestrian circulation between parked vehicles and the primary building through the use of clearly marked pedestrian walkways, stop signs, speed bumps, lighting, or other similar measures.

### *5. Corporate Identity Architecture*

**Guideline 5**: Buildings in the district should contribute to the architectural integrity of the surrounding area. Buildings prototypes used for franchise restaurants, retail space or other formula commercial uses that traditionally have a pre-determined corporate architectural identity may not be compatible with these guidelines. In such cases, buildings should be carefully designed so as to be consistent with this CDO.

**Guideline 5a**: All projects, including those related to franchise or corporate establishments, should be designed to comply fully with the design and development guidelines.

## BUILDING ARTICULATION AND DETAILS

Development in Little Tokyo is often characterized as a "bowl," with low - to medium - scale buildings at the core and surrounded at the edge by taller buildings. The neighborhood is further characterized by its pedestrian-oriented character. Travel through Little Tokyo is facilitated by a complete network of pedestrian pathways that link to the surrounding neighborhoods. The design and orientation of buildings along the pedestrian circulation network further contribute to a pedestrian-friendly environment. There is a largely consistent streetwall of transparent store-fronts and detailed building facades that create a pleasant experience for pedestrians. Large windows along many of the restaurants and retail establishments and visible activity on both sides of the glass puts "eyes on the street" and helps create perceptions of pedestrian safety. Finally, a system of signage for pedestrians helps with movement and orientation.

When a building's ground-level space is walled off, boarded-up, or screened with security grilles, the quality of the pedestrian environment suffers. Blank walls at the ground floor reflect a missed opportunity to reinforce the character of the district, and the pedestrian experiences a sense of separation from the activity within the building. Additionally, conditions that visually block pedestrians' views from the interiors of ground floors communicate a lack of safety.

Japanese architecture is characterized by its sense of order and control, as well as simplicity of form and proportion. A strong sense of proportion leads to structural harmony. Colors, textures, and materials should be as natural and harmonious as possible.

### 6. *Building Scale and Massing*

**Guideline 6:** Variations in massing can enhance the character and visual quality of a building, thereby establishing a comfortable scale. Building massing should be modulated and articulated to break up the scale of development, create a pedestrian friendly environment, and stimulate and enhance visual interest. Industrial buildings should be compatible with and complementary to the surrounding residential and commercial buildings by respecting the prevailing architectural scale and character.

**Guideline 6a**: The commercial heart of the district, generally bounded by Central Avenue, Third Street, San Pedro Street, and the Historic District along the north side of First Street, has an overall lower scale than much of the remaining area. New buildings within these boundaries should help to complement this development pattern in their scale and massing.

**Guideline 6b:** The remainder of the district provides an opportunity for sensitively designed mid-rise (four to six stories or under 75 feet) and high-rise (over 75 feet) buildings that are integrated into the urban context. Avoid perimeter block massing and vary massing and elements within the site. New mid- and high-rise buildings should be strategically located to mark important nodes and intersections within Little Tokyo. Projects should be designed with appropriate stepbacks and height transitions when abutting or across the street, alley or pedestrian facility from the lower scale portion of the district.

**Guideline 6c:** Mixed-use projects that combine multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios are encouraged, particularly along the south side of 3rd Street.

**Guideline 6d**: The commercial portion of mixed-use development should relate to the scale, form, height and proportion of the residential portion. Ground floor uses should be distinguished from the upper façade with inviting and transparent storefronts and sensitively scaled proportions. Commercial ground floor frontage should be distinguishable from the residential facades and should provide a strong building base. Commercial uses should have greater window-to-wall ratios than a residential component.

## *7. Building Articulation*

**Guideline 7**: Heighten visual interest and enhance pedestrian orientation by incorporating three-dimensional elements and material variation into the façade of buildings. These elements and variations include: Architectural features; changes in building materials, texture and color; generously sized transparent display windows; arcades, canopies, and awnings; cornices; and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept that integrates architectural details with massing, scale, and site design.

**Guideline 7a:** Building facades should be modulated and articulated to create interest and variety. The project should employ one or more of the following vertical elements: Columns, pilasters, indentations, storefront bays, or vertical landscaping to break up the horizontal massing of a building.

**Guideline 7b**: Projects should differentiate the sidewalk-level of the building from the middle and top portions through building articulation, projections, cornices, change in materials, etc. On building facades, emphasis should be placed on horizontal lines.

**Guideline 7c**: Provide variety in façade treatments along a block face through the design of building frontages, while adhering to a cohesive and unifying design concept.

**Guideline 7d:** For renovations of existing commercial buildings, the building base (the first two (2) to five (5) feet above the sidewalk) should be differentiated from the rest of the building façade with treatments such as change in material and/or color.

**Guideline 7e**: Ground floor facades should be particularly detailed through the use of storefronts, storefront glazing, entryways, awnings and canopies and other design elements.

**Guideline 7f**: Large unbroken surfaces should be avoided by creating breaks in the streetwall and by dividing wide storefronts into structural bays. Storefront bays create articulation in low-rise buildings and contribute to a pedestrian-oriented street. Recessed storefront bays add visual interest to the streetwall, frame display windows, and create an inviting environment.

**Guideline 7g**: Consider exposing structural elements on building facades to add articulation and reflect a Japanese-influenced design. Exterior roof eaves, beams, posts, columns, and other exposed framing can be either a function part of the structural support of a building or purely decorative in nature. Wood, clay, steel, or concrete materials can all be successfully utilized in this way. Where appropriate to a chosen building design, wood cladding or adornment can also be used to enhance articulation on a building facade.

**Guideline 7h**: Mixed use and residential developments are encouraged to integrate balconies and terraces to provide building articulation, particularly on facades facing streets and walkways, to encourage "eyes on the street."

**Guideline 7i**: Industrial building facades with loading docks should maintain a level of detail and style used on the main facility, especially if visible from residential uses.

## *8. Entry Treatments*

**Guideline 8**: The entrance to a building has an important relationship to the street and is one of the most important parts of the building facade. Dominant entryways reinforce the character of the building, add visual interest, break the monotony of flat surfaces, add a vertical element and create an inviting entrance. Emphasize pedestrian orientation and accessibility by creating well-articulated and inviting building entrances, and by orienting these entrances towards the adjacent primary/Retail Streets.

**Guideline 8a**: Building entrances are encouraged to be recessed and/or defined by distinct architectural treatments. These treatments can include: Variation in materials, lighting, awnings, textured paving, attractive signage, and planters. Identify the building entry by recessing or projecting the opening, by using awnings or special signage, or by varying the façade treatment around the entry. Consider moveable walls to open up and create more flexible interior/exterior relationships.

**Guideline 8b**: Storefront entrances should be designed so that they are a predominant architectural feature on the building façade and create an inviting entrance.

**Guideline 8c**: Each individual tenant or business space located on the ground floor should have an entrance directly accessible from the street at the same grade as the sidewalk. Primary access should be from a public open space, public street, fore- court or arcade or identified pedestrian facility. Ground floor residential units should be directly accessible from the street.

**Guideline 8d:** For industrial developments, pedestrian access paths to public entrances should be delineated clearly from vehicular and truck access, especially as they transition to the public sidewalk.

## *9. Windows*

**Guideline 9**: All projects should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office space. This increases safety by allowing businesses to have 'eyes on the street' while people on the street see interior building activities. Pedestrians should be able to sense the ground floor activity inside the building.

**Guideline 9a**:–Encourage an active and attractive pedestrian environment by providing a significant level of transparency at the ground floor on building facades facing public streets.

**Guideline 9b**: Doors and windows should be of clear, untinted, and non-reflective glass for all portions of a building, except for architectural or decorative accent, and except where any tinting or similar applications are necessary to

comply with Energy and Building Code regulations.

**Guideline 9c**: Residential units with individual entrances should include windows at ground level.

**Guideline 9d:** Windows should project or be recessed (set back) from the exterior building wall, except where inappropriate to the building's architectural style. The required change in plane may not be accomplished by the use of plant-ons around the window.

**Guideline 9e:** Windows on levels above the ground floor should be evenly and regularly spaced to create a discernible rhythm. Planter boxes are encouraged to create a softening of the architectural façade.

**Guideline 9f:** For projects with industrial uses, screen ground floor industrial activities from the street.

## *10. Facades, Exterior Surface materials & Color*

**Guideline 10**: The texture of building facades should be complementary to other buildings in the surrounding area. Large expanses of the same building material detract from the aesthetics of a building. Use of varied and complementary building material reduces the mass of a building, and creates visual interest.

**Guideline 10a:** The exterior facade of low-and mid-rise buildings should incorporate no more than three complementary building materials, including but not limited to glass, tile, smooth stucco or stone. Textured stucco is strongly discouraged.

**Guideline 10b:** Mid and high-rise buildings should not have monotonous exteriors, and should employ building materials that create an interesting variety of facades to reduce massiveness and glare impacts on surrounding uses and motorists.

**Guideline 10c**: Encourage the use of high-quality and/or enriched materials, particularly along the ground floor and at key locations, such as inter-sections, major entries, and places of significance.

**Guideline 10d**: Differentiate the ground floor from the upper stories through the use of complementary but different building materials, textures, colors, and size of openings.

**Guideline 10e**: Strengthen the connection between the sidewalk and street-facing building facades by enhancing visual interest to pedestrians.

**Guideline 10f:** Planter boxes are encouraged on upper story windows and patio areas to cascade and create a softening of the architectural façade, where feasible.

**Guideline 10g:** Paved areas, excluding parking and driveway areas, should consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile and/or brick pavers.

**Guideline 10h:** Color schemes should be selected in relation to the overall design intent of the building and should be simple, harmonious and should complement adjacent structures.

**Guideline 10i**: Techniques to deter graffiti, such as wall coating, and/or plantings are encouraged.

## *11. Cultural Design Details*

**Guideline 11:** Consider façade treatments that subtly express Japanese-inspired design aesthetics, where appropriate to the overall design concept.

**Guideline 11a**: Consider exposing structural elements on building facades. Exterior roof eaves, beams, posts, columns, and other exposed framing are a common characteristic of Japanese-influenced designs, and can be either functional or purely decorative in nature. Wood, clay, steel, or concrete materials can all be successfully utilized in this way. Half-timbering applied to stucco surfaces is also a traditional Japanese representation of this type of treatment. Where appropriate to a chosen building design, wood cladding or adornment should be considered for use on exterior building facades.

**Guideline 11b**: Consider the use of natural materials, particularly wood and stone. Wood should be left with its natural finish, rather than painted over.

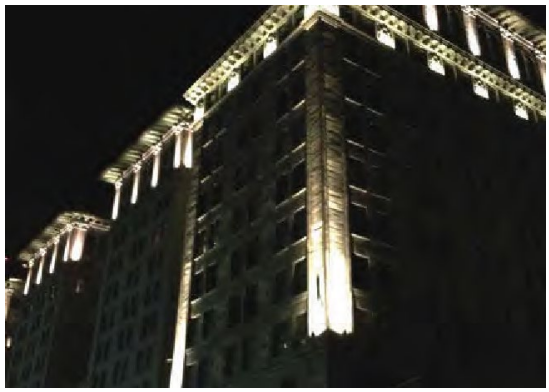
**Guideline 11c**: Consider whole facades that can be opened, as the boundary between the interior and exterior of a building is typically fluid rather than rigidly defined. One way to reach this goal is through increased transparency, possibly through the use of glass or light-weight translucent materials.

**Guideline 11d**: Overall, strive for simplicity. Designs should be understated—not cluttered or distractingly ornamented.

## *12. Lighting*

Lighting can be used as a unifying element, defining districts and streets and conveying moods. Lighting should be used to light both vehicular and pedestrian pathways.

**Guideline 12:** Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. Outdoor lighting in front of buildings provides security for pedestrians at nighttime. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.



**Guideline 12a**: Provide lighting along all vehicular access ways and pedestrian walkways. Recessed lighting on the ground along vehicular access ways and pedestrian walkways is highly encouraged.

**Guideline 12b:** Incorporate wall-mounted fixtures into the design of buildings to emphasize and define building entrances and to contribute to the nighttime ambience.

**Guideline 12c:** Encourage building owners to illuminate signage and to use interior lighting for nighttime effect.

**Guideline 12d:** Illuminate landmarks and use lighted trees along major pedestrian streets at night.

**Guideline 12e:** Locate lights in areas of pedestrian/ vehicular interface and other safety areas.

**Guideline 12f:** Provide for nighttime illumination of showcases and other building interiors abutting Retail Streets.

**Guideline 12g:** Provide a secondary source of sidewalk illumination through exterior lighting on street-facing building facades.

**Guideline 12h:** Exterior lighting fixtures should be compatible with the architectural design of the building. Japanese design motifs for lighting are strongly encouraged.

**Guideline 12i:** All exterior lighting should be directed onto the lot and away from neighboring development, and all flood lighting should be designed to eliminate glare to adjoining properties. Flood lamps or floodlights, or similar contemporary lighting fixtures will not be permitted.

**Guideline 12j:** Circular, arch or gooseneck types of light fixtures are highly recommended.

## *13. Awnings and Canopies*

**Guideline 13:** Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfort- able sense of enclosure to outdoor seating and other active public uses.

**Note:** Projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works bureau of engineering.

**Guideline 13a:** Size and placement of awnings and canopies should enhance the building's overall frame, detailing, and rhythm. Placement should correspond to the location of a store-front or entrance.

**Guideline 13b:** For awnings located above windows, awning shapes should be consistent with window frames.

**Guideline 13c:** Awnings and canopies should be constructed of high-quality, durable, fade-resistant, and fire-retardant materials. There are several types of awnings and canopies ranging from canvas to structural space frames.

**Guideline 13d:** All awnings must be retractable, and can be attached above the display windows and below the cornice or sign panel. It is highly recommended that the awning be mounted between the transom and the display windows, as this will allow light into the store while shading the merchandise and pedestrian from the sun.

APPURTENANCES

## *14. Security Grilles*

Many building owners and tenants hesitate to allow large areas of unprotected glass at the ground level because of security and safety concerns. Common responses to those concerns include boarding up of the entire ground floor or adding security grilles. These conditions deface the built environment as well as create a sense of danger for residents and visitors.

**Guideline 14**: Provide storefront security as needed without obscuring storefront windows and creating blank walls along the sidewalk. Minimize the presence of security grilles and bars as visible from the street.

**Guideline 14a**: Premises should employ non-barrier (alarm or sensor) theft-deterrent systems where possible. If such security systems are not feasible, interior security grilles or vandal-proof glazing that is resistant to impact should be used on any storefronts.

**Guideline 14b**: External security grilles or roll-down security grilles that conceal storefront windows are discouraged.

## *15. Utilities, Mechanical Equipment, Trash Containers & Loading*

**Guideline 15**: Improve the pedestrian environment along the sidewalk and minimize visual blight by obscuring unsightly equipment adjacent to streets and other public rights-of-way.

**Guideline 15a**: Utility lines should be placed underground to the best extent feasible and approved by the Department of Water and Power.

**Guideline 15b**: All utility boxes or facilities should be installed below grade in the public rights-of-way.

**Guideline 15c**: Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment should be placed to the rear of the site or underground when feasible. Otherwise, structures housing such elements shall be enclosed or screened with landscaping, and designed in a way as to be as inconspicuous as possible.

**Guideline 15d**: All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas, should not be visible from public rights-of-way. No mechanical equipment (e.g. air conditioners should be permitted in window or door openings.)

**Guideline 15e**: Consider using HVAC elements such as ducts and vents as opportunities for creative expression, particularly where these elements are visible to surrounding buildings.

**Guideline 15f**: Rooftop mechanical equipment should be screened with materials that are architecturally integrated into the building.

## *16. Sidewalk Dining Enclosures*

**Guideline 16:** Encourage outdoor dining on sidewalks near restaurants and cafes. Support an open and safe physical environment by de- signing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.

***Note:*** *projections into the public right-of-way, extending beyond private property, must obtain proper approval from the Department of Public Works Bureau of Engineering.*

**Guideline 16a:** Enclosures must utilize open fence work. The materials and design should be decorative and coordinate with the structures on the site.

# SIGNS

Signage is used to identify the character of a business, advertise its location, and assist people in locating their destination. Signage should be de- signed in such a way that it accomplishes these objectives without creating visual clutter or dominating the visual appearance of the area.

Since the Little Tokyo Community Design Overlay aims to create a more pedestrian friendly environment, signs should be sized and oriented to persons walking along adjacent sidewalks and pedestrian pathways. Pedestrian-scale signage (i.e., at a height and of a size that is visible to pedestrians) can help to identify the structure and use and facilitate access to the entrance. Signage directed toward automobile users is typically over- scaled for a pedestrian environment.

Without standards, most signage is developed for maximum visibility. The result is often a state of visual chaos in which signage conflicts with architecture, and there is no coordination between the signage of neighboring buildings. The overall size, materials and graphic composition of signs should be integrated with the building and land- scape design and should complement the façade or architectural element on which it is placed.

Additionally, the signage guidelines for the Little Tokyo Historic District (Appendix A) shall apply to the National Register Historic District Area along the north side of 1st Street, between Judge John Aiso and Central Avenue.

## *S1. General – All Signs*

**Guideline S1a:** Promote the identity and success of individual businesses while enhancing the visual quality of Little Tokyo through context-sensitive signage design. Ensure that signage design is appropriate in terms of location, layout, and style. Minimize sign clutter and emphasize pedestrian-scale design.

**Guideline S1b:** Signs should be considered as a component of building design and should complement buildings with respect to style, design, materials, and colors. Signage should be integrated with architectural elements, where feasible.

**Guideline S1c:** The size and location of signage should be designed to respect the viewing experience of the pedestrian over those in vehicles, especially along pedestrian-oriented Retail Streets. Project applicants are encouraged to consider pedestrian oriented signage options such as projecting signs.

**Guideline S1d:** Encourage the use of Japanese writing (e.g., katakana, kanji, calligraphy) in project signage, to reinforce the cultural character of Little Tokyo.

**Guideline S1e:** Projects should provide a unified signage system, while incorporating a cohesive range of sign design for individual identity.

## *S2. Directional Signage*

**Guideline S2:** Signage directing visitors should be coordinated and provide a cohesive, unified design for the district.

**Guideline S2a:** Incorporate a bold and legible signage system at neighborhood gateways, entry points, and strategic locations within Little Tokyo. The use of Japanese writing (e.g., Katakana) is encouraged, as well as the use of symbols of Japanese culture (e.g., Stone lanterns, banners) and appropriate materials

**Guideline S2b**: In areas of pedestrian concentration and visitor-serving uses, projects should provide orientation maps, directional signs, tourist information boards, kiosks, or other wayfinding signage.

**Guideline S2c**: Projects are encouraged to provide plaques at the pedestrian level to identify notable gateway and other important elements within Little Tokyo.

## *S3. Sign Illumination*

**Guideline S3**: Signage illumination should be used sparingly and at a pedestrian scale. Overly bright illumination, digital signage and internally lit signage that is intended to capture the attention of motorists generally does not invite pedestrian use or prolonged visits to the district outside of immediate car trips. External illumination for signage is encouraged in lieu of internally lit signage.

**Guideline S3a**: Reverse channel letters or externally lit individually cut letters are encouraged in lieu of internally lit channel letters.

# LANDSCAPING

## *L1. Site Landscaping*

**Guideline L1**: Landscaping should complement building design in a way that creates vibrant commercial areas by enhancing architectural detailing, screening unattractive areas, supporting pedestrian activity, promoting economic vitality, and fostering a pleasant and desirable character. Landscaping may include plant materials such as trees, shrubs, ground cover, perennials, annuals, as well as rocks, water features, sculpture, art, or paving materials.

**Guideline L1a**: All areas of a site not occupied by buildings, driveways, or used for outdoor dining should be landscaped; 80% of landscaped areas shall consist of plant materials.

**Guideline L1b**: For new developments trees should be planted in the adjacent public right-of-way at a minimum ratio of one (1) tree for every 25 feet of lot length, to the extent feasible, determined by the Urban Forestry Division, Bureau of Street Services, Department of Public Works or to the Department of Transportation.

**Guideline L1c**: Utilize small urns, vessels, or pots with plant material at entrances, as window and architectural accents, or to screen unattractive areas. Plant materials should be well maintained.

**Guideline L1d**: Blank walls or other unattractive areas of a site or building should be screened with landscaping.

**Guideline L1e**: Utilize plant vines on existing blank walls to prevent graffiti.

**Guideline L1f**: Projects are encouraged to include elements in the landscape that mark important places in the community and create a sense of direction, movement, arrival.

**Guideline L1g**: Landscape the street and building edges of parking lots and enhance existing chain link fences with landscaping, or replace with wrought iron or "art fences". The use of razor wire is prohibited.

## *L2. Landscaping Design*

**Guideline L2**: Encourage the expression of Japanese-inspired aesthetics through landscape design, without limiting the use of other design concepts.

**Guideline L2a**: Consider landscaping design elements that reflect symbols of Little Tokyo's ethnic and cultural community, such as stone lanterns, banners, and use of natural materials (e.g., cloth, stone, wood). This should be considered particularly at identified neighborhood gateways, to prominently mark the points of entry into Little Tokyo and establish a sense of place in conjunction with a unified building design.

**Guideline L2b**: Utilize plant species and materials in landscaping that reflect Japanese cultural character, as desired and appropriate to an overall design concept.

**Guideline L2c**: Increase the quantity of native and drought-tolerant plant species to reduce water use and promote sustainability goals.

**Guideline L2d**: Landscaped areas should be designed to provide effective stormwater management functions, where feasible.

**Guideline L2e**: Buildings designed for industrial uses should provide a minimum 5-foot landscaped setback along the sidewalk open to the sky. Plant a combination of vines and shrubs to provide a continuous "green screen." The setback may include stormwater collection/treatment planters, which may be a maximum of 3 feet high. The planters face should be planted with climbing plants or otherwise screened with landscaping to reduce the potential for graffiti.

**Guideline L2f:** Install a high-efficiency "smart" irrigation system, which includes a weather-based controller and, where feasible, in-line drip and bubblers, rather than overhead spray. Where overhead spray is used, heads should have low-precipitation nozzles to reduce run-off.

**Guideline L2g:** Landscape setbacks, where required, should include a minimum 24-inch box tree for every 20 feet of street frontage. Trees installed should have a minimum canopy diameter of 20 feet at the time of maturity.

**Guideline L2h**: Landscape setbacks, where required, should include a 90-percent ground covering through the use of turf, grass, flowering plants and shrubs.

## *L3. Landscaping Design*

**Guideline L3**: Enhance parking areas by providing landscaping that shades, buffers, and screens unattractive views of parking. Parking lots and structures should receive landscape treatment that is well integrated with the building design to enhance the aesthetic appearance of parking garages. Landscaping should provide a pleasing, safe, and secure environment for pedestrians on the street.

**Note**: Standards apply to areas that include six or more parking stalls and should be in addition to, and consistent with, the requirements set forth in Sections 12.21.A.6(G), a.6(H), and 12.21.A.6(I) of the Los Angeles Municipal Code.

**Guideline L3a**: Ground covers that provide interest and complete coverage without excessive maintenance or water usage should be utilized. The landscaping should provide a buffer between the parking and other uses, soften glare from vehicles, and filter noise.

**Guideline L3b**: Where parking structures are not wrapped with retail uses at the ground floor, they should be visually screened from frontage streets and adjoining uses by a landscape buffer consisting of trees, planters, and vegetation around their perimeters.

**Guideline L3c**: A five (5) foot landscaped buffer should be located between parking areas and the property line wherever a surface parking lot abuts the public right-of-way. The landscaped buffer area should contain 24-inch box trees planted at a ratio of one (1) for every ten (10) linear feet. At a minimum, these trees should measure a trunk diameter of two (2) inches and a height of ten (10) feet at the time of planting.

**Guideline L3d**: A minimum of seven (7) percent of the total area of surface parking should be landscaped, including one (1) tree from every four (4) parking spaces evenly dispersed throughout the lot. Tree species should be of a variety that produces a large canopy, but does not produce excessive plant material.

**Guideline L3e**: Landscape the street and building edges of any parking lots and enhance existing chain link fences with landscaping, or replace with wrought iron or "art fences". The use of razor wire is prohibited.

REHABILITATION OF HISTORIC BUILDINGS AND CONTEXT SENSITIVE INFILL DEVELOPMENT.

## *H1. Historic Structures*

**Guideline H1**: Historic structures in Little Tokyo, particularly those in the Little Tokyo Historic District symbolize the cultural and social history of the Japanese- American community in Los Angeles. Improvements to the historic structures of Little Tokyo are meant to improve the quality of the pedestrian and commercial environment while preserving the community's architectural and historic resources.

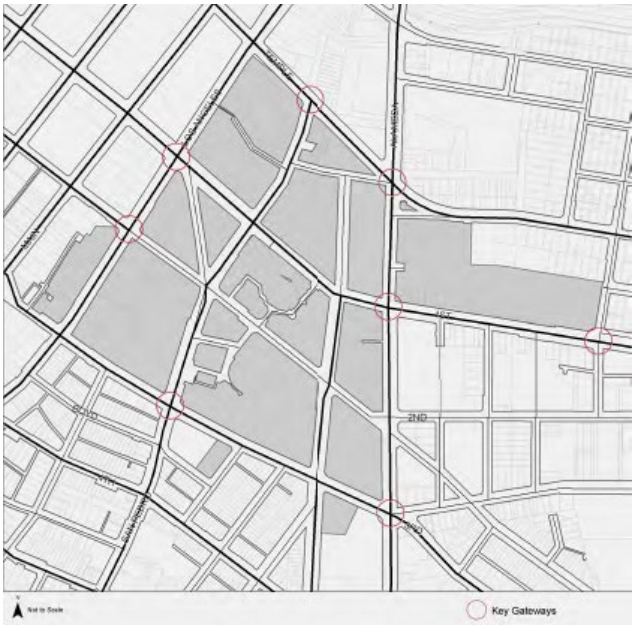
**Guideline H1a**: All projects within the Little Tokyo Historic District should comply with the provisions of the Secretary of Interior's standards for the treatment of historic properties, with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings and the Historic Guidelines found in Appendix A.

PRIMARY GATEWAYS

## *G1. Primary Gateways*

**Guideline G1**: Gateways are the points of entry that establish an image or identity for the community being entered. Special attention should be given to important entry points to the community to bolster the historic and cultural character of Little Tokyo. The primary gateways into Little Tokyo are identified on the accompanying map.

**Guideline G1a**: Projects at the identified primary gateways into Little Tokyo should include features to accentuate arrival into the neighborhood. A gateway should reflect the unique identity of Little Tokyo through the subtle use of certain symbols of Japanese culture and appropriate materials.



CITY OF LOS ANGELES
FOUNDED 1781

LOS ANGELES
CITY PLANNING

# LITTLE TOKYO GUIDELINES CHECKLIST

LOS ANGELES CITY PLANNING

## APPLICANT INFORMATION

Name: Case Number:

Address: Zip Code:

Phone Number: Zone

Project Description:

**INSTRUCTIONS:** Check the appropriate boxes that apply to your project:

## GUIDELINE 1: BUILDING ORIENTATION AND FRONTAGE

* **1a:** Buildings about front lot line or required sidewalk easement, except where setback area is used for patios, plazas, courtyards, outdoor dining, seating, kiosks, and/or landscaping.
* **1b:** Buildings have a primary ground floor entrance. Refer to Standard 1b and 1c for specifications regarding individual businesses and corner buildings.
* **1c:** Primary ground floor entrances are oriented to abutting streets, alleys, and other pedestrian facilities.
* **1d:** Residential units have individual entrances that are set back 3 to 5-ft. from the sidewalk, to allow for transitional landscaping.
* **1e:** Pedestrian entrances are easily identifiable from abutting street, alley, or parking lot.
* **1f:** Design provides for a variety of shops and extended day activities at ground level street frontages.
* **1g:** Design provides for ground level uses on secondary streets that appeal are neighborhood-oriented and appeal to local residents.
* **1h:** All “front of house” operations ofindustrial buildings, i.e. offices, are located close to the pedestrian walkway.
* **1i:** If located at Little Tokyo’s identified gateways (see map), prominently marks the entrance to a unique ethnic community in its building design as well as its use of Japanese cultural symbols and appropriate materials.
* **1j:** Design incorporates Japanese design aesthetics into the arrangement of buildings and spaces to reinforce the cultural character of the Little Tokyo community.

## GUIDELINE 2: OPEN SPACE

* **2a:** Provides open space in the form of a plaza, paseo, outdoor dining area, landscaping, shade elements, sculptures, or water features.
* **2b:** Building entrances are oriented to public open spaces.
* **2c:** Design incorporates public art and other special community-oriented features that emphasize symbols of Little Tokyo's ethnic and cultural community in public open spaces.
* **2d:** Uses enriched paving and other distinctive materials to create user-friendly open spaces.
* **2e:** Incorporates different elements of nature, such as water or trees in gardens and public open spaces.
* **2f:** Incorporates open space elements that mark important places and create a sense of direction, movement, and arrival.
* **2g:** Incorporates plazas or open spaces that are neither surrounded by blank walls nor separated from sidewalk.
* **2h:** Provides retail experiences and entryways to storefronts or public open spaces.
* **2i:** Supports the use of wireless communication technology in public spaces.
* **2j:** Improves the edges of public open spaces by providing active uses on the ground floor of buildings.
* **2k:** Provides seating opportunities for more user-friendly spaces.
* **2l:** Preserves existing public art and character-defining features and/or incorporates new public art and community-oriented features into its design.
* **2m:** Captures significant history and memorializes special features, individuals or characteristics of neighborhood through design elements in open spaces.

## GUIDELINE 3: PEDESTRIAN ORIENTATION

* **3a:** Enhances blank walls with artwork, such as relief works, murals, cascading landscape plantings and wall sculptures.
* **3b:** Clearly identifies parking with prominent, uniform signage that aesthetically complements the structure's architecture and supports a pedestrian-friendly environment.
* **3c:** Ensures loading areas are inconspicuous from primary or retail streets and minimally impacts pedestrians, the flow of traffic, and the functions of nearby activities.
* **3d:** Passenger loading zones complement the pedestrian experience by permitting the flow of foot traffic on sidewalks.
* **3e:** Uses are clearly marked pedestrian walkways, stop signs, speed bumps, lighting, or other similar measures in parking lots and structures.

## GUIDELINE 4: CORPORATE IDENTITY ARCHITECTURE

* **4a:** Fully complies with the Design Guidelines and Development Standards in all aspects including corporate architectural identities of franchises or corporate establishment have.

## GUIDELINE 5: BUILDING SCALE AND MASSING

* **5a:** Ensures that the design complements the lower scale and massing of existing buildings in the district's commercial heart, generally bounded by Central Avenue, Third Street, San Pedro Street, and the historic district along the north side of First Street.
* **5b:** If located outside of the commercial heart, has heterogeneous massing and strategically locates new mid- and high-rise buildings in important nodes and intersections in Little Tokyo.
* **5c:** Combines multi-family residential uses and small-scale neighborhood commercial uses with small offices or studios.
* **5d:** Ensures commercial portion of mixed-use development complements the scale, form, height, and proportion of the residential portion but has distinct facades, transparent floor fronts with greater window-to-wall ratios.

## GUIDELINE 6: BUILDING ARTICULATION

* **6a:** Incorporates vertical elements on façade, such as columns, pilasters, indentations, storefront bays, or vertical landscaping to break up horizontal massing of building and to create interest/variety.
* **6b:** Differentiates the sidewalk-level of the building from the middle and top portions through building articulation, projections, cornices, change in materials, etc.
* **6c:** Employs various façade treatments throughout its frontages while adhering to a cohesive and unifying design concept.
* **6d:** Differentiates building's base (first 2-5 ft. above the sidewalk) from the rest of the building's façade using material and/or color.
* **6e:** Ground- floor façades are particularly detailed through use of storefronts, storefront glazing, entry-ways, awnings and canopies and other design elements.
* **6f:** Creates breaks in the streetwall and divides wide store fronts into structural bays to deter large homogenous surfaces.
* **6g:** Articulates Japanese-influenced design on building facades through exposed structural support elements.
* **6h:** Mixed use and residential developments integrate balconies and terraces on street facing facades and walkways to provide building articulation and visually highlight the street.
* **6i:** Loading docks complement the same level of detail and style present in the main facility.

## GUIDELINE 7: ENTRY TREATMENTS

* **7a:** Prominently highlights one or more of the following architectural treatments at building entrances: variation in materials, lighting, awnings, textured paving, attractive signage, planters, façade treatments; projected or recessed openings; use of awnings or special signage; movable walls that open up and create more flexible interior/exterior relationships.
* **7b:** Creates inviting storefront entrances by making them the predominant architectural feature on the building façade.
* **7c:** Provides an entrance for each individual tenant or business space that is directly accessible from a public street, open space, forecourt, arcade or other identified pedestrian facility at the same grade as the sidewalk.
* **7d:** Prominently identifies pedestrian entrances in projects that have rear lot lines abutting a street, alley, or parking lot, are pedestrian entrances in addition to those on primary pedestrian-oriented corridors.
* **7e:** Clearly delineates pedestrian access paths to public entrances along vehicular and truck pathways

in industrial developments.



## GUIDELINE 8: WINDOWS

* **8a:** Includes windows on ground level of residential project.
* **8b:** Projects or recesses windows to visually differentiate from exterior facade.
* **8c:** Evenly spaces windows on ground floor apart in order to convey a discernable rhythm.
* **8d:** Screens ground floor industrial activities from street activity in industrial projects.

## GUIDELINE 9: FACADES, EXTERIOR SURFACE MATERIALS & COLOR

* **9a:** Incorporates three or less complementary building materials, including but not limited to glass, tile, smooth stucco or stone on exterior façade of low-and mid-rise buildings.
* **9b:** Uses high-quality and/or enriched materials particularly along the ground floor and at intersections, major entries, and other key locations.
* **9c:** Differentiates the ground floor from the upper stories through the use of distinct but complementary building materials, textures, colors, and window sizes.
* **9d:** Incorporates planter boxes on upper story windows and patio areas to soften the architectural façade.
* **9e:** Incorporates enhanced paved materials, such as stamped concrete, permeable surfaces, tile and/ or brick areas in all paved areas, excluding parking lots and driveways.
* **9f:** Employs a harmonious color scheme that complements all adjacent structures.

## GUIDELINE 10: CULTURAL DESIGN DETAILS

* **10a:** Expresses Japanese design aesthetics by exposing structural support elements such as exterior roof eaves, beams, posts, columns and utilizing traditional Japanese material treatments such as half-timbering on stucco surfaces.

**10b:** Employs natural materials, particularly stone and natural finish wood.

* **10c:** Encourages fluidity and connection between interior and exterior spaces through the use of glass or light-weight translucent materials or open facades.
* **10d:** Employs simplicity as an overall design theme.

## GUIDELINE 11: LIGHTING

* **11a:** Provides lighting along all vehicular access ways and pedestrian walkways.
* **11b:** Incorporates wall-mounted fixtures into design of building to define entrances and to create a nighttime ambiance.
* **11c:** Uses illuminated signage and uses interior lighting to create a nighttime effect.
* **11d:** Illuminates landmarks and installs lighted trees along major pedestrian streets at night.
* **11e:** Locates lights in areas of pedestrian/vehicular interface and other safety areas.
* **11f:** Provides for nighttime illumination of showcases and other building interiors abutting Retail Streets at night.
* **11g:** Installs exterior lighting on street-facing building facades to provide a secondary source of sidewalk illumination.
* **11h:** Includes exterior lighting fixtures that express Japanese design motifs or complement the architectural design of the building in other ways.
* **11i:** Minimizes the impact of exterior light on neighboring development by directing the glare away from adjoining properties.
* **11j:** Incorporates circular, arch or gooseneck light fixture types.

## GUIDELINE 12: AWNINGS AND CANOPIES

* **12a:** Size of placement of awnings and canopies enhance the building's overall frame, detailing, and rhythm.
* **12b:** Awnings above windows are consistent in shape with the window frame.
* **12c:** Awnings and canopies are constructed of high quality, durable, fade resistant, and fire-retardant materials.
* **12d:** Awnings are retractable and permit sufficient light to enter store while shading merchandise and pedestrians.

## GUIDELINE 13: SECURITY GRILLES

* **13a:** Employs non-barrier theft-deterrent systems if feasible OR interior security grilles or vandal-proof glazing resistant to impact.
* **13b:** Does not use external security grilles or roll-down security grilles that conceal storefront windows.
* **13c:** Visibility for security purposes is balanced with the screening of stored goods and industrial activities from public view. Windows with additional protection do not block out more than 30% of natural light to the interior.

## GUIDELINE 14: UTILITIES, MECHANICAL EQUIPMENT, TRASH CONTAINERS & LOADING.

* **14a:** Places utility lines underground.
* **14b:** Utility boxes or facilities are below grade along all public rights-of-way.
* **14c:** Utilities, storage areas, trash bins, air conditioning units, fire alarms, and similar equipment are located underground or are designed to be as in- conspicuous as possible.
* **14d:** Ensures all exterior mechanical equipment, including HVAC equipment, satellite dishes and cellular antennas are not visible from the public right-of-way and are absent from window or door openings.
* **14e:** Uses HVAC elements such as ducts and vents as opportunities for creative expression, particularly where these elements are visible to surrounding buildings.
* **14f:** Screens rooftop mechanical equipment with

materials that are architecturally integrated into the building.



## GUIDELINE 15: SIDEWALK DINING ENCLOSURES

* **15a:** Employs decorative open fence enclosures that visually complement structures on the site.

## S1: GENERAL – ALL SIGNS

* **S1a:** Signage is compatible in its form, proportion, scale, color, materials, surface treatment, and overall sign size with the surrounding environment.
* **S1b:** Signs complement the building design with respect to style, design, materials, and colors. Signs are integrated with architectural elements, where feasible.
* **S1c:** The size and location of signage are designed to respect the viewing experience of the pedestrian over those in vehicles, especially along pedestrian-oriented Retail streets.
* **S1d:** Uses Japanese writing, cultural symbols, and traditional materials in project signage to reinforce the cultural character of Little Tokyo.
* **S1e:** Provides a unified signage system, while incorporating a cohesive range of sign design for individual identity.

## S2: DIRECTIONAL SIGNAGE

* **S2a:** Incorporates a bold and legible signage system at neighborhood gateways, entry points, and strategic locations within Little Tokyo.
* **S2b:** Provides orientation maps, directional signs, tourist information boards, kiosks, or other way finding signage in areas of pedestrian concentration and visitor-serving uses.
* **S2c:** Provides plaques at the pedestrian level to identify notable gateway and other important elements within Little Tokyo.
* **S2d:** Incorporates Little Tokyo logo into all visual references to Little Tokyo such as maps, web sites, printed materials, and brochures.

## S3: PROHIBITED SIGNAGE

* **S3a:** Project does not include the following prohibited signs:

Can Signs

Monument Signs

Pole Signs

Sail Signs/Wind Banners

## S4: SIGN ILLUMINATION

* **S4a:** Includes reverse channel letters or externally lit individually cut letters in lieu of internally lit channel

letters.



## L2: LANDSCAPING DESIGN

* **L2a:** Employs landscaping design elements that reflect symbols of Little Tokyo's ethnic and cultural community, such as stone lanterns, banners, and use of natural materials.
* **L2b:** Installs plant species and landscaping materials that reflect Japanese cultural character.
* **L2c:** Increases the quantity of native and drought-tolerant plant species.
* **L2d:** Provides effective stormwater management functions.
* **L2e:** INDUSTRIAL ONLY. Incorporates a minimum 5-foot landscaped setback along the sidewalk.
* **L2f:** Incorporates a high-efficiency "smart" irrigation system, which includes a weather-based controller; in-line drip and bubblers or overhead spray with low-precipitation nozzles.
* **L2g:** Landscape setbacks include a 24-in. box tree every 20-ft. of street frontage, per Standard L2g guidelines.
* **L2h:** Landscape setbacks, where required, include a 90-percent ground covering through the use of turf, grass, flowering plans and shrubs.

## L3: LANDSCAPING FOR PARKING LOTS AND STRUCTURES

* **L3a:** Uses ground covers that provide interest and complete coverage without excessive maintenance or water usage.
* **L3b:** Includes landscape buffer consisting of trees, planters, and vegetation to screen parking structures that do not have retail uses on ground floor from street frontages.
* **L3c:** Includes a 5-ft. landscape buffer where surface parking abuts public right-of-way between property line and parking area. Refer to specifications stated in Standard L3c.
* **L3d:** Includes landscaping on at least 7% of the lot's total surface area. Refer to specifications stated in Standard L3d.
* **L3e:** Uses landscaping or special features such as wrought-iron or "art fences" to enhance parking lots or existing chain link fences.

## H1: HISTORIC STRUCTURES

* **H1a:** Complies with the provisions of the Secretary of Interior's Standards for the Treatment of Historic Properties, with guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings
and the Historic Guidelines.

## G1: PRIMARY GATEWAYS

* **G1a:** Projects at the primary gateways into Little Tokyo include features reflect the unique identity of Little Tokyo through the subtle use of certain symbols of Japanese culture and appropriate materials .

# Appendix P

Hazards

# DTSC EnviroStor

| SITE / FACILITY NAME | ENVIROSTOR ID | PROGRAM TYPE | STATUS | STATUS DATE | ADDRESS DESCRIPTION | CITY | ZIP | CALENVIROSCREEN SCORE | COUNTY | SITE CODE | LATITUDE | LONGITUDE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12210 1/2 NEBRASKA AVENUE PROPERTY | 60001101 | VOLUNTARY CLEANUP | REFER: RWQCB | 5/27/2010 | 12210 1/2 NEBRASKA AVENUE | LOS ANGELES | 90025 | 56-60% | LOS ANGELES | 301413 | 34.03524 | -118.45888 |
| 1910-1918 S. LOS ANGELES ST. | 60002663 | VOLUNTARY CLEANUP | ACTIVE | 5/23/2018 | 200-224 E. WASHINGTON BLVD., 1910-1918 S. LOS ANGELES STREET | LOS ANGELES | 90015 | 96-100% | LOS ANGELES | 301829 | 34.030137 | -118.263537 |
| 2130 EAST VIOLET | 60002573 | VOLUNTARY CLEANUP | ACTIVE | 10/27/2017 | 2130 EAST VIOLET STREET | LOS ANGELES | 90021 | | LOS ANGELES | 301807 | 0 | 0 |
| 28TH STREET ELEMENTARY SCHOOL | 19820125 | SCHOOL CLEANUP | ACTIVE | 4/23/2004 | 2807 STANFORD AVENUE | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 304448 | 34.01890465 | -118.2618093 |
| 410 CENTER STREET PROPERTY (METRO PROJECT) | 60000170 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 12/5/2007 | 410 CENTER STREET | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 301001, 301333 | 34.05131139 | -118.2309875 |
| 410 E. 32ND STREET & 317 E. 33RD STREET | 60002760 | STATE RESPONSE | ACTIVE | 12/6/2018 | 410 E. 32ND STREET & 317 E. 33RD STREET | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 401862 | 34.01824713 | -118.268165 |
| 4150 GLENCOE AVENUE | 60001574 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 4/14/2015 | 4150 GLENCOE AVENUE | LOS ANGELES | 90292 | 41-45% | LOS ANGELES | 301549 | 33.98923873 | -118.4408087 |
| ACE MEDICAL COMPANY | 19300237 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 10/3/1996 | 14131 AVALON BLVD | LOS ANGELES | 90061 | 91-95% | LOS ANGELES | | 33.90298782 | -118.2656549 |
| ALAMEDA CORRIDOR-SALE PARCEL 497B | 19400011 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 9/23/1999 | 2425 E WASHINGTON BLVD | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300658, 300692, 300878 | 34.02093792 | -118.228479 |
| ALCO CAD-NICKEL PLATING CORPORATION | 19340751 | VOLUNTARY CLEANUP | ACTIVE | 10/16/2018 | 1400 LONG BEACH AVENUE | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 300806 | 34.02567532 | -118.2409164 |
| ALDAMA ELEMENTARY SCHOOL ADDITION | 19820046 | SCHOOL CLEANUP | CERTIFIED | 8/15/2002 | AVENUE 50/ELDRED AVENUE | LOS ANGELES | 90042 | 66-70% | LOS ANGELES | 304201 | 34.109751 | -118.204779 |
| ALISO SECTOR A DENNY'S PARCEL | 60001379 | VOLUNTARY CLEANUP | CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS | 2/19/2000 | 530 RAMIREZ STREET | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 301005 | 34.054736 | -118.231855 |
| ALISO SECTOR C BLOCK R | 60001890 | VOLUNTARY CLEANUP | ACTIVE | 4/1/2013 | 820 EAST JACKSON STREET | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 301617 | 34.05056446 | -118.2316375 |
| ALISO STREET INVESTIGATION | 60001142 | VOLUNTARY CLEANUP | ACTIVE | 6/1/2009 | BAUCHET STREET, TEMPLE STREET, CESAR CEVAZ, VIGNES STREET, KELLER STREET | LOS ANGELES | 90013 | 51-55% | LOS ANGELES | 300885 | 34.05611111 | -118.229 |
| ALTERNATE CENTRAL LOS ANGELES HS NO. 10 | 19880038 | SCHOOL CLEANUP | CERTIFIED | 12/12/2005 | LUCAS AVENUE/MIRAMAR STREET | LOS ANGELES | 90026 | 96-100% | LOS ANGELES | 304309 | 34.05924495 | -118.2612844 |
| ALVARADO | 60002289 | VOLUNTARY CLEANUP | ACTIVE | 1/4/2016 | 1453 & 1455 NORTH ALVARADO AVENUE | LOS ANGELES | 90026 | 51-55% | LOS ANGELES | 301733 | 34.08214209 | -118.2611667 |
| AMTRAK REDONDO JUNCTION FACILITY | 19400012 | STATE RESPONSE | ACTIVE | 1/10/2003 | 2435 E. WASHINGTON BLVD. | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300719 | 34.01915871 | -118.2264626 |
| AMVAC CHEMICAL CORPORATION/RAILROAD | 19510005 | STATE RESPONSE | ACTIVE | 4/14/2015 | 4100 E WASHINGTON BLVD | LOS ANGELES | 90023 | 96-100% | LOS ANGELES | 390001, 390001, 390001, 390001 | 34.00935449 | -118.1877629 |
| AREA 2/PIER A WEST/PORT OF LONG BEACH | 19130112 | VOLUNTARY CLEANUP | ACTIVE | 10/1/2011 | 425 HENRY FORD AVENUE | LOS ANGELES | 90744 | NA | | 400868 | 33.77505278 | -118.2412 |
| ART CLEANERS | 60002507 | VOLUNTARY CLEANUP | ACTIVE | 5/18/2017 | 11039 SANTA MONICA BOULEVARD | LOS ANGELES | 90025 | 36-40% | LOS ANGELES | 301794 | 34.048055 | -118.443254 |
| AT MATEO | 60002188 | VOLUNTARY CLEANUP | CERTIFIED | 7/8/2016 | 555 MATEO STREET | LOS ANGELES | 90013 | 91-95% | LOS ANGELES | 301708 | 34.039815 | -118.2328784 |
| ATLAS IRON AND METAL COMPANY, INC. | 71003769 | STATE RESPONSE | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 11/4/2010 | 10019 SOUTH ALAMEDA STREET | LOS ANGELES | 90002 | 96-100% | LOS ANGELES | 601027 | 33.945794 | -118.229377 |
| AVA HOLLYWOOD | 60000422 | VOLUNTARY CLEANUP | CERTIFIED | 7/25/2018 | 6648, 6650 W. LEXINGTON AVENUE - 6649, 6665 W. SANTA MONICA BOULEWARD | LOS ANGELES | 90038 | 81-85% | LOS ANGELES | 301295 | 34.0907777 | -118.3347777 |
| BANNING NEW ELEMENTARY SCHOOL NO. 1 | 19880041 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 8/8/2006 | FRIES AVENUE/WEST E STREET | LOS ANGELES | 90744 | 96-100% | LOS ANGELES | 304322 | 33.7760796 | -118.2655907 |
| BARRY AVE PLATING COMPANY | 60000437 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 4/15/2015 | 2210 BARRY AVE | LOS ANGELES | 90064 | 56-60% | LOS ANGELES | 301299 | 34.03461932 | -118.4464252 |
| BELMONT NEW ELEMENTARY NO. 6 | 19590008 | SCHOOL CLEANUP | CERTIFIED | 3/26/2007 | NORTH VERMONT AVENUE/COUNCIL STREET | LOS ANGELES | 90004 | 81-85% | LOS ANGELES | 304217 | 34.07435705 | -118.2918567 |
| BELMONT NEW ELEMENTARY SCHOOL #3 | 19750071 | SCHOOL CLEANUP | CERTIFIED | 3/30/1993 | 680 LITTLE ST | LOS ANGELES | 90017 | 81-85% | LOS ANGELES | | 34.05442727 | -118.2716295 |
| BELMONT PRIMARY CENTER NO. 11 | 19590009 | SCHOOL CLEANUP | CERTIFIED | 6/2/2003 | 950 SOUTH ALBANY STREET | LOS ANGELES | 90015 | 86-90% | LOS ANGELES | 304271 | 34.04808087 | -118.2708005 |
| BELMONT/HOLLYWOOD ELEMENTARY SCH. NO. 1 | 19820042 | SCHOOL CLEANUP | CERTIFIED | 5/24/2002 | 2401 WILSHIRE BOULEVARD | LOS ANGELES | 90057-3304 | 81-85% | LOS ANGELES | 304013 | 34.06037458 | -118.2797403 |
| BELMONT/HOLLYWOOD PRIMARY CENTER NO. 3 | 19590002 | SCHOOL CLEANUP | CERTIFIED | 4/23/2001 | 2300 WEST 7TH STREET | LOS ANGELES | 90057 | 86-90% | LOS ANGELES | 300793 | 34.05695719 | -118.2795382 |
| BLOSSOM PLAZA | 60001902 | VOLUNTARY CLEANUP | CERTIFIED | 4/14/2015 | 900 NORTH BROADWAY | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 301619 | 34.064254 | -118.236637 |
| BORTZ OIL COMPANY | 19290289 | STATE RESPONSE | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 6/27/2014 | 1746 NORTH SPRING STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 300017, 300018, 301373, 301644, 301669, 301700 | 34.07 | -118.2252778 |
| BRAY OIL/BURMAH CASTROL, INC. | 19290275 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 8/12/2014 | 1925 NORTH MARIANNA AVENUE | LOS ANGELES | 90032 | 91-95% | LOS ANGELES | 301700 | 34.06339837 | -118.1796707 |
| BURROUGHS MIDDLE SCHOOL COMPREHENSIVE MODERNIZATION PROJECT | 60002631 | VOLUNTARY CLEANUP | ACTIVE | 3/27/2018 | 600 SOUTH MCCADDEN PLACE | LOS ANGELES | 90005 | 26-30% | LOS ANGELES | 301822 | 34.0640423 | -118.3368825 |
| CALIFORNIA FASHION INDUSTRIES | 19890014 | SCHOOL CLEANUP | CERTIFIED | 9/20/2002 | MARTIN LUTHER KING BLVD/S. MAIN STREET | LOS ANGELES | 90037 | 91-95% | LOS ANGELES | 304095 | 34.01119589 | -118.2739325 |
| CALTRANS I-105 #16 & 17 | 19990003 | STATE RESPONSE | CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS | 6/30/1994 | I-5 FWY BTW NORMANDIE BLV & IMPERIAL HWY | LOS ANGELES | 90047 | 96-100% | LOS ANGELES | 300203 | 33.92855586 | -118.3017158 |
| CALTRANS I-105 FRWY PROJ 1, PCLS 3,4,14 | 19990008 | STATE RESPONSE | NO FURTHER ACTION | 11/2/2018 | BETWEEN HAWTHORNE BLVD & LONG BEACH FRWY | LOS ANGELES | 90012 | | LOS ANGELES | | 0 | 0 |
| CALTRANS I-105 FRWY PROJ 2,PCLS 10,11,12 | 19990001 | STATE RESPONSE | NO FURTHER ACTION | 11/2/2018 | BETWEEN HAWTHORNE BLVD & LONG BEACH FRWY | LOS ANGELES | 90012 | | LOS ANGELES | | 0 | 0 |
| CAPRI PUMPING SERVICE | 19490015 | STATE RESPONSE | CERTIFIED | 1/1/1986 | 3128 WHITTIER BLVD. | LOS ANGELES | 90023 | 96-100% | LOS ANGELES | | 34.02912823 | -118.2049731 |
| CENTRAL LOS ANGELES HIGH SCHOOL NO. 2 (AKA: WEST ADAMS PREPARATORY HIGH SCHOOL) | 19880020 | SCHOOL CLEANUP | CERTIFIED | 9/29/2004 | 1550 WEST WASHINGTON BOULEVARD | LOS ANGELES | 90007 | 81-85% | LOS ANGELES | 304192 | 34.03979593 | -118.2904601 |
| CENTRAL LOS ANGELES HS #1 AKA METROMEDIA | 19990041 | SCHOOL CLEANUP | CERTIFIED | 7/2/2002 | SUNSET/VAN NESS AVENUE | LOS ANGELES | 90027 | 91-95% | LOS ANGELES | 304185 | 34.09795398 | -118.3155723 |
| CENTRAL LOS ANGELES LEARNING CTR. NO. 1 | 19700001 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 6/30/2011 | 3400 WILSHIRE BOULEVARD | LOS ANGELES | 90010-1901 | 76-80% | LOS ANGELES | 304236 | 34.06092587 | -118.2970262 |
| CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 1 | 19550021 | SCHOOL CLEANUP | CERTIFIED | 7/22/2008 | UNION AVENUE/WILSHIRE BOULEVARD | LOS ANGELES | 90017-2206 | 91-95% | LOS ANGELES | 304313 | 34.05513841 | -118.2701679 |
| CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 3 | 19650018 | SCHOOL CLEANUP | CERTIFIED | 1/3/2007 | VERMONT AVENUE/WILSHIRE BOULEVARD | LOS ANGELES | 90020 | 71-75% | LOS ANGELES | 304307 | 34.06162701 | -118.2918616 |
| CENTRAL LOS ANGELES MIDDLE SCHOOL NO. 4 | 19390058 | SCHOOL CLEANUP | CERTIFIED | 7/27/2006 | BROADWAY/GRAND AVE/35TH & 37TH STREET | LOS ANGELES | 90007 | 91-95% | LOS ANGELES | 304312 | 34.01783267 | -118.27594 |
| CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL | 60001149 | SCHOOL CLEANUP | CERTIFIED | 6/12/2012 | 8TH ST./TOWNE AVE./9TH ST./STANFORD AVE. | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 304626 | 34.0361 | -118.247 |
| CENTRAL REGION ELEMENTARY SCHOOL #15 | 60000072 | SCHOOL CLEANUP | CERTIFIED | 1/11/2008 | WEST WASHINGTON BLVD/BUDLONG AVENUE/WEST CORDOVA STREET | LOS ANGELES | 90007 | 81-85% | LOS ANGELES | 304489 | 34.039 | -118.2947 |
| CENTRAL REGION ELEMENTARY SCHOOL #20 SITE 11 | 60000872 | SCHOOL CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 4/8/2008 | COUNCIL STREET/JUANITA AVE & MADISON AVE/EASTERN PORTION OF VIRGIL MS AND 108 SOUTH BIMINI PLACE | LOS ANGELES | 90004 | 91-95% | LOS ANGELES | 304599, 401556 | 34.0737 | -118.29 |
| CENTRAL REGION ELEMENTARY SCHOOL #21 | 60000819 | SCHOOL CLEANUP | CERTIFIED | 6/3/2010 | EAST 45TH STREET AND SOUTH CENTRAL AVENUE | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 304591 | 34.0027 | -118.2571 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CENTRAL REGION ELEMENTARY SCHOOL #22 (PLAYA VISTA) | 60000645 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE<br>ACTIVE - LAND USE | 1/27/2014 | 13150 WEST BLUFF CREEK DRIVE<br>WEST WASHINGTON BLVD./ARLINGTON AVENUE/21ST | LOS ANGELES | 90094 | 36-40% | LOS ANGELES | 304564 | 33.96831339 | -118.4245706 |
| CENTRAL REGION ES #13, SITE #7 | 37000008 | SCHOOL CLEANUP | RESTRICTIONS | 1/20/2005 | STREET/3RD AVENUE | LOS ANGELES | 90018 | 86-90% | LOS ANGELES | 304490 | 34.0396 | -118.318901 |
| CENTRAL REGION ES #14 | 60000074 | SCHOOL CLEANUP | CERTIFIED | 2/4/2010 | 2115 MARATHON STREET | LOS ANGELES | 90026 | 91-95% | LOS ANGELES | 304496 | 34.0764 | -118.265 |
| CENTRAL REGION HIGH SCHOOL #15 | 60000303 | SCHOOL CLEANUP | INACTIVE - NEEDS EVALUATION | 2/26/2008 | MARENGO STREET / CHICAGO STREET<br>EAST 52ND STREET/SAN PEDRO STREET AND TOWNE | LOS ANGELES | 90033 | 96-100% | LOS ANGELES | 304530 | 34.05607 | -118.20583 |
| CENTRAL REGION HIGH SCHOOL #16, SITE3A | 60000392 | SCHOOL CLEANUP | CERTIFIED | 10/26/2010 | AVENUE/EAST 54TH STREET/AVALON BLVD. | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 304535 | 34.05630433 | -118.2573942 |
| CENTRAL REGION MIDDLE SCHOOL #5 | 60000058 | SCHOOL CLEANUP | INACTIVE - ACTION REQUIRED | 1/18/2006 | FOUNTAIN AVENUE/SERRANO AVENUE<br>SOUTH COMPTON AVENUE/EAST ADAMS BOULEVARD/EAST | LOS ANGELES | 90029 | 91-95% | LOS ANGELES | 304488 | 34.09454113 | -118.3084658 |
| CENTRAL REGION MIDDLE SCHOOL #7 | 60000086 | SCHOOL CLEANUP | CERTIFIED | 11/30/2009 | 27TH STREET | LOS ANGELES | 90071 | 96-100% | LOS ANGELES | 304497 | 34.0151 | -118.2481 |
| CHARLES CAINE COMPANY, INC. | 19281216 | STATE RESPONSE | ACTIVE | 7/2/2001 | 8325 HINDRY AVENUE | LOS ANGELES | 90045 | 56-60% | LOS ANGELES | 300997 | 33.9627787 | -118.3738661 |
| CITY NATIONAL BANK | 19340752 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 9/10/1993 | 2209 SOUTH SANTA FE AVENUE | LOS ANGELES | 90058 | 91-95% | LOS ANGELES | | 34.01768496 | -118.2311232 |
| CITY OF LOS ANGELES - ASPHALT PLANT NO. 1 | 60002470 | VOLUNTARY CLEANUP | INACTIVE - NEEDS EVALUATION | 8/3/2017 | 2484 EAST OLYMPIC BOULEVARD | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 301781 | 34.0252326 | -118.2270364 |
| COMMONWEALTH ELEMENTARY SCHOOL ADDITION | 19820033 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 12/29/2009 | 215 SOUTH COMMONWEALTH AVENUE | LOS ANGELES | 90004-6103 | 56-60% | LOS ANGELES | 304263 | 34.070158 | -118.285845 |
| CONOCOPHILLIPS LA EAST TERMINAL 0381 | 60000932 | VOLUNTARY CLEANUP | REFER: RWQCB | 9/9/2011 | 13500 SOUTH BROADWAY | LOS ANGELES | 90061 | 91-95% | LOS ANGELES | 301382 | 33.90917 | -118.2783 |
| CORNFIELD SITE | 19400013 | VOLUNTARY CLEANUP | ACTIVE | 11/17/2014 | 1245 N. SPRING STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 301019 | 34.06805556 | -118.2322222 |
| CRES #16 SITE 3 5640004 | 60000097 | SCHOOL CLEANUP | CERTIFIED | 9/29/2008 | MAIN STREET/57TH STREET<br>33RD AVENUE TO THE NORTH, WADSWORTH AVENUE TO THE | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 304499 | 33.9902 | -118.273 |
| CRES #17 SITE 2 5640005 | 60000078 | SCHOOL CLEANUP | CERTIFIED | 8/25/2008 | EAST, JEFFERSON BOULEVARD TO THE SOUTH.<br>3109, 3113, 3115, 3119, 3121 SOUTH MAPLE AVENUE, AND 305 | LOS ANGELES | 90095 | 91-95% | LOS ANGELES | 304493 | 34.014528 | -118.260444 |
| CRES #18, SITE 3 5640006 | 60000080 | SCHOOL CLEANUP | CERTIFIED | 5/6/2009 | EAST 32ND STREET | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 304492 | 34.0195 | -118.2686 |
| CRHS #13 | 60000054 | SCHOOL CLEANUP | CERTIFIED | 11/28/2016 | SAN FERNANDO ROAD/DIVISION STREET | LOS ANGELES | 90065 | 96-100% | LOS ANGELES | 304450 | 34.10345423 | -118.2391548 |
| CROSSROADS TRUST/AKA WESTMORELAND | 19270328 | VOLUNTARY CLEANUP | REFER: OTHER AGENCY<br>ACTIVE - LAND USE | 10/16/2018 | 221 NORTH WESTMORELAND AVE. | LOS ANGELES | 90004 | 91-95% | LOS ANGELES | | 34.07509421 | -118.2886172 |
| CROWN COACH | 19400008 | VOLUNTARY CLEANUP | RESTRICTIONS<br>CERTIFIED O&M - LAND USE<br>RESTRICTIONS ONLY - LAND USE | 3/25/1998 | 2429 EAST WASHINGTON BLVD | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 301334 | 34.02026486 | -118.2281721 |
| CUDAHY RESIDENTIAL AREA | 19000019 | STATE RESPONSE | RESTRICTIONS | 9/14/2012 | 5260 ELIZABETH ST. | LOS ANGELES | 90201 | 96-100% | LOS ANGELES | 301169 | 33.9612502 | -118.1734077 |
| DAVIS CHEMICAL COMPANY | 19281215 | STATE RESPONSE | ACTIVE | 9/6/2000 | 1550 NORTH BONNIE BEACH PLACE | LOS ANGELES | 90063 | 96-100% | LOS ANGELES | 300432 | 34.0591752 | -118.1826778 |
| DAYTON HEIGHTS ELEMENTARY SCHOOL PLYGRD | 19880014 | SCHOOL CLEANUP | CERTIFIED | 2/6/2003 | 607 NORTH WESTMORELAND AVENUE | LOS ANGELES | 90004 | 96-100% | LOS ANGELES | 304344 | 34.0819745 | -118.2883016 |
| DEAN AND ASSOCIATES | 19490206 | STATE RESPONSE | CERTIFIED | 6/30/1987 | 700 SOUTH SANTA FE AVENUE | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300044 | 34.03432292 | -118.2296653 |
| DEL AMO FACILITY | 19300230 | FEDERAL SUPERFUND - LISTED | ACTIVE - LAND USE<br>RESTRICTIONS | 4/22/1996 | DEL AMO BLVD & VERMONT AVE | LOS ANGELES | 90020 | 96-100% | LOS ANGELES | 400048, 400851, 401628 | 33.8497 | -118.292 |
| DORSEY HIGH SCHOOL | 60001319 | SCHOOL CLEANUP | CERTIFIED | 10/19/2011 | 3537 FARMDALE AVENUE | LOS ANGELES | 90016 | 86-90% | LOS ANGELES | 304631 | 34.023 | -118.3461 |
| EAST LOS ANGELES HIGH SCHOOL NO. 1 | 60000006 | SCHOOL CLEANUP | CERTIFIED | 3/29/2007 | EAST 1ST STREET/NORTH MISSION ROAD | LOS ANGELES | 90033 | 91-95% | LOS ANGELES | 304416, 304416 | 34.048676 | -118.208442 |
| EAST LOS ANGELES HIGH SCHOOL NO. 1 | 19820069 | SCHOOL CLEANUP | INACTIVE - NEEDS EVALUATION<br>CERTIFIED O&M - LAND USE<br>RESTRICTIONS ONLY - LAND USE | 3/17/2003 | BELVEDERE PARK/CESAR CHAVEZ AVE/MEDNIK AVE/1ST ST<br>HAMMEL STREET/CESAR E. CHAVEZ AVENUE/EASTERN | LOS ANGELES | 90022 | 86-90% | LOS ANGELES | 304320 | 34.040395 | -118.1606533 |
| EAST LOS ANGELES HIGH SCHOOL#2 (SITE40B) | 60000041 | SCHOOL CLEANUP | RESTRICTIONS | 11/23/2010 | AVENUE/BRANNICK AVENUE | LOS ANGELES | 90063 | 91-95% | LOS ANGELES | 304506 | 34.0418 | -118.1765 |
| EAST LOS ANGELES STAR PROPERTIES | 70000065 | SCHOOL CLEANUP | CERTIFIED | 12/30/2008 | EAST CESAR E. CHAVEZ AVENUE/EASTERN AVENUE | LOS ANGELES | 90022 | 91-95% | LOS ANGELES | 304516 | 34.0391 | -118.1714 |
| EAST VALLEY AREA NEW HIGH SCHOOL NO. 1B | 19000011 | SCHOOL CLEANUP | CERTIFIED | 9/24/2008 | VINELAND AVENUE/CUMPSTON STREET | LOS ANGELES | 91601 | 91-95% | LOS ANGELES | 304295 | 34.16868814 | -118.3704825 |
| EAST VALLEY MIDDLE SCHOOL NO. 1 | 19750089 | SCHOOL CLEANUP | CERTIFIED | 1/26/2004 | LAUREL CANYON BOULEVARD/HAMLIN STREET | LOS ANGELES | 91606 | 86-90% | LOS ANGELES | 304332 | 34.1884987 | -118.3964297 |
| EASTERN SMELTING AND REFINING SITE | 19330382 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED<br>CERTIFIED O&M - LAND USE<br>RESTRICTIONS ONLY - LAND USE | 3/25/2010 | 2220 EAST 11TH STREET | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300595, 301006 | 34.02378611 | -118.232625 |
| ECHO PARK PLAZA | 60001767 | VOLUNTARY CLEANUP | RESTRICTIONS | 9/9/2014 | 1411 ECHO PARK AVENUE | LOS ANGELES | 90026 | 81-85% | LOS ANGELES | 301569 | 34.07825402 | -118.256794 |
| EDISON/VENICE MGP PARCEL B | 19490202 | STATE RESPONSE | CERTIFIED | 3/4/1993 | 321 HAMPTON DRIVE | LOS ANGELES | 90291 | 31-35% | LOS ANGELES | | 33.99576502 | -118.4766725 |
| EMERSON MIDDLE SCHOOL | 60001877 | SCHOOL CLEANUP | CERTIFIED<br>ACTIVE - LAND USE | 7/21/2016 | 1650 SELBY AVENUE | LOS ANGELES | 90024 | 21-25% | LOS ANGELES | 304644 | 34.053847 | -118.436465 |
| ENGLE NORTHERN PARCEL | 60000644 | VOLUNTARY CLEANUP | RESTRICTIONS | 6/6/2007 | 8440 SOUTH ALAMEDA STREET | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 301349 | 33.96142645 | -118.2307556 |
| EPISCOPAL SCHOOL OF LOS ANGELES | 60002485 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED | 6/25/2018 | 6325 & 6331 - 6363 SANTA MONICA BOULEVARD | LOS ANGELES | 90038 | 91-95% | LOS ANGELES | 401829, 404939 | 34.090759 | -118.327618 |
| ESKIMO RADIATOR | 19370360 | STATE RESPONSE | CERTIFIED | 4/18/1996 | 6135 SOUTH CENTRAL AVENUE<br>RIGHT OF WAY FROM WEST 18TH ST./FLOWER ST. TO | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 300059 | 33.98356306 | -118.2568681 |
| EXPOSITION LIGHT RAIL | 60000560 | VOLUNTARY CLEANUP | CERTIFIED | 6/30/2011 | NATIONAL BLVD/WASHINGTON BLVD. | LOS ANGELES | 90015 | 61-65% | LOS ANGELES | 301307 | 34.0282 | -118.38674 |
| FC BROADWAY AND HILL 1108 SOUTH HILL | 60002032 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 4/14/2017 | 1108 S HILL STREET | LOS ANGELES | 90015 | 66-70% | LOS ANGELES | 301670-11 | 34.039611 | -118.260061 |
| FC BROADWAY AND HILL 1201 SOUTH MAIN | 60002033 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 4/14/2017 | 1201 S MAIN STREET | LOS ANGELES | 90015 | 66-70% | LOS ANGELES | 301671-11 | 34.037628 | -118.260044 |
| FISHKING PROCESSORS/15TH ST | 19760017 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 4/9/1997 | 1335 E. 15TH STREET | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 300656 | 34.02671709 | -118.2467616 |
| FISHKING PROCESSORS/COMPTON AVE | 19760016 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 4/9/1997 | 1640 COMPTON AVE | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 300655 | 34.02735759 | -118.2467915 |
| FORMER ATHENS TANK FARM/FORMER UJIMA VILLAGE & APARTMENTS | 19290308 | VOLUNTARY CLEANUP | ACTIVE<br>CERTIFIED O&M - LAND USE<br>RESTRICTIONS ONLY - LAND USE | 12/10/2008 | 941 EAST 126TH STREET | LOS ANGELES | 90059 | 86-90% | LOS ANGELES | 301380 | 33.91990509 | -118.2564331 |
| FORMER GAP PRODUCTS SITE | 19340775 | VOLUNTARY CLEANUP | RESTRICTIONS<br>ACTIVE - LAND USE | 12/13/2001 | 1460 EAST WASHINGTON BOULEVARD | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 300786<br>301014, | 34.021889 | -118.246427 |
| FORMER RENU PLATING COMPANY INC/ AKA PROPOSED NEVIN PARK SITE | 19340643 | VOLUNTARY CLEANUP | RESTRICTIONS | 6/28/2001 | 1531 EAST 32ND STREET | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 301631 | 34.01277299 | -118.2473257 |
| FORMER WELCH'S UNIFORM FACILITY | 60000636 | VOLUNTARY CLEANUP | ACTIVE<br>CERTIFIED / OPERATION & MAINTENANCE - LAND USE | 5/25/2007 | 3505 PASADENA AVENUE | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | 301314<br>300065, 300647, | 34.08559995 | -118.2138463 |
| FRANCISCAN CERAMICS, INC. | 19320112 | STATE RESPONSE | RESTRICTIONS | 12/30/1994 | 2901 LOS FELIZ BOULEVARD | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 301628 | 34.12656111 | -118.2629333 |
| FREMONT HIGH SCHOOL | 60001888 | SCHOOL CLEANUP | ACTIVE | 5/15/2013 | 7676 SOUTH SAN PEDRO STREET | LOS ANGELES | 90003 | 96-100% | LOS ANGELES | 304646 | 33.96939 | -118.266923 |
| FROGTOWN HOMES | 60002652 | VOLUNTARY CLEANUP | ACTIVE | 5/8/2018 | 1771-1831 BLAKE AVENUE | LOS ANGELES | 90031 | 91-95% | LOS ANGELES | 301827 | 34.0972861 | -118.2424434 |
| GARRETT ESTATE PROPERTY | 19320168 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 1/23/2001 | 3941 GOODWIN AVENUE | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 300802<br>301300, | 34.13753833 | -118.272019 |
| GENERAL ELECTRIC - ENDURA | 19340735 | VOLUNTARY CLEANUP | ACTIVE | 10/16/2018 | 6900 STANFORD AVENUE | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 301776 | 33.97726449 | -118.262543 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLASSELL PARK PRIMARY CENTER | 19820073 | SCHOOL CLEANUP | CERTIFIED | 8/21/2008 | 3000 VERDUGO ROAD | LOS ANGELES | 90065 | 81-85% | LOS ANGELES | 300756, 300799 | 34.10514213 | -118.2370734 |
| GRATTS ELEMENTARY SCHOOL | 19820074 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 7/9/2014 | 309 LUCAS AVENUE | LOS ANGELES | 90017 | 91-95% | LOS ANGELES | 300762 | 34.05784605 | -118.2623237 |
| GRATTS NEW PRIMARY CENTER | 19880042 | SCHOOL CLEANUP | CERTIFIED | 1/11/2008 | WEST 6TH STREET/BIXEL STREET | LOS ANGELES | 90017 | 91-95% | LOS ANGELES | 304283 | 34.05440428 | -118.2620747 |
| HARD CHROME PRODUCTS | 19340231 | STATE RESPONSE | ACTIVE | 7/1/2001 | 617 EAST 56TH STREET | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 300457, 308400, 908400 | 33.99183625 | -118.2643676 |
| HI-TECH CLEANERS | 60002488 | VOLUNTARY CLEANUP | ACTIVE | 2/14/2017 | 3417 WEST SLAUSON AVENUE | LOS ANGELES | 90043 | 81-85% | LOS ANGELES | 301783 | 33.98917577 | -118.3318367 |
| HOBART ELEMENTARY SCHOOL ADDITION | 19650013 | SCHOOL CLEANUP | CERTIFIED | 2/4/2002 | 3336 SAN MARINO STREET | LOS ANGELES | 90006 | 81-85% | LOS ANGELES | 304037, 304130, 304202, 304261 | 34.05391789 | -118.3042803 |
| HOOVER ELEMENTARY SCHOOL EXPANSION | 19700002 | SCHOOL CLEANUP | CERTIFIED | 3/12/2004 | 2726 FRANCIS AVENUE | LOS ANGELES | 90005 | 71-75% | LOS ANGELES | 304347 | 34.05652609 | -118.28619 |
| IGLESIA NI CRISTO | 60001080 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 10/8/2009 | 141 NORTH UNION AVENUE | LOS ANGELES | 90026 | 91-95% | LOS ANGELES | 301416 | 34.06532 | -118.26551 |
| INTERNATIONAL LEAD CO. | 19390044 | STATE RESPONSE | CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS | 12/30/2007 | 2182 EAST 11TH STREET | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300591 | 34.02421476 | -118.2338372 |
| JAYBEE SITE AT LINCOLN HEIGHTS - LA DWP | 19490238 | VOLUNTARY CLEANUP | ACTIVE | 4/7/2004 | 301 WEST AVENUE 26 | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | 301120 | 34.08074832 | -118.2181047 |
| JEFFERSON ELEMENTARY SCHOOL NO. 1 | 19880018 | SCHOOL CLEANUP | CERTIFIED | 1/15/2004 | MARTIN LUTHER KING JR. BLVD./AVALON BLVD. | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 304231 | 34.01134073 | -118.2656832 |
| JEFFERSON NEW ELEMENTARY SCHOOL NO. 7 | 19880016 | SCHOOL CLEANUP | CERTIFIED | 12/13/2003 | WADWORTH AVENUE/52ND PLACE | LOS ANGELES | 90011-4648 | 96-100% | LOS ANGELES | 304288 | 33.9948974 | -118.2589682 |
| JEFFERSON NEW MIDDLE SCHOOL | 19820012 | SCHOOL CLEANUP | ACTIVE | 5/11/1998 | 644 EAST 56TH STREET | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 300665, 301602 | 33.99043965 | -118.2635951 |
| JORDAN DOWNS REDEVELOPMENT CLEANUP | 60001326 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 9/25/2016 | 9901 SOUTH ALAMEDA STREET | LOS ANGELES | 90002 | 96-100% | LOS ANGELES | 301493 | 33.94654 | -118.232488 |
| JORDAN HIGH SCHOOL | 60001889 | SCHOOL CLEANUP | ACTIVE | 9/27/2017 | 2265 EAST 103RD STREET | LOS ANGELES | 90002 | 96-100% | LOS ANGELES | 304647 | 33.944503 | -118.23114 |
| KENNINGTON | 19340739 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 7/3/2013 | 3209 HUMBOLDT STREET | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | 300260, 300654 | 34.08275533 | -118.2163987 |
| KODAK HOLLYWOOD CAMPUS | 60002229 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 4/14/2017 | 6700 SANTA MONICA BOULEVARD & 1017 NORTH LAS PALMAS | LOS ANGELES | 90038 | 81-85% | LOS ANGELES | 301718 | 34.09 | -118.33633 |
| LA BREA MOTORS | 60001395 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 2/14/2012 | 339 SOUTH LA BREA AVENUE | LOS ANGELES | 90036 | 31-35% | LOS ANGELES | 301517 | 34.067754 | -118.344046 |
| LA CIENEGA INDUSTRIAL PARK | 19390047 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 2/17/1997 | 3339-3361 LA CIENEGA PLACE | LOS ANGELES | 90016 | 96-100% | LOS ANGELES | 300641 | 34.02701541 | -118.3758411 |
| LINK STATION US PROJECT | 60002486 | VOLUNTARY CLEANUP | ACTIVE | 2/9/2016 | 800 NORTH UNION STATION | LOS ANGELES | 90012 | | LOS ANGELES | 301784 | 0 | 0 |
| LOS ANGELES AIR FORCE BASE | 19970003 | STATE RESPONSE | REFER: RWQCB | 7/23/1997 | 2400 EL SEGUNDO BLVD. | LOS ANGELES | 90009 | 96-100% | LOS ANGELES | 300086 | 33.915991 | -118.319499 |
| LOS ANGELES ELEMENTARY SCHOOL NO. 1 | 19880026 | SCHOOL CLEANUP | CERTIFIED | 2/11/2005 | WILSHIRE BOULEVARD/WILTON PLACE | LOS ANGELES | 90010-3402 | 31-35% | LOS ANGELES | 304290 | 34.06179588 | -118.3142527 |
| LOS ANGELES METRO - DIVISION 6 | 60002784 | VOLUNTARY CLEANUP | ACTIVE | 2/1/2019 | 100 SUNSET AVENUE | LOS ANGELES | 90291 | | LOS ANGELES | 301845 | 0 | 0 |
| LOS ANGELES NAVAL & MARINE CORPS RES.CEN | 19970021 | STATE RESPONSE | REFER: RWQCB | 11/1/2016 | 1700 STADIUM WAY | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300784 | 34.06903044 | -118.2421137 |
| LOS ANGELES PRIMARY CENTER NO. 5 | 19790002 | SCHOOL CLEANUP | CERTIFIED | 4/23/2003 | WEST OLYMPIC BOULEVARD/NORMANDIE | LOS ANGELES | 90006-1413 | 86-90% | LOS ANGELES | 304233 | 34.0525866 | -118.2999881 |
| LOS ANGELES TRANSIT CENTER | 60001944 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED | 1/11/2017 | 750 LAMAR STREET | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | 301639 | 34.06019479 | -118.2241927 |
| M.O.R.E. OIL COMPANY | 19130103 | STATE RESPONSE | CERTIFIED | 5/29/1985 | 645 S AVENUE 21 | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | | 34.065225 | -118.216919 |
| MANHATTAN PLACE ELEMENTARY SCHOOL ADA COMPLIANCE PROJECT | 60002684 | VOLUNTARY CLEANUP | ACTIVE | 6/26/2018 | 1850 W. 96TH STREET | LOS ANGELES | 90047 | | LOS ANGELES | 301833 | 0 | 0 |
| METRO RAIL TO RIVER PROJECT | 60002495 | VOLUNTARY CLEANUP | ACTIVE | 2/9/2017 | RAILROAD RIGHT-OF-WAY FROM WEST 67TH ST AND 11TH AVE TO SLAUSON AVE AND SANTA FE AVE | LOS ANGELES | 90043 | | LOS ANGELES | 301790 | 0 | 0 |
| METRO/ADCO/ATLAS | 60002558 | VOLUNTARY CLEANUP | ACTIVE | 9/29/2017 | 200 CENTER STREET | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 301800 | 34.04963533 | -118.2313247 |
| MICROPOLITAN SUNSET/FAIRFAX | 60002669 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED | 12/13/2018 | 7901 SUNSET BOULEVARD | LOS ANGELES | 90046 | 51-55% | LOS ANGELES | 301831 | 34.098477 | -118.361972 |
| MORTON INTERNATIOLAL WHITTAKER CORPORATION | 60002397 | VOLUNTARY CLEANUP | ACTIVE | 8/3/2016 | 1021 NORTH MISSION ROAD | LOS ANGELES | 90033 | 96-100% | LOS ANGELES | 301763 | 34.0597517 | -118.2159082 |
| MTA/BUTTERFIELD | 19281223 | VOLUNTARY CLEANUP | ACTIVE | 12/7/2012 | 590 SOUTH SANTA FE AVENUE | LOS ANGELES | 90013 | 91-95% | LOS ANGELES | 301610, 301701, 406000 | 34.03915445 | -118.2299792 |
| NAVARRO PROPERTY | 70000049 | STATE RESPONSE | CERTIFIED | 5/23/2007 | 1250-1256 EAST 57TH STREET | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 301258 | 33.99085596 | -118.2529211 |
| NEVIN AVENUE ELEMENTARY | 19820071 | SCHOOL CLEANUP | INACTIVE - ACTION REQUIRED | 2/21/2013 | 1569 EAST 32ND AVENUE | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 304016, 304412 | 34.01343613 | -118.2477352 |
| NEVIN AVENUE ELEMENTARY SCHOOL EXPANSION | 19340784 | SCHOOL CLEANUP | CERTIFIED | 7/2/2002 | 1517 EAST 32ND STREET | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 304327 | 34.012654 | -118.247845 |
| NEW RAMONA OPPORTUNITY HIGH SCHOOL | 60000067 | SCHOOL CLEANUP | CERTIFIED | 8/25/2009 | 231 SOUTH ALMA AVENUE | LOS ANGELES | 90063 | 81-85% | LOS ANGELES | 304465 | 34.03382586 | -118.1917892 |
| NEW RAMONA OPPORTUNITY HIGH SCHOOL (LAUSD) | 60000468 | SCHOOL CLEANUP | CERTIFIED | 3/30/2007 | 208-234 SOUTH ALMA AVENUE/3633-3643 EAST THIRD STREET | LOS ANGELES | 90063 | 91-95% | LOS ANGELES | 304548 | 34.033471 | -118.190901 |
| ORTHOPEDIC HOSPITAL MAGNET HIGH SCHOOL | 19230002 | SCHOOL CLEANUP | CERTIFIED | 5/30/2003 | WEST ADAMS BOULEVARD/SOUTH GRAND AVENUE | LOS ANGELES | 90007 | 96-100% | LOS ANGELES | 304196 | 34.0290576 | -118.2708967 |
| PALACE PLATING | 19340646 | STATE RESPONSE | ACTIVE | 7/13/2018 | 710 EAST 29TH STREET | LOS ANGELES | 90011 | 91-95% | LOS ANGELES | 301391 | 34.01844918 | -118.2626672 |
| PENSKE TRUCK LEASING PROPERTY | 60001416 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 1/31/2012 | 2300 EAST OLYMPIC BOULEVARD | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 301519 | 34.02547 | -118.232 |
| PIMA ALAMEDA PROPERTIES, LLC | 60002227 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 7/25/2018 | 4051 SOUTH ALAMEDA STREET | LOS ANGELES | 90058 | 96-100% | LOS ANGELES | 301716 | 34.0086954 | -118.2396086 |
| PLESSEY PRECISION METALS | 19330377 | STATE RESPONSE | CERTIFIED | 9/1/1984 | 3301 MEDFORD STREET | LOS ANGELES | 90063 | 96-100% | LOS ANGELES | | 34.06032121 | -118.1910885 |
| PROPOSED CFA RESTAURANT 3798 | 60002458 | VOLUNTARY CLEANUP | ACTIVE | 12/7/2016 | 1011 N. WESTERN AVENUE | LOS ANGELES | 90029 | 91-95% | LOS ANGELES | 401769 | 34.089074 | -118.309448 |
| PROPOSED ROCKWOOD CHARTER SCHOOL | 60002072 | VOLUNTARY CLEANUP | CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS | 11/9/2017 | 1552 ROCKWOOD STREET | LOS ANGELES | 90026 | 96-100% | LOS ANGELES | 401680 | 34.063046 | -118.261987 |
| PROPOSED SOUTH REGION ELEMENTARY SCHOOL #10 | 60000890 | SCHOOL CLEANUP | CERTIFIED | 10/26/2010 | VERNON AVENUE BETWEEN ORCHARD AVENUE AND WESLEY AVENUE | LOS ANGELES | 90037 | 91-95% | LOS ANGELES | 304604 | 34.0032 | -118.28838 |
| PROPOSED SOUTH REGION ELEMENTARY SCHOOL #11, SITE 1 | 60000852 | SCHOOL CLEANUP | CERTIFIED | 5/17/2011 | 6800-6824 SOUTH VERMONT AVENUE | LOS ANGELES | 90044 | 86-90% | LOS ANGELES | 304596 | 33.97804716 | -118.291136 |
| PROPOSED SOUTH REGION HIGH SCHOOL #6, SITE 13 | 60000796 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 4/30/2013 | 1600 WEST IMPERIAL HIGHWAY | LOS ANGELES | 90047 | 96-100% | LOS ANGELES | 304627 | 33.930814 | -118.304507 |
| PUEBLO NUEVO CHARTER ACADEMY | 60000553 | SCHOOL CLEANUP | CERTIFIED | 10/20/2011 | 3501-3515 WEST TEMPLE STREET AND 325 NORTH HOOVER STREET | LOS ANGELES | 90004 | 96-100% | LOS ANGELES | 304556 | 34.077092 | -118.284675 |
| RAMIREZ STREET INVESTIGATION | 60001993 | VOLUNTARY CLEANUP | ACTIVE | 11/6/2012 | APPROXIMATELY 400-FOOT STRETCH OF RAMIREZ STREET LOCATED BETWEEN CENTER AND KELLER STREETS. | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300885-11 | 34.05446667 | -118.23135 |
| RAMONA NEW PC AKA BOWLING ALLEY | 19790003 | SCHOOL CLEANUP | NO FURTHER ACTION | 5/17/2002 | SANTA MONICA BOULEVARD/KINGSLEY DRIVE | LOS ANGELES | 90029 | 91-95% | LOS ANGELES | 304005 | 34.0907874 | -118.3032823 |
| ROOSEVELT HIGH SCHOOL COMPREHENSIVE MODERNIZATION PROJECT | 60002623 | VOLUNTARY CLEANUP | ACTIVE | 3/16/2018 | 456 S. MATTHEWS STREET | LOS ANGELES | 90033 | 91-95% | LOS ANGELES | 401821 | 34.03775707 | -118.2112638 |
| ROYAL PLATING | 19340770 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 8/23/2013 | 787 EAST 15TH STREET | LOS ANGELES | 90021 | 96-100% | LOS ANGELES | 300638 | 34.02945929 | -118.2526665 |
| SAN FERNANDO VALLEY (AREA 1) | 19990011 | FEDERAL SUPERFUND - LISTED | ACTIVE | 5/15/1996 | NORTH HOLLYWOOD WELLFIELD AREA | LOS ANGELES | 91601 | 96-100% | LOS ANGELES | 300126, 300173 | 34.1875 | -118.3838889 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SAN FERNANDO VALLEY (AREA 4) | 19990009 | FEDERAL SUPERFUND - LISTED | CERTIFIED / OPERATION & MAINTENANCE | 1/1/1999 | POLLOCK WELLFIELD | LOS ANGELES | 90086 | 96-100% | LOS ANGELES | 300129 | 34.12944444 | -118.2641667 |
| SANTA FE/ARROYO SECO BRIDGE | 19400007 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 11/1/1996 | PASADENA FWY BRIDGE SO. OF BERTHA/AVE 63 | LOS ANGELES | 90042 | 61-65% | LOS ANGELES | 300474 | 34.11064819 | -118.185625 |
| SANTA FE/MACY STREET | 19400010 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 8/11/2009 | MACY STREET/ALISO ST/KELLER ST | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300568 | 34.05480611 | -118.2281202 |
| SANTA FE/W.A. GRANT | 19330375 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 9/16/1996 | 2144 EAST 7TH STREET | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300582 | 34.03444444 | -118.2277778 |
| SEEWACK PROPERTY | 19350469 | VOLUNTARY CLEANUP | CERTIFIED | 2/6/1998 | 3136 EAST 11TH STREET | LOS ANGELES | 90023 | 96-100% | LOS ANGELES | 300362 | 34.0193811 | -118.2116714 |
| SERVICE PLATING COMPANY INC | 60002166 | STATE RESPONSE | ACTIVE | 4/1/2015 | 1855 EAST 62ND STREET | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 301695, 301695 | 33.98385174 | -118.2391685 |
| SLAUSON & WALL PROJECT | 60002602 | VOLUNTARY CLEANUP | ACTIVE | 10/25/2017 | 5867 S. LOS ANGELES STREET | LOS ANGELES | 90003-1210 | 96-100% | LOS ANGELES | 301810 | 33.987723 | -118.270778 |
| SLAUSON-CENTRAL SHOPPING CENTER REDEVELOPMENT PROJECT | 19300240 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 7/2/2013 | SLAUSON, S. CENTRAL, E. GAGE, AVALON | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 300846, 300881, 300882, 300883 | 33.98836084 | -118.2569027 |
| SNOW WHITE CLEANERS | 60000967 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 8/7/2013 | 1246 NORTH VINE STREET, LOS ANGELES, CA | LOS ANGELES | 90038 | 96-100% | LOS ANGELES | 301397 | 34.09369 | -118.32652 |
| SO CAL GAS/ALISO B MGP | 19490244 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 9/20/2018 | 555 RAMIREZ STREET | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300805, 301054 | 34.05446667 | -118.23135 |
| SO CAL GAS/ALISO D MGP | 19490243 | VOLUNTARY CLEANUP | ACTIVE | 1/19/2001 | CESAR CHAVEZ AND LYONS STREETS | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300706, 300885, 301053 | 34.05611111 | -118.2297222 |
| SO CAL GAS/ALISO E 490 BAUCHET ST. MGP | 19490241 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 6/21/2010 | 490 BAUCHET ST. | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300626, 300885, 301002 | 34.059757 | -118.230255 |
| SO CAL GAS/ALISO E MGP - 496 BAUCHET STREET | 70000159 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 6/21/2010 | SECTOR E EXTENDS FROM THE SURVED SECTION OF BAUCHET STREET NORTH TO THE FORMER ALHAMBRA AVE AND THE LOS ANGELES RAIL ROAD IN DOWNTOWN LOS ANGELES. | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300626, 300885, 301200 | 34.059797 | -118.230068 |
| SO CAL GAS/ALISO MGP, SECTOR A - EAST PARCEL | 19490240 | VOLUNTARY CLEANUP | ACTIVE | 8/18/2008 | KELLER ST., VIGNES ST., AND 101 FREEWAY | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300456, 300615, 300880, 301005 | 34.05431183 | -118.2318068 |
| SO CAL GAS/ALISO MGP, SECTOR A - WEST PARCEL | 19490235 | VOLUNTARY CLEANUP | ACTIVE | 10/2/2008 | KELLER ST, VIGNES ST, AND 101 FREEWAY | LOS ANGELES | 90012 | 71-75% | LOS ANGELES | 300456 | 34.05008258 | -118.2531428 |
| SO CAL GAS/ALISO SECTOR C, BLOCK G | 60000173 | VOLUNTARY CLEANUP | ACTIVE | 1/19/2001 | NORTHWEST CORNER OF COMMERCIAL AND CENTER STREETS | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300885 | 34.05315783 | -118.2321875 |
| SO CAL GAS/ALISO SECTOR C, BLOCK K | 60000171 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 1/19/2001 | NORTHEAST CORNER OF DUCOMMUN AND CENTER STREETS | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300885, 301800 | 34.05214578 | -118.230875 |
| SO CAL GAS/ALISO SECTOR C, BLOCK L | 19490242 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 12/7/2004 | 728 E. COMMERCIAL ST | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300642, 300885 | 34.052451 | -118.2323278 |
| SO CAL GAS/ALISO SECTOR C, BLOCK O | 60000169 | VOLUNTARY CLEANUP | ACTIVE | 1/19/2001 | SOUTHWEST CORNER OF DUCOMMUN AND CENTER STREETS SOUTHEAST AND SOUTHWEST CORNERS OF JACKSON AND | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300885 | 34.05138886 | -118.2323938 |
| SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R | 60000172 | VOLUNTARY CLEANUP | ACTIVE | 7/15/2010 | CENTER STREETS | LOS ANGELES | 90012 | 91-95% | LOS ANGELES | 300999 | 34.05056446 | -118.2316375 |
| SO CAL GAS/ALISO SITE-WIDE - GROUNDWATER | 19490248 | VOLUNTARY CLEANUP | ACTIVE | 1/19/2001 | TEMPLE/VIGNES/LYON/KELLER/ALHAMBRA STS. | LOS ANGELES | 90013 | 51-55% | LOS ANGELES | 300885 | 34.05369699 | -118.2320792 |
| SO CAL GAS/LA MAIN ST MGP | 19490230 | VOLUNTARY CLEANUP | INACTIVE - NEEDS EVALUATION | 7/25/2008 | 1630 NORTH MAIN STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 300450 | 34.06694444 | -118.2272222 |
| SO CAL GAS/LA-ALAMEDA MGP | 19490227 | VOLUNTARY CLEANUP | CERTIFIED | 6/24/2014 | 725 CHANNING STREET | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 301066 | 34.03432953 | -118.2380045 |
| SO CAL GAS/OLYMPIC BASE MGP | 19490179 | VOLUNTARY CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 10/4/2013 | 2424 E OLYMPIC BLVD | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 300144 | 34.02559167 | -118.2265722 |
| SOUTH CENTRAL DISCOVERY PROJECT | 60001403 | STATE RESPONSE | NO FURTHER ACTION | 10/7/2013 | SOUTH CENTRAL LOS ANGELES AREA | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 301414 | 33.9892073 | -118.2705334 |
| SOUTH LOS ANGELES HIGH SCHOOL NO. 3 | 60000026 | SCHOOL CLEANUP | NO FURTHER ACTION | 11/21/2011 | WEST SLAUSON AVENUE/SOUTH HOOVER STREET | LOS ANGELES | 90044 | 91-95% | LOS ANGELES | 304430 | 33.98578712 | -118.2879496 |
| SOUTH REGION ELEMENTARY SCHOOL #12, SITE 5A | 60000808 | SCHOOL CLEANUP | CERTIFIED | 8/16/2010 | EAST 60TH STREET/HOOPER AVENUE/EAST 61ST STREET | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 304587 | 33.9847 | -118.2515 |
| SOUTH REGION ELEMENTARY SCHOOL #6, AREA 15 5640062 | 60000520 | SCHOOL CLEANUP | CERTIFIED | 9/23/2009 | 125 58TH PLACE | LOS ANGELES | 90003 | 96-100% | LOS ANGELES | 304553 | 33.98796846 | -118.2748907 |
| SOUTH REGION ELEMENTARY SCHOOL #7, SITE 2 | 60000393 | SCHOOL CLEANUP | CERTIFIED | 8/13/2008 | EAST 89TH STREET/EAST 90TH STREET/COMPTON AVENUE | LOS ANGELES | 90002 | 91-95% | LOS ANGELES | 304533 | 34.05630433 | -118.2573942 |
| SOUTH REGION ES #1 SITE 5 5640014 | 60000091 | SCHOOL CLEANUP | CERTIFIED | 7/11/2008 | WEST 90TH STREET/SOUTH MAIN STREET | LOS ANGELES | 90003 | 96-100% | LOS ANGELES | 304502 | 33.9557 | -118.2745 |
| SOUTH REGION ES #2, SITE 6A 5640015 | 60000092 | SCHOOL CLEANUP | CERTIFIED | 9/25/2013 | S. CENTRAL/EAST FLORENCE | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 304503 | 33.9742 | -118.2557 |
| SOUTH REGION HIGH SCHOOL #12, SITE 1 | 60000455 | SCHOOL CLEANUP | ACTIVE - LAND USE RESTRICTIONS | 10/13/2006 | E. 87TH STREET/S. AVALON BOULEVARD | LOS ANGELES | 90003 | 91-95% | LOS ANGELES | 304545 | 33.958111 | -118.267389 |
| SOUTH REGION HS #2, SITE #8 | 60000076 | SCHOOL CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 5/7/2014 | CENTRAL AVENUE/GAGE AVENUE | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 304491 | 33.9833 | -118.2545 |
| SOUTH REGION MS #6, SITE 2A 5640025 | 60000117 | SCHOOL CLEANUP | CERTIFIED | 5/6/2009 | 1720 W. 47TH STREET | LOS ANGELES | 90062 | 91-95% | LOS ANGELES | 304512 | 34.00073791 | -118.3098015 |
| SOUTH REGION SPAN K-8 #1, SITE 15 | 60000421 | SCHOOL CLEANUP | CERTIFIED | 5/24/2011 | EAST M STREET/NORTH AVALON BOULEVARD | LOS ANGELES | 90744 | 86-90% | LOS ANGELES | 304541 | 33.7879 | -118.2623 |
| SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY TRACK EXTENSION | 60001137 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 1/21/2013 | KELLER YARD IN VICINITY OF CESAR CHAVEZ | LOS ANGELES | 90012 | 51-55% | LOS ANGELES | 300568 | 34.05472222 | -118.2278222 |
| SPENCE PROPERTY AKA DRY CLEANER IN EAGLE ROCK | 60000305 | STATE RESPONSE | ACTIVE | 5/5/2006 | 7047-7051 NORTH FIGUEROA STREET | LOS ANGELES | 90042 | 51-55% | LOS ANGELES | 301285 | 34.130497 | -118.188914 |
| STANDARD NICKEL CHROMIUM PLATING CO. | 71003183 | STATE RESPONSE | ACTIVE - LAND USE RESTRICTIONS | 6/4/2004 | 811,817/819, 825 & 826 E. 62ND STREET | LOS ANGELES | 90001 | 96-100% | LOS ANGELES | 300683, 308401 | 33.982915 | -118.260409 |
| STONER AVENUE SITE | 19340669 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 4/26/2007 | 2131 STONER AVENUE | LOS ANGELES | 90025 | 56-60% | LOS ANGELES | 300322 | 34.03411328 | -118.4495958 |
| SUNLAND CHEMICAL | 60002197 | VOLUNTARY CLEANUP | ACTIVE | 6/23/2015 | 5447 WEST SAN FERNANDO ROAD | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 301709 | 34.15210185 | -118.2755718 |
| TAYLOR YARD - PARCEL C | 60001553 | VOLUNTARY CLEANUP | CERTIFIED | 3/4/2014 | NORTHWEST OF GRANADA ST AND SAN FERNANDO ROAD | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 301530 | 34.09545847 | -118.2333183 |
| TAYLOR YARD - PARCEL G1 | 60001919 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED | 8/23/2017 | 2800 KERR STREET | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 301630 | 34.107637 | -118.244305 |
| TAYLOR YARD - PARCEL G2 - SOUTHERN PACIFIC | 19470006 | STATE RESPONSE | ACTIVE | 4/23/1996 | 2850 KERR STREET | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | 300358, 301792 | 34.09781646 | -118.2390998 |
| TERMINIX | 19070003 | VOLUNTARY CLEANUP | ACTIVE | 1/7/2002 | 2828 LONDON STREET | LOS ANGELES | 90026 | 96-100% | LOS ANGELES | 301061 | 34.07633538 | -118.2755108 |
| TETRA GRAPHICS SITE | 19270329 | STATE RESPONSE | REFER: OTHER AGENCY | 8/8/2013 | 10310 GLASGOW PLACE | LOS ANGELES | 90045 | NA | LOS ANGELES | 300990 | 33.9428822 | -118.371275 |
| THE CUSTOM HOTEL | 60002553 | VOLUNTARY CLEANUP | ACTIVE | 9/5/2017 | 8639 LINCOLN BOULEVARD | LOS ANGELES | 90045 | | LOS ANGELES | 301802 | 0 | 0 |
| UNITED ALLOYS, INC. | 19340754 | VOLUNTARY CLEANUP | ACTIVE | 11/9/2006 | 900 EAST SLAUSON AVENUE | LOS ANGELES | 90011 | 96-100% | LOS ANGELES | 301309 | 33.98870428 | -118.2602867 |
| VALUE CHARTER SCHOOL | 19730196 | SCHOOL CLEANUP | CERTIFIED | 1/16/2004 | 221 NORTH WESTMORELAND AVENUE | LOS ANGELES | 90004 | 91-95% | LOS ANGELES | 304413 | 34.07500365 | -118.2885396 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VEILING PLATING | 60000524 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 2/15/2011 | 755 SEWARD STREET/ASSOCIATES | LOS ANGELES | 90038 | 61-65% | LOS ANGELES | 301288 | 34.08508396 | -118.3334404 |
| VICTOR INDUSTRIAL BATTERY | 19360528 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 3/29/1995 | 138 N SAN FERNANDO RD | LOS ANGELES | 90031 | 96-100% | LOS ANGELES | 300547 | 34.07543772 | -118.2214545 |
| VISTA HERMOSA | 60000001 | SCHOOL CLEANUP | CERTIFIED / OPERATION & MAINTENANCE | 10/26/2010 | 1101 W. 1ST STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 300728, 304420 | 34.05937931 | -118.2542825 |
| WATTS/JORDAN DOWNS PROJECT | 60002017 | STATE RESPONSE | ACTIVE | 2/12/2016 | VARIOUS ADDRESSES NEAR ALAMEDA STREET AND EAST 97TH STREET | LOS ANGELES | 90002 | 96-100% | LOS ANGELES | 900272, 900313 | 33.9487635 | -118.2298932 |
| WEEMES ELEMENTARY SCHOOL PLAYGROUND | 19880015 | SCHOOL CLEANUP | CERTIFIED | 11/12/2003 | 1201-1203, 1205, 1207, 1215 WEST 37TH STREET | LOS ANGELES | 90007 | 86-90% | LOS ANGELES | 304338 | 34.02109992 | -118.2965734 |
| WEIAND AUTOMOTIVE INDUSTRIES | 19340781 | VOLUNTARY CLEANUP | CERTIFIED O&M - LAND USE RESTRICTIONS ONLY - LAND USE RESTRICTIONS | 9/1/2016 | 2316-2324 NORTH SAN FERNANDO ROAD | LOS ANGELES | 90065 | 96-100% | LOS ANGELES | 300689, 300992 | 34.10499447 | -118.2391938 |
| WESTCHESTER ENRICHED SCIENCES MAGNETS ADA COMPLIANCE PROJECT | 60002739 | VOLUNTARY CLEANUP | ACTIVE | 10/17/2018 | 7400 WEST MANCHESTER AVENUE | LOS ANGELES | 90045 | | LOS ANGELES | 401856 | 0 | 0 |
| WESTERN ELECTROCHEMICAL COMPANY | 60001827 | STATE RESPONSE | NO FURTHER ACTION | 11/25/2013 | 2348 EAST 8TH STREET | LOS ANGELES | 90021 | 91-95% | LOS ANGELES | 301581 | 34.029322 | -118.230725 |
| WESTERN GAGE GATEWAY PARK | 60002006 | VOLUNTARY CLEANUP | REFER: RWQCB | 4/14/2017 | 6300 S. WESTERN AVENUE | LOS ANGELES | 90007 | 96-100% | LOS ANGELES | 301497-11 | 33.982112 | -118.308597 |
| WESTSIDE YMCA | 60002201 | VOLUNTARY CLEANUP | INACTIVE - ACTION REQUIRED | 2/26/2018 | 1452 SOUTH WESTGATE AVENUE | LOS ANGELES | 90025 | 46-50% | LOS ANGELES | 401721 | 34.043281 | -118.459802 |
| WILLIAM MEAD HOMES | 19290312 | STATE RESPONSE | ACTIVE - LAND USE RESTRICTIONS | 10/5/2001 | 1300 CARDINAL STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | 300545, 300855, 301015 | 34.06318 | -118.229891 |
| WILMINGTON BLOCK 27 | 60002521 | STATE RESPONSE | ACTIVE | 7/6/2017 | 518-530 NORTH MCFARLAND AVENUE/805-829 EAST "E" STREET | LOS ANGELES | 90744 | 96-100% | LOS ANGELES | 401789 | 33.776486 | -118.252623 |
| WILMINGTON/GRAMERCY RIGHT-OF-WAY | 19490245 | VOLUNTARY CLEANUP | ACTIVE | 4/25/2000 | BETWEEN TRANSMISSION TOWERS 1038-1050 | LOS ANGELES | 90746 | 96-100% | LOS ANGELES | 300837 | 33.85811327 | -118.2837663 |
| WILSHIRE PROPERTIES | 19380058 | STATE RESPONSE | CERTIFIED | 11/12/1985 | 4685 SAN FERNANDO ROAD WEST | LOS ANGELES | 90039 | 96-100% | LOS ANGELES | | 34.13916 | -118.26413 |
| WILSHIRE WESTWOOD ASSOCIATES | 19150002 | STATE RESPONSE | CERTIFIED | 1/1/1986 | 10936 WILSHIRE BOULEVARD | LOS ANGELES | 90024 | 56-60% | LOS ANGELES | | 34.05833333 | -118.445 |
| WITCO/ALLIED KELITE DIVISION | 19281211 | VOLUNTARY CLEANUP | NO FURTHER ACTION | 10/24/1995 | 1250 NORTH MAIN STREET | LOS ANGELES | 90012 | 96-100% | LOS ANGELES | | 34.0628991 | -118.2313775 |
| YORKDALE ELEMENTARY SCHOOL | 19820043 | SCHOOL CLEANUP | INACTIVE - ACTION REQUIRED | 2/10/2000 | 5657 MERIDIAN STREET | LOS ANGELES | 90042 | 71-75% | LOS ANGELES | 304104 | 34.12119576 | -118.1940857 |

# SWRMC Geotracker

| GLOBAL ID | FACILITY ID | SITE / FACILITY NAME | SITE / FACILITY TYPE | UST PERMITTING AGENCY | STATUS | OIL FIELD | OIL FIELD OPERATOR | ADDRESS (OR PARTIAL ADDRESS) | CITY | ZIP | COUNTY | SITE CODE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | #1 FUEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 655 N WESTERN AVE | LOS ANGELES | 90004 | LOS ANGELES | |
| | FA0029484 | 1000 VERMONT LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1000 S VERMONT AVE | LOS ANGELES | 90006 | LOS ANGELES | |
| | FA0001785 | 1010 WILSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1010 WILSHIRE BLVD | LOS ANGELES | 90017 | LOS ANGELES | |
| | | 1055 SEVENTH LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1055 W 7TH ST | LOS ANGELES | 90017 | LOS ANGELES | |
| T10000011948 | | 1060 CRENSHAW BLVD | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 1060 CRENSHAW BLVD | LOS ANGELES | 90019 | LOS ANGELES | |
| | FA0022649 | 10900 WILSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10900 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES | |
| | FA0024137 | 1100 WILSHIRE PROPERTY OWNERS ASSOC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1100 W WILSHIRE BLVD | LOS ANGELES | 90017-1935 | LOS ANGELES | |
| SL0603709431 | | 11105 LA CIENEGA PROPERTIES | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 11105 S. LA CIENEGA BLVD. | LOS ANGELES | 90045 | LOS ANGELES | |
| T10000009309 | | 120TH STREET LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | | | 120TH STREET | LOS ANGELES | | LOS ANGELES | |
| | FA0022667 | 14221 FIGUEROA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 14221 S FIGUEROA ST | LOS ANGELES | 90061 | LOS ANGELES | |
| T10000011695 | | 1500 GRANVILLE PROPERTY | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 11776 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES | |
| WDR100040378 | | 1860 BLUE HEIGHTS DRIVE | * WDR SITE | | DRAFT - WDR | | | 1860 BLUE HEIGHTS DRIVE | LOS ANGELES | 90069-1302 | LOS ANGELES | |
| T10000004217 | | 186TH AND VERMONT (190TH AND VERMONT) LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | | | 18602 SOUTH VERMONT AVENUE | LOS ANGELES | 90248 | LOS ANGELES | |
| T10000011015 | | 1910-1914 BAY STREET AND 1901 SACRAMENTO STREET PROPERTIES | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | | 1910 BAY STREET | LOS ANGELES | 90021 | LOS ANGELES | |
| | | 1999 AVENUE OF THE STARS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1999 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES | |
| | FA0024345 | 1SAN VICENTE PEAK | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 17460 MULHOLLAND DRIVE | LOS ANGELES | 90049 | LOS ANGELES | |
| SLT43119117 | | 20TH CENTURY PLASTICS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3628 CRENSHAW BLVD | LOS ANGELES | 90018 | LOS ANGELES | |
| T0603700574 | | 20TH CENTURY PLASTICS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3628 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES | |
| WDR100040359 | | 2500 MANDEVILLE CANYON ROAD | * WDR SITE | | DRAFT - WDR | | | 2500 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049-1238 | LOS ANGELES | |
| | FA0003023 | 26TH STREET UNION SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 13060 W SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES | |
| T0603700704 | | 3 DAY BLINDS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1901 WESTWOOD BLVD | LOS ANGELES | 90025 | LOS ANGELES | |
| | | 3227 W 54TH LLC ALLIANCE 54 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3227 W 54TH ST | LOS ANGELES | 90043 | LOS ANGELES | |
| WDR100000105 | | 3281 MANDEVILLE CANYON RD | * WDR SITE | | ACTIVE - WDR | | | 3281 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES | |
| | FA0025023 | 3775 VERMONT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3775 S VERMONT AVE | LOS ANGELES | 90037 | LOS ANGELES | |
| T0603707459 | | 3RD STREET MAINTENACE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1751 3RD STREET, EAST | LOS ANGELES | 90033 | LOS ANGELES | |
| | FA0003794 | 5201 CENTURY BLVD. INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5201 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| T10000005819 | | 5311 CRENSHAW | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5311 CRENSHAW | LOS ANGELES | 90043 | LOS ANGELES | |
| | | 550 HOPE STREET | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 550 S HOPE ST | LOS ANGELES | 90071 | LOS ANGELES | |
| | FA0032033 | 6171 CENTURY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6171 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| | FA0020962 | 6300 WILSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6300 WILSHIRE BLVD | LOS ANGELES | 90048 | LOS ANGELES | |
| | | 6TH & CATALINA CHEVRON INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3325 W 6TH ST | LOS ANGELES | 90020 | LOS ANGELES | |
| | FA0025426 | 7 BAY TRUCK STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 930 S SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES | |
| | FA0039365 | 7- ELEVEN INC. #37694 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10000 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES | |
| T0603700865 | | 7-11 #13731-2173 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3450 OVERLAND AVE | LOS ANGELES | 90034 | LOS ANGELES | |
| | FA0009912 | 7-ELEVEN 34990 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5530 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES | |
| | LACoFA0033895 | 7-ELEVEN INC #35639 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1800 E SLAUSON AVE | LOS ANGELES | 90001 | LOS ANGELES | |
| T0603741353 | | 7-ELEVEN STORE #20336 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 16929 ROSCOE BOULEVARD | LOS ANGELES | 91325 | LOS ANGELES | |
| | FA0036224 | 717 OLYMPIC BUILDING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 717 W OLYMPIC BLVD | LOS ANGELES | 90017 | LOS ANGELES | |
| WDR100001395 | | 76 PRODUCT STATION NO. 4454 | * WDR SITE | | HISTORICAL - WDR | | | 7751 BEVERLY BOULEVARD | LOS ANGELES | 90013 | LOS ANGELES | |
| T0603700476 | | 76 PRODUCTS STATION #0898 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1543 HOOVER ST S | LOS ANGELES | 90006 | LOS ANGELES | |
| T0603700443 | | 76 PRODUCTS STATION #0929 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4700 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES | |
| T0603700416 | | 76 PRODUCTS STATION #0999 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8600 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603700771 | | 76 PRODUCTS STATION #3647 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1270 VERMONT AVE N | LOS ANGELES | 90029 | LOS ANGELES | |
| T0603700647 | | 76 PRODUCTS STATION #4010 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 791 CENTRAL AVE S | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603701205 | | 76 PRODUCTS STATION #4357 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11280 NATIONAL BLVD | LOS ANGELES | 90066 | LOS ANGELES | |
| T0603701204 | | 76 PRODUCTS STATION #4357 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11280 NATIONAL BLVD | LOS ANGELES | 90066 | LOS ANGELES | |
| T10000001058 | | 76 SERVICE STATION 2149 | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 9779 PICO BLVD. W. | LOS ANGELES | 90035 | LOS ANGELES | |
| T10000000329 | | 76 SERVICE STATION NO. 255140 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3070 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES | |
| T0603755746 | | 76 STATION #0122 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1031 2ND ST. W. | LOS ANGELES | 90012 | LOS ANGELES | |
| T0603758404 | | 76 STATION #0779 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1340 GLENDALE BLVD. | LOS ANGELES | 90026 | LOS ANGELES | |
| T0603797126 | | 76 STATION #0857 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2250 FIGUEROA ST. N. | LOS ANGELES | 90065 | LOS ANGELES | |
| T0603737666 | | 76 STATION #0914 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5816 WESTERN AVE. S. | LOS ANGELES | 90047 | LOS ANGELES | |
| T10000010971 | | 76 STATION #0979 | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 4600 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES | |
| T0603716046 | | 76 STATION #0979 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4600 MELROSE AVE W. | LOS ANGELES | 90029 | LOS ANGELES | |
| T0603700465 | | 76 STATION #2124 | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 801 HOOVER ST S | LOS ANGELES | 90005 | LOS ANGELES | |
| T10000000379 | | 76 STATION #251116 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5436 6TH STREET | LOS ANGELES | 90036 | LOS ANGELES | |
| T0603700691 | | 76 STATION #251715 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10389 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES | |
| T10000000207 | | 76 STATION #257375 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12037 SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES | |
| T10000000208 | | 76 STATION #2705613 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1000 VERMONT AVE. S. | LOS ANGELES | 90006 | LOS ANGELES | |
| T10000000378 | | 76 STATION #2705625 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 7400 LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| T10000001868 | | 76 STATION #2705701 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8525 SEPULVEDA BLVD. S. | LOS ANGELES | 90045 | LOS ANGELES | |
| T10000000206 | | 76 STATION #2705706 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 304 VERMONT AVE N | LOS ANGELES | 90004 | LOS ANGELES | |
| T0603739186 | | 76 STATION #3739 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1300 WESTERN AVE. N. | LOS ANGELES | 90027 | LOS ANGELES | |
| T0603795141 | | 76 STATION #5562 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2876 BUNDY | LOS ANGELES | 90064 | LOS ANGELES | |
| T0603764067 | | 76 STATION 1867 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6537 MELROSE AVE. | LOS ANGELES | 90038 | LOS ANGELES | |
| T0603743815 | | 76 STATION 2439 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3774 WESTERN AVENUE, SOUTH | LOS ANGELES | | LOS ANGELES | |
| WDR100001837 | | 76 STATION NO 252021 (DBA JACOBS UNION 76) | * WDR SITE | | HISTORICAL - WDR | | | 8755 WEST THIRD STREET | LOS ANGELES | 90048 | LOS ANGELES | |
| WDR100040413 | | 7811 & 7813 JAYSEEL STREET | * WDR SITE | | DRAFT - WDR | | | 7811 & 7813 JAYSEEL STREET | LOS ANGELES | 91040-2511 | LOS ANGELES | |
| T0603779702 | | 7TH ST L.A. PUBLIC WORKS MAINT FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2300 E 7TH ST | LOS ANGELES | 90023 | LOS ANGELES | |
| | FA0023026 | 8000 SUNSET STRIP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8000 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES | |
| T0603700592 | | 801 TOWER BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 845 FIGUEROA AVE S | LOS ANGELES | 90017 | LOS ANGELES | |
| T10000006522 | | 845 SEWARD STREET LLC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 843-845 SEWARD STREET | LOS ANGELES | 90038 | LOS ANGELES | |
| T10000012497 | | 950 STADIUM WAY SITE | CLEANUP PROGRAM SITE | | OPEN - ACTIVE | | | 950 SOUTH STADIUM WAY | LOS ANGELES | 90012 | LOS ANGELES | |
| T0603712604 | | A & A RENTALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3431 EAST CESAR CHAVEZ AVE | LOS ANGELES | 90063 | LOS ANGELES | |
| | FA0002970 | A & C SERVICE INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1800 E OLYMPIC BLVD | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603700490 | | A & J AUTO REPAIR | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 5226 COMPTON AVE | LOS ANGELES | 90011 | LOS ANGELES | |
| T0603746550 | | A & N SERVICE CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 7831 ALAMEDA ST S | LOS ANGELES | 90001 | LOS ANGELES | |
| | FA0030366 | A 1 SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11944 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES | |

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|---|---|---|---|---|---|---|---|---|---|
| T0603761102 | | A C S MISSION PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3801 MISSION RD. | LOS ANGELES | 90031 | LOS ANGELES |
| SL184581441 | | A COMMUNITY OF FRIENDS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 9130 SOUTH FIGUEROA ST | LOS ANGELES | | LOS ANGELES |
| T0603719830 | | A-1 EASTERN HOMADE PICKLE COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1832 JOHNSTON STREET | LOS ANGELES | 90031 | LOS ANGELES |
| T0603774420 | | A-ABBEY METALS INTERNATIONAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1931 S MATEO ST | LOS ANGELES | 90021 | LOS ANGELES |
| T0603705553 | | A-Z SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 16940 GLADSTONE ST E | LOS ANGELES | 91702 | LOS ANGELES |
| SL603799112 | | A. G. LAYNE DIST. SHELL PROD. | CLEANUP PROGRAM SITE | | OPEN - ELIGIBLE FOR CLOSURE | 4578 BRAZIL ST. | LOS ANGELES | 90039 | LOS ANGELES |
| T10000006344 | | A1 STEEL FENCE CO FORMER | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 4655 TELEGRAPH RD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603700869 | | ABBOTT ELECTRONICS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2727 LA CIENEGA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| T0603765586 | | ABC BINS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8801 ALAMEDA ST. | LOS ANGELES | 9002-1842 | LOS ANGELES |
| T0603701084 | | ABE'S CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6379 SANTA MONICA BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| T0603702672 | | ABLE SHEET METAL PRODUCTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 614 FORD BLVD N | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T10000003660 | | ACCURATE PLATING COMPANY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 2811 ALCAZAR STREET | LOS ANGELES | 90033 | LOS ANGELES |
| SL2048J1703 | | ACCURATE PLATING FACILITY (FORMER) | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 1637 NORTH INDIANA ST | LOS ANGELES | | LOS ANGELES |
| T0603788711 | | ACE BEVERAGE COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3616 NOAKES STREET | LOS ANGELES | 90023 | LOS ANGELES |
| T0603792046 | | ACE PAPER COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2835 EAST WASHINGTON BLVD | LOS ANGELES | | LOS ANGELES |
| | 60612 | ACE-TECH AUTO CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4334 W PICO BLVD UN 1 | LOS ANGELES | 90019 | LOS ANGELES |
| | | ACKERMAN HALL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 308 WESTWOOD PLZ | LOS ANGELES | 90095 | LOS ANGELES |
| T0603760880 | | ACTA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2026 SANTA FE AVE S. | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603780270 | | ACTA NORTH- INDUSTRIAL MEDICAL CLINIC | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2112 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992905 | | ACTA NORTH - AMERICAN BRASS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2400 SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992910 | | ACTA NORTH - CJ FASHIONS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2312 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992911 | | ACTA NORTH - COPIES & PAPER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2324 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992909 | | ACTA NORTH - K & K APPAREL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2300 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992915 | | ACTA NORTH - LA CITY DWP | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2650 WASHINGTON | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603763452 | | ACTA NORTH - LA PRINT WORKSITE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1960 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603724740 | | ACTA NORTH - MACCARTHY CO. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2010 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603770417 | | ACTA NORTH - PACEL NE - 040 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2540 WASHINGTON BLVD, EAST | LOS ANGELES | 90744 | LOS ANGELES |
| SL0603797227 | | ACTA NORTH - PARCEL NE - 042 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2451 23RD STREET, EAST | LOS ANGELES | 90744 | LOS ANGELES |
| SL0603749698 | | ACTA NORTH - PARCEL NE-004-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2000 S SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603793555 | | ACTA NORTH - PARCEL NE-009-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2056 & 2058 S SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603706738 | | ACTA NORTH - PARCEL NE-017/018-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2214 S SANTA FE AVE | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603716817 | | ACTA NORTH - PARCEL NE-019-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2214 & 2226 S SANTA FE AVE. | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603720851 | | ACTA NORTH - PARCEL NE-022-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2320 S SANTA FE AVE | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603747743 | | ACTA NORTH - PARCEL NE-024-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2328 S SANTA FE AVE | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603701831 | | ACTA NORTH - PARCEL NE-029-SFGS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2418 & 2420 S SANTA FE AVE | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603720816 | | ACTA NORTH - PERMANENT EASEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2607 WASHINGTON | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603724043 | | ACTA NORTH - PERMANENT EXCLUSIVE EASEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2047 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992913 | | ACTA NORTH - PERMANENT EXCLUSIVE EASEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3451 026TH ST | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992914 | | ACTA NORTH - PERMANENT EXCLUSIVE EASEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2630 WASHINGTON | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992916 | | ACTA NORTH - PERMANENT EXCLUSIVE EASEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2460 023RD | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992917 | | ACTA NORTH - PRONTO MONEY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2520 WASHINGTON | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603700047 | | ACTA NORTH - RAIL ROW | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992912 | | ACTA NORTH - RAIL ROW | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992907 | | ACTA NORTH - SANTA FE LIQUOR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2050 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992906 | | ACTA NORTH - TRIM CONNECTOR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2018 SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES |
| SL599992908 | | ACTA NORTH - TRINITY SPORTS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2066 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603705393 | | ACTA NORTH - UNION PACIFIC RAILROAD COMPANY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | SOUTH SOTO ST. AND N-E WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| SL0603716167 | | ACTA NORTH- SMILE KNIT FACILITY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2026 SANTA FE | LOS ANGELES | 90021 | LOS ANGELES |
| SL0603738391 | | ACTA- PARCERLS NE-038/039,NE-150/152/153 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2426 EAST WASHINGTON BOULEVARD | LOS ANGELES | 90058 | LOS ANGELES |
| | FA0030440 | ADAMS FUEL INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2603 S NORMANDIE AVE | LOS ANGELES | 90007 | LOS ANGELES |
| WDR100000207 | | ADEL WIGGINS GROUP | * WDR SITE | | HISTORICAL - WDR | 5000 TRIGGS STREET | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0002075 | ADVANCE PAPER BOX CO INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6100 S GRAMERCY PL | LOS ANGELES | 90047 | LOS ANGELES |
| T0603763986 | | ADVANCED PAPER BOX COMPANY, INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6100 S GRAMERCY PL | LOS ANGELES | 90047 | LOS ANGELES |
| T10000008796 | | AERO ENGINES, INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3022-3034 N. COOLIDGE AVENUE & 2927-2935 DENBY AVENUE | LOS ANGELES | 90065 | LOS ANGELES |
| SLT43392390 | | AGAJANIAN PARCEL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3300-3324 THATCHER AVE | LOS ANGELES | 90292 | LOS ANGELES |
| | FA0021415 | AHN'S MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 254 W SLAUSON AVE | LOS ANGELES | 90003 | LOS ANGELES |
| | | AID INC DBA DAISY SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 400 N ALVARADO ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | AIMCO/VAN NUYS APARTMENTS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 210 W 7TH ST | LOS ANGELES | 90014 | LOS ANGELES |
| | LACoFA0000817 | AIRGAS #6 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 352 W 133RD ST | LOS ANGELES | 90061-1110 | LOS ANGELES |
| | 24306 | AL SAL #25 | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 1800 E 4TH ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603783818 | | AL SAL OIL #25 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1800 4TH ST. | LOS ANGELES | 90033 | LOS ANGELES |
| T0603799289 | | AL SAL OIL CO #4 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9081 PICO BLVD. W. | LOS ANGELES | 90035 | LOS ANGELES |
| | | AL'S SERVICE #1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3412 S CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | | AL'S WESTSIDE #2 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3479 S MOTOR AVE | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701097 | | AL-SAL OIL #24 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1350 FLORENCE AVE W | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700893 | | AL-SAL OIL (OLD UNOCAL) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6050 006TH ST W | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700903 | | AL-SAL OIL COMPANY #1 | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 1701 ROBERTSON BLVD S | LOS ANGELES | 90036 | LOS ANGELES |
| | LACoFA0002095 | ALAMEDA AUTO SPA, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 7831 S ALAMEDA ST | LOS ANGELES | 90001 | LOS ANGELES |
| SL2045T1628 | | ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | ACTA RIGHT OF WAY | LOS ANGELES | | LOS ANGELES |
| T0603779269 | | ALAMEDA PETROLEUM TRUCK STOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1631 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| T0603756291 | | ALAMEDA PETROLEUM TRUCK STOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1625 SOUTH ALAMEDA STREET | LOS ANGELES | | LOS ANGELES |
| T10000003600 | | ALBION DAIRY (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1739 ALBION ST | LOS ANGELES | 90031 | LOS ANGELES |
| T0603792834 | | ALCO METALS & SUPPLY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2100 E FLORENCE AVE | LOS ANGELES | 90255 | LOS ANGELES |
| SL184321415 | | ALCOA COMPOSITES, INC. | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 13344 MAIN ST S | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700429 | | ALEXANDRIA AVENUE SCHOOL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4211 OAKWOOD AVE | LOS ANGELES | 90004 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| WDR100000797 | | ALISO CANYON FIELD | * WDR SITE | | HISTORICAL - WDR | 12801 TAMPA AVENUE | LOS ANGELES | 91326 | LOS ANGELES |
| WDR100026606 | | ALISO CANYON TURBINE REPLACEMENT PROJECT - CENTRAL COMPRESSOR SITE | * WDR SITE | | DRAFT - WDR | 12801 TAMPA AVENUE | LOS ANGELES | 91326 | LOS ANGELES |
| SLT4L9651903 | | ALISO MANUFACTURING GAS PLANT | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 600 EAST CEASAR CHAVEZ AVE. | LOS ANGELES | 90012 | LOS ANGELES |
| T0603701458 | | ALLAN'S ARCO MINI MARKET | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1605 CARSON ST W | LOS ANGELES | 90501 | LOS ANGELES |
| WDR100002112 | | ALLEN ROSENSTEIN'S PROPERTY | * WDR SITE | | HISTORICAL - WDR | 5570 MELROSE AVENUE | LOS ANGELES | 90038 | LOS ANGELES |
| SL184101393 | | ALLIED SIGNAL (PARK ONE) - L.A. | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 9851 S SEPULVEDA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0002284 | ALLOUSA INC, CHEVIOT CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3029 S. ROBERTSON BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603700820 | | ALPHA THERAPEUTIC CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5555 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700469 | | ALRIGHT PARKING LOT (CHEVRON HERITAGE #21-1315) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4180 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| WDR100000762 | | ALUMINUM WELDING | * WDR SITE | | HISTORICAL - WDR | 11401 SAN PEDRO | LOS ANGELES | 90059 | LOS ANGELES |
| T10000001176 | | ALVARADO'S TIRES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2225 E FIRESTONE BLVD | LOS ANGELES | 90002-1547 | LOS ANGELES |
| | | AM OIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 105 IMPERIAL HWY | LOS ANGELES | 90061 | LOS ANGELES |
| T0603701213 | | AM PM SPECIAL DELIVERY SERVICE, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11223 VENICE BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| WDR100000106 | | AM/PM SPECIAL DELIVERY SERVICE | * WDR SITE | | HISTORICAL - WDR | 11223 VENICE BOULEVARD | LOS ANGELES | 90066 | LOS ANGELES |
| T0603700946 | | AMBASSADOR CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6061 SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700489 | | AMBASSADOR HOTEL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3400 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| | FA0012448 | AMERICAN BROADCASTING CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4151 PROSPECT AVE | LOS ANGELES | 90027 | LOS ANGELES |
| SL603799089 | | AMERICAN CONTRACTING | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3271 EAGLE ROCK BLVD. | LOS ANGELES | 90065 | LOS ANGELES |
| SL603799096 | | AMERICAN CONTRACTING SERVICES | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3271 VERDUGO RD. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701230 | | AMERICAN HOME MORTGAGE CORP. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8379 MELROSE AVE | LOS ANGELES | 90069 | LOS ANGELES |
| T0603700446 | | AMERICAN INDUSTRIAL SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 201 WESTMORELAND AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700937 | | AMERICAN LINEN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 900 HIGHLAND AVE N | LOS ANGELES | 90038 | LOS ANGELES |
| T0603705279 | | AMERICAN TARA CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8145 BEACH ST S | LOS ANGELES | 90002 | LOS ANGELES |
| | | AMERIGAS LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3154 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| WDR100001819 | | AMIN'S OIL (FORMER SHELL STATION) | * WDR SITE | | HISTORICAL - WDR | 2603 SOUTH NORMANDIE AVENUE | LOS ANGELES | 90018 | LOS ANGELES |
| T0603777067 | | AMIN'S OIL (FORMER SHELL STATION) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2603 NORMANDIE AVE S. | LOS ANGELES | 90007 | LOS ANGELES |
| | | AMPCO SYS PARKING-GRAND ST GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 240 W VENICE BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| T0603704677 | | AMVAC CHEMICAL CORP. | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 4100 WASHINGTON BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603700105 | | ANGELES NATIONAL FOREST | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | SAN GABRIEL CANYON RD | LOS ANGELES | 91702 | LOS ANGELES |
| T10000001925 | | ANGELICA TEXTILE SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 451 SAN FERNANDO RD. N. | LOS ANGELES | 90031 | LOS ANGELES |
| T0603726756 | | ANGELICA TEXTILE SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 743 59TH STREET E | LOS ANGELES | 90001 | LOS ANGELES |
| T0603718930 | | ANGELICA TEXTILE SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1225 RIO VISTA AVE | LOS ANGELES | 90023 | LOS ANGELES |
| T0603701238 | | ANGELUS FUNERAL HOME | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3875 CRENSHAW BLVD | LOS ANGELES | 90080 | LOS ANGELES |
| T0603700817 | | ANGELUS SHEET METAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4800 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700648 | | ANGLEUS WESTERN PAPER STOCK CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2474 PORTER ST | LOS ANGELES | 90021 | LOS ANGELES |
| WDR100000237 | | ANHEUSER-BUSCH LOS ANGELES BREWERY | * WDR SITE | | ACTIVE - WDR | 15800 ROSCOE BOULEVARD | LOS ANGELES | 91406 | LOS ANGELES |
| T0603776908 | | ANTHONY BOOSALIS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9511 AVALON BLVD S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700472 | | API ALARM SYSTEMS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2323 OLYMPIC BLVD W | LOS ANGELES | 90006 | LOS ANGELES |
| | FA0030397 | APRO DISTRIBUTION #35 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 270 S WESTERN AVE | LOS ANGELES | 90004 | LOS ANGELES |
| | | APRO DISTRIBUTION #49 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6101 W OLYMPIC BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700562 | | ARAKEL BENJAMIN PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2641 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700559 | | ARAMARK MAGAZINE & BOOK | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2340 FAIRFAX AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603751654 | | ARAMARK UNIFORM SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 15372 W COLBALT ST | LOS ANGELES | 91342 | LOS ANGELES |
| T0603704521 | | ARAMARK UNIFORM SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4422 DUNHAM ST E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603700990 | | ARARAT NAYARIAN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4682 YORK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603700539 | | ARCO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 500 ALAMEDA ST S | LOS ANGELES | 90013 | LOS ANGELES |
| T0603701082 | | ARCO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7901 SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| T0603792897 | | ARCO # 5027 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3834 3RD. ST. EAST | LOS ANGELES | 90063 | LOS ANGELES |
| T0603701053 | | ARCO #0003 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5201 CENTURY BLVD W | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700493 | | ARCO #0009 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2601 24TH ST E | LOS ANGELES | 90011 | LOS ANGELES |
| T0603700632 | | ARCO #0020 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3325 006TH ST W | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700567 | | ARCO #0027 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3412 CRENSHAW BLVD S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603757798 | | ARCO #0045 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2466 RIVERSIDE DR. | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700415 | | ARCO #0069 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9922 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603701007 | | ARCO #0166 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 105 AVENUE 52 N | LOS ANGELES | 90042 | LOS ANGELES |
| T0603765434 | | ARCO #0177 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4371 CRENSHAW BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700665 | | ARCO #0191 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3401 WHITTIER BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603759098 | | ARCO #0704 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4860 HUNTINGTON DR. S. | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700814 | | ARCO #0704 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4860 HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| T10000002650 | | ARCO #09525 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3541 EAST CESAR CHAVEZ AVE | LOS ANGELES | 90063-2238 | LOS ANGELES |
| T0603701094 | | ARCO #1015 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10000 WESTERN AVE S | LOS ANGELES | 90047 | LOS ANGELES |
| T0603701129 | | ARCO #1092 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2041 BEVERLY BLVD W | LOS ANGELES | 90057 | LOS ANGELES |
| T0603701103 | | ARCO #1361 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6739 OLYMPIC BLVD W | LOS ANGELES | 90048 | LOS ANGELES |
| T0603792886 | | ARCO #1578 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11614 VENICE BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| T0603700716 | | ARCO #1597 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1601 GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603797967 | | ARCO #1597 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1601 GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603727357 | | ARCO #1786 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2829 BROADWAY N. | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700995 | | ARCO #1880 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4380 EAGLE ROCK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603702586 | | ARCO #1959 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12050 ROSCOE BLVD | LOS ANGELES | 91605 | LOS ANGELES |
| T0603700904 | | ARCO #3000 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 504 MARTIN LUTHER KING BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| T0603702084 | | ARCO #3073 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 22375 SHERMAN WY | LOS ANGELES | 91303 | LOS ANGELES |
| T0603704731 | | ARCO #5027 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3834 3RD ST E | LOS ANGELES | 90063 | LOS ANGELES |
| T0603708034 | | ARCO #5033 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1151 S FLOWER ST | LOS ANGELES | | LOS ANGELES |
| T0603700725 | | ARCO #5054 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2106 TEMPLE ST W | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700911 | | ARCO #5066 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4400 BROADWAY S | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700864 | | ARCO #5117 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10612 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701226 | | ARCO #5122 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8906 SUNSET BLVD | LOS ANGELES | 90069 | LOS ANGELES |
| T0603701058 | | ARCO #5157 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7370 LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603716516 | | ARCO #5157 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7370 LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603703015 | | ARCO #5170 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 105 EL SEGUNDO BLVD E | LOS ANGELES | 90061 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| T0603700564 | | ARCO #5180 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5851 RODEO RD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603702585 | | ARCO #5200 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8004 LANKERSHIM BLVD | LOS ANGELES | 91605 | LOS ANGELES |
| T0603795991 | | ARCO #5221 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 14221 FIGUEROA ST. S. | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700499 | | ARCO #5225 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4424 CENTRAL AVE S | LOS ANGELES | 90011 | LOS ANGELES |
| T0603700485 | | ARCO #5355 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3675 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T0603702801 | | ARCO #6153 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5200 WHITTIER BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603796319 | | ARCO #6153 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5200 WHITTIER AVE. E. | LOS ANGELES | 90022 | LOS ANGELES |
| T0603704554 | | ARCO #6178 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3949 DENNISON ST | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603701156 | | ARCO #71267 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1515 MARTIN LUTHER KING BLVD | LOS ANGELES | 90062 | LOS ANGELES |
| T0603700732 | | ARCO #81460 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1467 SUNSET BLVD W | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0002125 | ARCO #82690/ ROGERS GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2466 W RIVERSIDE DR | LOS ANGELES | 90039 | LOS ANGELES |
| | | ARCO #82867 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4860 HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| | | ARCO #83142 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1605 N GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700432 | | ARCO (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3737 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| | | ARCO - PAR CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2106 W TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | ARCO - PRAKASH, DOSHI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4103 N VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0024348 | ARCO - S. ACQUAROLLI & H. AGHAEI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9200 S AVIATION BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603744063 | | ARCO - SERRATO, RUDY C. | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 5555 E ALHAMBRA AVE | LOS ANGELES | 90032 | LOS ANGELES |
| | | ARCO 42114 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4406 W ADAMS BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | | ARCO 69640 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8770 W OLYMPIC BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| T0603701080 | | ARCO DAY STORAGE FACILITY (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6950 WORLD WAY W | LOS ANGELES | 90045 | LOS ANGELES |
| T0603781211 | | ARCO FACILITY NO. 05187 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8007 MANCHESTER BLVD. | LOS ANGELES | 90293 | LOS ANGELES |
| T0603729495 | | ARCO FACILITY NO. 108 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3775 VERMONT AVENUE | LOS ANGELES | 90007 | LOS ANGELES |
| T0603790098 | | ARCO FACILITY NO. 9646 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1403 CENTURY BOULEVARD | LOS ANGELES | 90047 | LOS ANGELES |
| T0603732727 | | ARCO FACILITY NO. 9663 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2251 FIGUEROA ST. N | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0031428 | ARCO FLORENCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3411 W FLORENCE AVE | LOS ANGELES | 90043 | LOS ANGELES |
| | | ARCO NEW HAMPSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 11408 S NEW HAMPSHIRE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| T0603701234 | | ARCO PARKING STRUCTURE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 400 FLOWER ST S | LOS ANGELES | 90071 | LOS ANGELES |
| T0603701167 | | ARCO POWER GAS STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11748 OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| WDR100000242 | | ARCO STATION #1251 | * WDR SITE | | HISTORICAL - WDR | 10350 OLYMPIC | LOS ANGELES | 90064 | LOS ANGELES |
| T0603799302 | | ARDEBILCHI PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7228 BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700635 | | ARDMORE SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4020 003RD ST W | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700815 | | ARLENE SPENCER'S PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4691 HUNTINGTON DR N | LOS ANGELES | 90032 | LOS ANGELES |
| | LACoFA0003729 | ARMAG OIL INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 300 S ATLANTIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603700958 | | ARMORED TRANSPORT INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3021 GILROY ST | LOS ANGELES | 90039 | LOS ANGELES |
| T10000005398 | | ARMORED TRANSPORT INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1612 PICO BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| T0603706638 | | ARNOLD AUTO CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4800 S ARLINGTON AVE | LOS ANGELES | 90043 | LOS ANGELES |
| T0603755392 | | ARTHUR ANDERSEN & COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1315 4TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T10000004245 | | ASCOT PARK RACEWAY LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 18240 S. VERMONT AVENUE | LOS ANGELES | 90248 | LOS ANGELES |
| T0603700654 | | ASPHALT PLANT #1, SITE 8/25 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2484 OLYMPIC BLVD E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700763 | | ASSET MGMT. (RETAIL STRIP MALL) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1300-1314 HIGHLAND AVE N | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700545 | | AT & T | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 801 WASHINGTON BLVD W | LOS ANGELES | 90015 | LOS ANGELES |
| T0603700888 | | AT & T FACILITY FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 936 FORMOSA AVE N | LOS ANGELES | 90036 | LOS ANGELES |
| T0603797875 | | AT & T FORMER SBC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 316 JUANITA AVE. N. | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0001781 | AT&T CALIFORNIA - A3101 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10600 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0001759 | AT&T CALIFORNIA - A2105 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8530 AIRPORT BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0001780 | AT&T CALIFORNIA - A3102 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6900 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0001786 | AT&T CALIFORNIA - E3100 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3434 E 4TH ST | LOS ANGELES | 90063 | LOS ANGELES |
| | LACoFA0029806 | AT&T CALIFORNIA - E3103 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 6135 WHITTIER BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0001761 | AT&T CALIFORNIA - G1100 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2445 DALY ST | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0001790 | AT&T CALIFORNIA - G1101 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1207 N AVENUE 56 | LOS ANGELES | 90042 | LOS ANGELES |
| | FA0001779 | AT&T CALIFORNIA - G1125 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1255 N VERMONT AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0001773 | AT&T CALIFORNIA - G2117 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 720 S RAMPART BLVD | LOS ANGELES | 90057 | LOS ANGELES |
| | FA0001777 | AT&T CALIFORNIA - G2124 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 111 N UNION AVE | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0001771 | AT&T CALIFORNIA - G3100 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 433 S OLIVE ST | LOS ANGELES | 90013 | LOS ANGELES |
| | FA0001765 | AT&T CALIFORNIA - G3108 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 420 S GRAND AVE | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0001782 | AT&T CALIFORNIA - G4100 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 501 E VERNON AVE | LOS ANGELES | 90011 | LOS ANGELES |
| | FA0001767 | AT&T CALIFORNIA - G4101 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1900 S GRAND AVE | LOS ANGELES | 90007 | LOS ANGELES |
| | FA0001783 | AT&T CALIFORNIA - H1113 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3233 W VERNON AVE | LOS ANGELES | 90008 | LOS ANGELES |
| | FA0003721 | AT&T CALIFORNIA - H1116 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1935 W ADAMS BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| | FA0016565 | AT&T CALIFORNIA - H2115 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2010 CENTURY PARK E | LOS ANGELES | 90067 | LOS ANGELES |
| | FA0001762 | AT&T CALIFORNIA - H3102 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1429 N GOWER ST | LOS ANGELES | 90028 | LOS ANGELES |
| | FA0017483 | AT&T CALIFORNIA - H4100 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 666 S LA BREA AVE | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0001775 | AT&T CALIFORNIA - H5103 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7323 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0001770 | AT&T CALIFORNIA - H5110 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8075 MELROSE AVE | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0033316 | AT&T MOBILITY - ALHAMBRA OVLY (USID11726) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1950 MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603705529 | | ATHENS MAINT. YARD/LA COUNTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10426 NORMANDIE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | LACoFA0003678 | ATLANTIC PETROLEUM INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 301 S ATLANTIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| SL204691641 | | ATLAS WIRELINE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1213 N. VENTURA AVE | LOS ANGELES | | LOS ANGELES |
| T0603718353 | | ATLOS RUBBER, INC. (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1522 FISHBURN AVENUE | LOS ANGELES | 90063 | LOS ANGELES |
| SLT43280278 | | ATSF RAILROAD R/W | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | FRUITLAND AVE | LOS ANGELES CO. | 90058 | LOS ANGELES |
| | | ATWATER 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3070 N GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700431 | | AUTO FUELING STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4100 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0033913 | AUTO PARK 10 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 145 N BROADWAY | LOS ANGELES | 90012 | LOS ANGELES |
| T0603759109 | | AUTO PARK 18 | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 145 N GRAND AVE | LOS ANGELES | 90012 | LOS ANGELES |
| T10000006441 | | AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1740 GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T10000004755 | | AUTO REPAIR FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4350 ARLINGTON AVENUE | LOS ANGELES | 90018 | LOS ANGELES |
| T10000004474 | | AUTO REPAIR SHOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4703 YORK BOULEVARD | LOS ANGELES | 90042 | LOS ANGELES |
| | | AUTOBAHN FUELS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3167 N CAHUENGA BLVD | LOS ANGELES | 90068 | LOS ANGELES |
| | | AUTOMOBILE CLUB OF SO CALIF | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2601 S FIGUEROA ST | LOS ANGELES | 90007 | LOS ANGELES |
| T0603700715 | | AUTOMOTIVE REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1901 ECHO PARK AVE N | LOS ANGELES | 90026 | LOS ANGELES |
| | LACoFA0010537 | AUTOZONE #4092 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1262 FIRESTONE BLVD | LOS ANGELES | 90001 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T10000004710 | | AUTOZONE(CURRENT) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1262 E FIRESTONE BLVD | LOS ANGELES (UNINCORPORATED) | 90001 | LOS ANGELES |
| | FA0001012 | AVALON ARCO & SN MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9600 AVALON BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| T10000004634 | | AVALON ICE CREAM & CANDY CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 9523 AVALON, SOUTH | LOS ANGELES | 90003 | LOS ANGELES |
| SLT4L7331861 | | AVCO COMPANY | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 13500 CENTRAL | LOS ANGELES | | LOS ANGELES |
| | FA0034747 | AVENUE 64 FUEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 405 N AVENUE 64 | LOS ANGELES | 90042 | LOS ANGELES |
| T0603760075 | | AVENUE 64 FUEL (FORMER SHELL) | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 405 AVENUE 64 N. | LOS ANGELES | 90042 | LOS ANGELES |
| | FA0036343 | AVENUE OF THE STARS LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2055 S AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| T0603792950 | | AVIATION SHELL SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1650 ARTESIA BLVD | LOS ANGELES | 90278 | LOS ANGELES |
| | LACt | AVIS RENT A CAR SYSTEM, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9217 AIRPORT BOULEVARD LAX | LOS ANGELES | 90045-4576 | ALAMEDA |
| T10000011024 | | AVIS ROTO-DIE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3040 TREADWELL STREET | LOS ANGELES | 90065 | LOS ANGELES |
| T10000004616 | | B & O TRANSMISSION REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3720 WESTERN AVE. | LOS ANGELES | 90065 | LOS ANGELES |
| | | B AND K SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3200 N BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| T0603760594 | | B&C PLATING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1467 S SUNOL DR | LOS ANGELES | 90023 | LOS ANGELES |
| T10000005411 | | BALDWIN HILLS CRENSHAW PLAZA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4005 CRENSHAW BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| SL0603766329 | | BALDWIN HILLS CRENSHAW-MOB/J. J. CLEANERS | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 3933 SANTA ROSALIA DR | LOS ANGELES | 90008 | LOS ANGELES |
| | FA0032578 | BALDWIN HILLS SIGNAL SITE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4201 S LA BREA AVE | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700676 | | BANK OF AMERICA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3100 OLYMPIC BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700510 | | BANK OF AMERICA DATA CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1000 TEMPLE ST W | LOS ANGELES | 90012 | LOS ANGELES |
| | 19-051-023300 | BANK OF AMERICA PLAZA (BLDG) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 333 S HOPE ST | LOS ANGELES | 90071 | LOS ANGELES |
| | | BARLOW HOSPITAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2000 N STADIUM WY | LOS ANGELES | 90026 | LOS ANGELES |
| SL0603792739 | | BARRINGTON PLAZA-VONS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 11674 SANTA MONICA BLVD, WEST | LOS ANGELES | 90025 | LOS ANGELES |
| WDR100000273 | | BARRY AVENUE PLATING | * WDR SITE | | ACTIVE - WDR | | | 2210 BARRY AVENUE | LOS ANGELES | 90064-1488 | LOS ANGELES |
| SL0603700449 | | BAXTER BIOTECH | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 4501 COLORADO | LOS ANGELES | 91107 | LOS ANGELES |
| | FA0030460 | BEL AIR 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 800 N. SEPULVEDA BLVD. | LOS ANGELES | 90049-2119 | LOS ANGELES |
| | | BELAIR COUNTRY CLUB | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10768 W BELLAGIO RD | LOS ANGELES | 90077 | LOS ANGELES |
| WDR100000276 | | BENJAMIN MOORE & CO | * WDR SITE | | HISTORICAL - WDR | | | 3325 GARFIELD AVE | LOS ANGELES | 90040 | LOS ANGELES |
| | FA0034035 | BERGELECTRIC CORP. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5650 W CENTINELA AVE | LOS ANGELES | 90045 | LOS ANGELES |
| WDR100000911 | | BERTH 191 | * WDR SITE | | HISTORICAL - WDR | | | BERTH 191 LOS ANGELES INNER HARBOR | LOS ANGELES | 90744-6405 | LOS ANGELES |
| WDR100000919 | | BERTHS 148-151 | * WDR SITE | | HISTORICAL - WDR | | | MAIN CHANNEL & TURNING BASIN | LOS ANGELES | | LOS ANGELES |
| WDR100000926 | | BERTHS 212-215 | * WDR SITE | | HISTORICAL - WDR | | | BASIN WITHIN LA INNER HARBOR | LOS ANGELES | 90731 | LOS ANGELES |
| WDR100000928 | | BERTHS 216-221 | * WDR SITE | | HISTORICAL - WDR | | | LOS ANGELES INNER HARBOR | LOS ANGELES | 90731 | LOS ANGELES |
| WDR100039451 | | BERTHS 302 - 306 TERMINAL EXPANSION | * WDR SITE | | ACTIVE - WDR | | | 614 TERMINAL WAY | LOS ANGELES | 90731 | LOS ANGELES |
| | FA0012453 | BETTER LIFE ORGANICS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2020 E 7TH PL | LOS ANGELES | 90021 | LOS ANGELES |
| | | BEVERLY 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4700 W BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| | | BEVERLY 76 #254454 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7751 W BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700461 | | BEVERLY AUTO CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4474 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700448 | | BEVERLY CATALINA CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4000 BEVERLY BLVD W | LOS ANGELES | 90004 | LOS ANGELES |
| | | BEVERLY CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8500 W BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0031157 | BEVERLY CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7020 BEVERLY BLVD. | LOS ANGELES | 90036-2636 | LOS ANGELES |
| SL599992897 | | BEVERLY CREST CLEANERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 10301 SANTA MONICA BOULEVARD | LOS ANGELES | 90025 | LOS ANGELES |
| T10000012073 | | BEVERLY HILLS OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | BEVERLY HILLS | VENOCO/FREEPORT-MCMORAN OIL & GAS LLC/PACIFIC COAST ENERGY COMPANY LP/ HILLCREST BEVERLY OIL CORP. | 0 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| T0603702491 | | BEVERLY HILLS TRANSFER CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 15701 VENTURA BLVD | LOS ANGELES | 91436 | LOS ANGELES |
| T10000000452 | | BEVERLY LAUREL CENTER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 8023 BEVERLY BOULEVARD | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0038247 | BEVERLY WEST RESIDENCES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1200 S CLUB VIEW DR | LOS ANGELES | 90024 | LOS ANGELES |
| | LACoFA0010608 | BIBI FUELS, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1358 E FIRESTONE BLVD | LOS ANGELES | 90001 | LOS ANGELES |
| T0603704620 | | BIG BOY #2 AUTO REPAIR SHOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1815 EASTERN AVE N | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700788 | | BILL'S AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1796 SPRING ST N | LOS ANGELES | 90031 | LOS ANGELES |
| T0603701197 | | BILT-WELL ROOFING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3310 VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0020767 | BILTMORE COURT & TOWER (C/O INVESTM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 520 S GRAND AVE | LOS ANGELES | 90013 | LOS ANGELES |
| L10005101370 | | BISHOP'S CANYON LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | | | 1003 ACADEMY | LOS ANGELES | | LOS ANGELES |
| L10008859354 | | BISHOP'S CANYON LANDFILL | LAND DISPOSAL SITE | | OPEN - CLOSED/WITH MONITORING | | | 1003 ACADEMY | LOS ANGELES | 90012 | LOS ANGELES |
| T10000004764 | | BISHOPS CANYON SANITARY LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | | | ELYSIAN PARK ONE-HALF MILE NORTH OF DODGER STADIUM | LOS ANGELES | 90012 | LOS ANGELES |
| | | BLAIR HOUSE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10490 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| T0603700724 | | BLOOMFIELD PROPERTIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1515 ALVARADO ST N | LOS ANGELES | 90026 | LOS ANGELES |
| | | BLS LIMO SERVICE OF LA INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2860 N FLETCHER DR | LOS ANGELES | 90039 | LOS ANGELES |
| SLT43376374 | | BLUE CORAL (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1920 RANDOLPH ST | LOS ANGELES | 90001 | LOS ANGELES |
| T0603701298 | | BLUE CORAL INC./FORMER MCKAY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1920 RANDOLPH ST | LOS ANGELES | 90255 | LOS ANGELES |
| T0603703630 | | BLUE DIAMOND MATERIALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 20860 NORMANDIE AVE S | LOS ANGELES | 90502 | LOS ANGELES |
| SL0603746853 | | BLUE LINE - AVE. 26 STATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 380 AVENUE 26 | LOS ANGELES | 90031 | LOS ANGELES |
| SL204BK2355 | | BLUE LINE PARCEL PA-018 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 924 N SPRING ST | LOS ANGELES | | LOS ANGELES |
| T10000011154 | | BLUE RIVER DENIM (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 13200 AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| | LACoFA0004026 | BLUE RIVER DENIM INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 13200 S AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| | | BLUE WAVE CARWASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11602 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T10000002896 | | BLUM & POE GALLERY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2727 LA CIENEGA, SOUTH | LOS ANGELES | 90034 | LOS ANGELES |
| SL204CF2370 | | BNSF MISSION TOWER SITE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1430 BOLERO LANE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603701100 | | BOB EARLY BRAKES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2070 SLAUSON AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| SL0603776467 | | BOEING C-6 FACILITY | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 19503 S. NORMANDIE AVE. | LOS ANGELES | 90502 | LOS ANGELES |
| T10000011519 | | BONDED MOTORS, INC. | NON-CASE INFORMATION | | INFORMATIONAL ITEM | | | 7522 MAIE AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700024 | | BORTZ OIL | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 1746 SPRING ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | | BOUTROS SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1520 S SANTA FE AVE | LOS ANGELES | 90021 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| | | BOYLE GAS STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2005 E 4TH ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700491 | | BOYS MARKET WAREHOUSE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2652 LONG BEACH AVE W | LOS ANGELES | 90011 | LOS ANGELES |
| WDR100001857 | | BP-0045 (FORMER ARCO 45) | * WDR SITE | | NEVER ACTIVE - WDR | 2466 RIVERSIDE DRIVE | LOS ANGELES | 90039 | LOS ANGELES |
| T0603783082 | | BRADBURY BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 304 BROADWAY S. | LOS ANGELES | 90013 | LOS ANGELES |
| T0603700765 | | BRAILLE INSTITUTE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 741 VERMONT AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T10000000618 | | BRE 5220 WILSHIRE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 5220 WILSHIRE BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0020677 | BRE HH PROPERTY OWNER, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6701 CENTER DR W | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0018910 | BRENTWOOD 76 SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12037 W SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| T0603768815 | | BRENTWOOD COUNTRY CLUB | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12687 MONTANA AVE. | LOS ANGELES | 90049 | LOS ANGELES |
| T10000005770 | | BRENTWOOD HILL CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 11701 WILSHIRE BOULEVARD, SUITE 5 | LOS ANGELES | 90025 | LOS ANGELES |
| | | BROADWAY CENTURY INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9915 S BROADWAY ST | LOS ANGELES | 90003 | LOS ANGELES |
| | | BROADWAY FUEL SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3130 N BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| | | BROADWAY GAS MART INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2829 N BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| | FA-0004866 | BROADWAY OIL 176 INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2001 N BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0030530 | BRONSON PETROLEUM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5857 W SUNSET BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| SL0603756518 | | BROTHERS PAINT STORE | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 8550 VENICE BLVD. | LOS ANGELES | 90034 | LOS ANGELES |
| SLT4L1671774 | | BROWN'S MOTOR TUNE UP | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 2540 LA BREA AVE | LOS ANGELES | | LOS ANGELES |
| T0603782372 | | BRUMFIELDS BODY & FENDER SHOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7815 MAIN ST S | LOS ANGELES | 90003 | LOS ANGELES |
| SL603798935 | | BU OF PUBLIC WORKS ENFORCEMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4600 COLORADO BLVD. | LOS ANGELES | 90039 | LOS ANGELES |
| | FA0002334 | BUDGET RENT A CAR SYSTEM, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9775 S AIRPORT BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603749759 | | BUG CITY/STUDIO EXPRESS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 300 LA CIENEGA BLVD. S. | LOS ANGELES | 90048 | LOS ANGELES |
| T10000005347 | | BUNKER HILL FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 715 3RD ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603700776 | | BUREAU OF STREET LIGHTING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4550 SANTA MONICA BLVD | LOS ANGELES | 90029 | LOS ANGELES |
| T0603705382 | | BURGER KING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 545 1/2 ATLANTIC BLVD S | LOS ANGELES | 90022 | LOS ANGELES |
| SL2046T1656 | | BURTON PLATING FACILITY (FORMER) | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 6341 ARIZONA CIRCLE | LOS ANGELES | | LOS ANGELES |
| T10000005365 | | BUSINESS SERVICE CENTER GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 604 15TH ST E | LOS ANGELES | 90015 | LOS ANGELES |
| T0603700430 | | BUTTERFIELD PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 301 LARCHMONT BLVD N | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0030704 | BUY RITE ARCO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 251 W MANCHESTER AVE | LOS ANGELES | 90003 | LOS ANGELES |
| T0603756938 | | BUY RITE GASOLINE | LUST CLEANUP SITE | | OPEN - REMEDIATION | 251 MANCHESTER AVE | LOS ANGELES | 90003 | LOS ANGELES |
| T0603704451 | | C & R AUTO ELECTRIC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 506 BRANNICK AVE N | LOS ANGELES | 90863 | LOS ANGELES |
| | FA0031174 | C T PROPANE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1400 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| T10000004289 | | CADILLAC - FAIRVIEW SITE | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | DEL AMO BLVD BETWEEN NORMANDIE AND VERMONT AVENUE | LOS ANGELES | 90710 | LOS ANGELES |
| SLT43661659 | | CAL-DORAN | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 2830 E. WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| | | CALIFORNIA CLUB | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 538 S FLOWER ST | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0031814 | CALIFORNIA HOSPITAL MEDICAL CENTER- | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1401 S GRAND AVE | LOS ANGELES | 90015 | LOS ANGELES |
| T10000001752 | | CALIFORNIA NATIONAL BANK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 221 FIGUEROA ST. | LOS ANGELES | 90012 | LOS ANGELES |
| T0603731926 | | CALIFORNIA PAVING & GRADING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3253 VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0005349 | CALIFORNIA REHABILITATION INSTITUTE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2070 CENTURY PARK E | LOS ANGELES | 90067 | LOS ANGELES |
| | | CALIFORNIA SCIENCE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 700 STATE DR | LOS ANGELES | 90037 | LOS ANGELES |
| T0603769587 | | CALIFORNIA STATE UNIVERSITY FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5151 E STATE UNIVERSITY DR | LOS ANGELES | 90032 | LOS ANGELES |
| T0603705678 | | CALIFORNIA TARGET STATION #49 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5492 HUNTINGTON DR E | LOS ANGELES | 90032 | LOS ANGELES |
| T0603702079 | | CALMAT FACILITY FORMER (DBA CANOGA PARK BATCH PLANT) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7001 DEERING AVE | LOS ANGELES | 91303 | LOS ANGELES |
| SLT43720718 | | CALTRANS - COMMERCIAL STREET PROPERTY | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 501 E. COMMERCIAL STREET | LOS ANGELES | 90012-3440 | LOS ANGELES |
| SLT43194192 | | CALTRANS - TRANSIT CENTER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 110 FWY | LOS ANGELES | 90247 | LOS ANGELES |
| T0603705545 | | CALTRANS COMMERCE MAINT. STA. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7300 BANDINI BLVD E | LOS ANGELES | 90040 | LOS ANGELES |
| T0603791230 | | CALTRANS HIGHWAY MAINTENANCE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11930 N BLUCHER AVE | LOS ANGELES | 91344 | LOS ANGELES |
| T10000010304 | | CALTRANS PUMPING STATION | LUST CLEANUP SITE | | OPEN - ACTIVE | 1260 SAINT ANDREWS PLACE N. | LOS ANGELES | 90038 | LOS ANGELES |
| T0603701174 | | CALTRANS WESTDALE MAINTENANCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2723 SEPULVEDA BLVD S | LOS ANGELES | 90064 | LOS ANGELES |
| | LACoFA0029702 | CALVARY CEMETERY AND MAUSOLEUM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4201 E WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603704346 | | CALVARY CEMETERY MAINTENANCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4201 WHITTIER BLVD | EAST LOS ANGELES | 90023 | LOS ANGELES |
| SL2045H1621 | | CAMEO CLEANERS | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 3650 CRENSHAW BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| WDR100001320 | | CAMEO CLEANERS | * WDR SITE | | ACTIVE - WDR | 3650 CRENSHAW BOULEVARD | LOS ANGELES | 90018 | LOS ANGELES |
| T0603729768 | | CAMINO NUEVO MIDDLE SCHOOL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1800 WILSHIRE BLVD | LOS ANGELES | 90057 | LOS ANGELES |
| SLT43246244 | | CANNON ELECTRICAL | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 3209 HUMBOLT AVE | LOS ANGELES | 91768 | LOS ANGELES |
| T0603702092 | | CANOGA PARK DIST. ST. MAINT.YD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7453 CANOGA AVE | LOS ANGELES | 91303 | LOS ANGELES |
| T0603700213 | | CANOGA PARK DISTRIBUTION HQ | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 17507 CANOGA AVE | LOS ANGELES | 91303 | LOS ANGELES |
| WDR100039689 | | CANOGA PARK SITE - REINJECTION | * WDR SITE | | ACTIVE - WDR | 8020 DEERING AVENUE | LOS ANGELES | 91304-5010 | LOS ANGELES |
| T10000005514 | | CAPRI CONTAMINATED TRANSFER SITE | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 3128 WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700487 | | CAR NATION AUTO BODY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5450 PICO BLVD W | LOS ANGELES | 90010 | LOS ANGELES |
| T10000006419 | | CAR WASH | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 401 SOUTH WESTERN AVE | LOS ANGELES | 90020 | LOS ANGELES |
| WDR100000521 | | CARMEN TEBBE-SINGLE FAMILY RESIDENCE | * WDR SITE | | HISTORICAL - WDR | 3154 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| T0603700601 | | CARPENTERS TRUST | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2951 006TH ST W | LOS ANGELES | 90020 | LOS ANGELES |
| T10000006101 | | CARRIAGE TRADE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 11803 WILSHIRE BOULEVARD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603716161 | | CARRIER CENTER LOS ANGELES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 600 W 7TH ST | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0003082 | CARSON WILMINGTON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5820 S. FIGUEROA ST | LOS ANGELES | 90003 | LOS ANGELES |
| WDR100001770 | | CARSON-GORE ACADEMY OF ENVIRONMENTAL STUDIES | * WDR SITE | | HISTORICAL - WDR | 3200 WEST WASHINGTON BOULEVARD | LOS ANGELES | 90018 | LOS ANGELES |
| WDR100001321 | | CASTAIC JUNCTION FIELD | * WDR SITE | | HISTORICAL - WDR | 2 MI W/O GOLDEN ST&MAGIC MTN R | LOS ANGELES | 91310 | LOS ANGELES |
| | | CATALINA PACIFIC CONCRETE, ALAMEDA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Vernon Health & Environmental Control Department | | 1862 EAST 27TH ST. | LOS ANGELES | 90058 | LOS ANGELES |
| | | CATALINA PACIFIC CONCRETE, LAX | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5299 W 111TH ST | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700640 | | CATELLUS DEVELOPMENT CORP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3324 006TH ST W | LOS ANGELES | 90020 | LOS ANGELES |
| SLT4L8271878 | | CATHEDRAL OF OUR LADY OF THE ANGELS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 555 W. TEMPLE STREET | LOS ANGELES | | LOS ANGELES |
| | | CBS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6121 W SUNSET BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700889 | | CBS TELEVISION CITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7800 BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | | CECIL AND KATHY HAMMOCK | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 9802 S NORMANDIE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| T0603788250 | | CEDAR SINAI MEDICAL CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 118 SHERBOURNE DR. | LOS ANGELES | 90048 | LOS ANGELES |
| | | CEDARS SINAI HOSPITAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 117 S SHERBOURNE DR | LOS ANGELES | 90048 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FA0033072 | CEDARS-SINAI MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 444 N SAN VICENTE BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0002414 | CEDARS-SINAI MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8723 W ALDEN DR RM 157 | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0040922 | CEDARS-SINAI MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8720 BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700898 | | CELEBRITY CAR LEASING (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 816 LA BREA AVE S | LOS ANGELES | 90036 | LOS ANGELES |
| T0603799647 | | CELEBRITY CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 901 VINE ST. N. | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700798 | | CELOTEX CORP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1632 SAN PABLO ST N | LOS ANGELES | 90031 | LOS ANGELES |
| SLT43702700 | | CELOTEX FACILITY (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1630 SAN PABLO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603797339 | | CEMEX COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 625 LAMAR | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700685 | | CENTER WEST | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10877 WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| | LACoFA0006905 | CENTINELA CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 5975 W. CENTINELA AVE. | LOS ANGELES | 90045-1505 | LOS ANGELES |
| T0603701210 | | CENTINELA FEED & PET SUPPLY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12553 VENICE BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| | FA0000807 | CENTRAL ANNEX AND DISTRIBUTING STATION 11 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1141 W 2ND ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700597 | | CENTRAL CLINIC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1401 006TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| | 19-051-017086 | CENTRAL DISTRICT YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 433 E TEMPLE ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700693 | | CENTRAL MAINTENANCE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1274 002ND ST W | LOS ANGELES | 90732 | LOS ANGELES |
| | | CENTRAL PLANT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1617 MICHIGAN AVE | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700644 | | CENTRAL REPAIR YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2469 WASHINGTON BLVD E | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0000804 | CENTRAL SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1350 WALL ST | LOS ANGELES | 90015 | LOS ANGELES |
| T0603793073 | | CENTRAL TRAFFIC YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1831 PASADENA AVE | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0030386 | CENTRON SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1317 E WASHINGTON BLVD | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0031964 | CENTURY ARCO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9922 S MAIN ST | LOS ANGELES | 90003 | LOS ANGELES |
| | | CENTURY CITY 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10389 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700464 | | CENTURY INDUSTRIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 761 NORMANDIE AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| T0603701172 | | CENTURY WEST CAR WASH | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 9500 PICO BLVD W | LOS ANGELES | 90035 | LOS ANGELES |
| | FA0000461 | CERVANTES CHEVRON FOODMART (DBA) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 650 E. WASHINGTON BLVD. | LOS ANGELES | 90015-3735 | LOS ANGELES |
| WDR100040085 | | CESAR PENA RESIDENCE | * WDR SITE | | ACTIVE - WDR | | | 3710 BRILLIANT DRIVE | LOS ANGELES | 90065-3510 | LOS ANGELES |
| T0603740312 | | CESAR ROWAN, LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3560 CESAR CHAVEZ AVE. E. | EAST LOS ANGELES | 90063 | LOS ANGELES |
| T10000004674 | | CETL DARINKA PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8200 S COMPTON AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0030678 | CFS 121 CENTRAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 791 S CENTRAL AVE | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0030837 | CFS 128 ALAMEDA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1631 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0035533 | CFS 131 LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2015 LONG BEACH AVE | LOS ANGELES | 90058 | LOS ANGELES |
| | FA0030507 | CFS 2 OLYMPIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2655 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| SLT43191189 | | CHANDLER LEASE PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | MAIN ST | LOS ANGELES | 90061 | LOS ANGELES |
| SL184071390 | | CHANNEL GATEWAY PROJECT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1092 PRINCETON DR | LOS ANGELES | 90036 | LOS ANGELES |
| T0603701211 | | CHARNOCK AREA WIDE INVESTIGATION | PROJECT | | ACTIVE | | | 11600 CHARNOCK RD | LOS ANGELES | 90066 | LOS ANGELES |
| T0603701003 | | CHEING'S PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5825 MONTEREY RD N | LOS ANGELES | 90042 | LOS ANGELES |
| T0603705158 | | CHESTER WASHINGTON GOLF COURSE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1930 W 120TH ST | LOS ANGELES | 90047 | LOS ANGELES |
| T060379736 | | CHESTERFIELD SQUARE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1816 W SLAUSON AVE | LOS ANGELES | 90047 | LOS ANGELES |
| SL204BP2358 | | CHESTERFIELD SQUARE DEVELOPMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1900-1950 W SLAUSON AVE | LOS ANGELES | | LOS ANGELES |
| | FA0031153 | CHEVERON STATION #207669 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4000 S FIGUEROA ST | LOS ANGELES | 90037 | LOS ANGELES |
| T10000012075 | | CHEVIOT HILLS OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | CHEVIOT HILLS | HILLCREST BEVERLY OIL CORPORATION | 0 OLYMPIC BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| WDR100001294 | | CHEVIOT HILLS SHOPPING CENTER | * WDR SITE | | HISTORICAL - WDR | | | 9836 NATIONAL BOULEVARD | LOS ANGELES | 90034 | LOS ANGELES |
| | | CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1241 W WASHINGTON BLVD | LOS ANGELES | 90007 | LOS ANGELES |
| T10000005323 | | CHEVRON #2-295 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6219 VERMONT ST S | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700501 | | CHEVRON #3-8619 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1100 002ND ST W | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700862 | | CHEVRON #306435 (FORMER UNOCAL #2954) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2036 ROBERTSON BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| | LACoFA0025233 | CHEVRON #371855 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 3708 W SLAUSON AVE | LOS ANGELES | 90043 | LOS ANGELES |
| T0603700549 | | CHEVRON #9-0054 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1312 011TH ST W | LOS ANGELES | 90015 | LOS ANGELES |
| T0603712117 | | CHEVRON #9-0074 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4666 SANTA MONICA BLVD | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700616 | | CHEVRON #9-0093 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4917 PICO BLVD W | LOS ANGELES | 90019 | LOS ANGELES |
| T0603700609 | | CHEVRON #9-0099 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2602 WESTERN AVE S | LOS ANGELES | 90018 | LOS ANGELES |
| T0603790020 | | CHEVRON #9-0140 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1869 HILLHURST AVE | LOS ANGELES | 90027 | LOS ANGELES |
| T0603794146 | | CHEVRON #9-0231 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 811 WASHINGTON BLVD. | LOS ANGELES | 90292 | LOS ANGELES |
| T0603700428 | | CHEVRON #9-0373 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3631 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T0603701217 | | CHEVRON #9-0458 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1934 CAHUENGA BLVD | LOS ANGELES | 90068 | LOS ANGELES |
| T0603799322 | | CHEVRON #9-0477 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4005 EAGLE ROCK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701133 | | CHEVRON #9-0514 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 403 ALVARADO ST N | LOS ANGELES | 90057 | LOS ANGELES |
| T0603701207 | | CHEVRON #9-0545 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12403 VENICE BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| T0603700868 | | CHEVRON #9-0561 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3775 SEPULVEDA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701081 | | CHEVRON #9-0638 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 7100 MELROSE AVE | LOS ANGELES | 90046 | LOS ANGELES |
| T0603700886 | | CHEVRON #9-0726 | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 7020 BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| T0603701198 | | CHEVRON #9-0851 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3100 SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700439 | | CHEVRON #9-0894 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3501 TEMPLE ST W | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700767 | | CHEVRON #9-0905 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4590 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| T0603794744 | | CHEVRON #9-0944 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11951 OLYMPIC BLVD W. | LOS ANGELES | 90064 | LOS ANGELES |
| T0603701163 | | CHEVRON #9-0944 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11951 OLYMPIC BLVD W | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700622 | | CHEVRON #9-1210 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1009 CRENSHAW BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| T0603797248 | | CHEVRON #9-1276 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2134 VERMONT AVE. | LOS ANGELES | 90027 | LOS ANGELES |
| T0603701126 | | CHEVRON #9-1340 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 280 RAMPART BLVD S | LOS ANGELES | 90057 | LOS ANGELES |
| T0603700561 | | CHEVRON #9-1400 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2538 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603701128 | | CHEVRON #9-1446 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2525 WILSHIRE BLVD | LOS ANGELES | 90057 | LOS ANGELES |
| T0603701001 | | CHEVRON #9-1755 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5930 MONTEREY RD | LOS ANGELES | 90042 | LOS ANGELES |
| T10000005325 | | CHEVRON #9-1965 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10867 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700579 | | CHEVRON #9-2178 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3742 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700867 | | CHEVRON #9-2377 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10830 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603700633 | | CHEVRON #9-2748 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 303 WESTERN AVE S | LOS ANGELES | 90020 | LOS ANGELES |
| T0603702117 | | CHEVRON #9-3236 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 20860 SHERMAN WY | LOS ANGELES | 91306 | LOS ANGELES |
| T0603700764 | | CHEVRON #9-3371 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4166 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700637 | | CHEVRON #9-3674 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 561 VERMONT AVE S | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700856 | | CHEVRON #9-3691 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2065 LA CIENEGA BLVD | LOS ANGELES | 90034 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| T0603704596 | | CHEVRON #9-3699 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 250 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603700547 | | CHEVRON #9-3929 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1600 OLYMPIC BLVD W | LOS ANGELES | 90015 | LOS ANGELES |
| T0603704835 | | CHEVRON #9-4169 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4501 003RD ST E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603700816 | | CHEVRON #9-4478 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5530 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700921 | | CHEVRON #9-4959 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7861 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T10000005329 | | CHEVRON #9-5008 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8101 SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| T0603792878 | | CHEVRON #9-5100 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 256 MANCHESTER AVE E | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700420 | | CHEVRON #9-5100 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 256 MANCHESTER AVE E | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700573 | | CHEVRON #9-5231 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2546 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700772 | | CHEVRON #9-5243 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2400 LINCOLN BLVD | LOS ANGELES | 90291 | LOS ANGELES |
| T0603700629 | | CHEVRON #9-5294 FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 549 NORMANDIE AVE S | LOS ANGELES | 90020 | LOS ANGELES |
| T0603701023 | | CHEVRON #9-5319 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 505 FLORENCE AVE W | LOS ANGELES | 90044 | LOS ANGELES |
| T10000005421 | | CHEVRON #9-5432 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7360 LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603701531 | | CHEVRON #9-6284 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2411 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603701106 | | CHEVRON #9-6472 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8105 BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700909 | | CHEVRON #9-7757 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4004 VERMONT AVE S | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700948 | | CHEVRON #9-8304 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5700 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T10000005356 | | CHEVRON #9-8507 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6580 MANCHESTER AVE W | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700768 | | CHEVRON #9-8723 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1276 WESTERN AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700548 | | CHEVRON #9-9003 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 650 WASHINGTON BLVD E | LOS ANGELES | 90015 | LOS ANGELES |
| T10000005412 | | CHEVRON #9-9759 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 17005 RINAIDI ST | LOS ANGELES | 91344 | LOS ANGELES |
| | | CHEVRON #90624- ABDELMALAK, ADLY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1787 N HIGHLAND AVE | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700462 | | CHEVRON (FORMER)- 208128 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 401 WESTERN AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0002738 | CHEVRON - GLENDALE BL CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 501 N GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| SLT4L2011778 | | CHEVRON - LOS ANGELES | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 7100 MELROSE AVE. | LOS ANGELES | 90046 | LOS ANGELES |
| | | CHEVRON - MEKHAIL, IBRAHIM S | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1907 S ARLINGTON AVE | LOS ANGELES | 90018 | LOS ANGELES |
| | | CHEVRON - MUHAMMAD, SHAHID | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7100 W MELROSE AVE | LOS ANGELES | 90046 | LOS ANGELES |
| SL0603775694 | | CHEVRON CATHODIC PROTECTION WELL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | DEL AMO BLVD AT WESTERN AVE. | LOS ANGELES | | LOS ANGELES |
| | FA0030872 | CHEVRON FLORENCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1400 W FLORENCE AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | | CHEVRON GAS & FOOD MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2041 W BEVERLY BLVD | LOS ANGELES | 90057 | LOS ANGELES |
| T10000003193 | | CHEVRON SERVICE STATION NO. 20-2033 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 428 FLORENCE AVE, WEST | LOS ANGELES | 90003 | LOS ANGELES |
| T0603769985 | | CHEVRON SITE 30-8336 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5450 VALLEY BLVD. | LOS ANGELES | 90032 | LOS ANGELES |
| WDR100040403 | | CHEVRON SITE NO. 306615 (FORMER UNOCAL STATION NO. 5021) | * WDR SITE | | DRAFT - WDR | 1345 WEST PACIFIC COAST HIGHWAY | LOS ANGELES | 90744-1910 | LOS ANGELES |
| T0603700881 | | CHEVRON STATION #20-6478 FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1720 LA CIENEGA BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| T10000012058 | | CHEVRON STATION #207669 | LUST CLEANUP SITE | | OPEN - ELIGIBLE FOR CLOSURE | 4000 FIGUEROA ST | LOS ANGELES | 90037 | LOS ANGELES |
| T0603766903 | | CHEVRON STATION #8-8723 (FORMER STATION) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1276 WESTERN AVE. N. | LOS ANGELES | 90029 | LOS ANGELES |
| | | CHEVRON STATION #91965/1803 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10867 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0012047 | CHEVRON STATION #93050/1805 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 110 S BARRINGTON AVE | LOS ANGELES | 90049 | LOS ANGELES |
| | | CHEVRON STATION #93100/1818 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10984 W LE CONTE AVE | LOS ANGELES | 90024 | LOS ANGELES |
| | FA0022368 | CHEVRON STATION #93691 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2065 S LA CIENEGA BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | | CHEVRON STATION #95008/1809 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8101 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0023775 | CHEVRON STATION #96606/1495 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 525 W WASHINGTON BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0030423 | CHEVRON STATION #98119 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7368 N FIGUEROA ST | LOS ANGELES | 90041 | LOS ANGELES |
| | FA0009283 | CHEVRON STATION #99528/1428 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 670 N SEPULVEDA BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0019909 | CHEVRON STATION #99623 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11852 W SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| T0603751693 | | CHEVRON STATION 9-0477 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4005 EAGLE ROCK BOULEVARD | LOS ANGELES | 90065 | LOS ANGELES |
| SL0603727592 | | CHEVRON STATION 9-2324 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3029 ROBERTSON BLVD, S. | LOS ANGELES | 90034 | LOS ANGELES |
| T0603737289 | | CHEVRON STATION NO. 9-1339 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10329 PALMS BLVD. | LOS ANGELES | 90034 | LOS ANGELES |
| T0603708220 | | CHEVRON STATION NO. 9-8815 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 901 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | 35119 | CHILDREN'S HOSPITAL LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4661 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0002650 | CHILDREN'S HOSPITAL LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4650 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0024100 | CHINA TOWN GAS AMERICA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 900 N. HILL STREET | LOS ANGELES | 90012-1715 | LOS ANGELES |
| T10000011039 | | CHOES AUTO CENTRAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4368 AVALON BLVD | LOS ANGELES | 90011 | LOS ANGELES |
| T0603701006 | | CHRIS' AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5540 MONTE VISTA | LOS ANGELES | 90042 | LOS ANGELES |
| SL0603764270 | | CHROMAL PLATING & GRINDING CO. | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 1748 WORKMAN ST | LOS ANGELES | 90031 | LOS ANGELES |
| T0603725285 | | CHUNG'S AUTO REPAIR | LUST CLEANUP SITE | | OPEN - REMEDIATION | 8620 NORMANDIE AVE. S. | LOS ANGELES | 90044 | LOS ANGELES |
| | LACoFA | CHUONG KAI & KHA NGUYEN | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 13427 AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| WDR100001365 | | CHURCH AUDIO POST | * WDR SITE | | HISTORICAL - WDR | 11822 WEST JEFFERSON BOULEVARD | LOS ANGELES | 90230 | LOS ANGELES |
| | | CHURCH OF SCIENTOLOGY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1404 N CATALINA ST | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0038838 | CIM TOWER TANKS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 888 S HOPE ST | LOS ANGELES | 90017 | LOS ANGELES |
| SL0603782443 | | CIM/PICO, LP | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4550 PICO BLVD. | LOS ANGELES | 90019 | LOS ANGELES |
| T0603764916 | | CIRCLE K #2211315/MOBIL #18-LQG | LUST CLEANUP SITE | | OPEN - REMEDIATION | 4605 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T0603704699 | | CIRCLE K #7889/THRIFTY OIL#130 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 600 ROSECRANS AVE E | LOS ANGELES | 90248 | LOS ANGELES |
| T0603778729 | | CIRCLE K STORE #2211339 FORMER MOBIL 18-LD4 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 6601 MELROSE AVE. | LOS ANGELES | 90038 | LOS ANGELES |
| | FA0023754 | CIRCLE K STORES INC. SITE #2211101 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 315 W VERNON AVE | LOS ANGELES | 90037 | LOS ANGELES |
| | FA0022463 | CIRCLE K STORES INC. SITE #2211102 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5700 W HOLLYWOOD BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| | FA0024201 | CIRCLE K STORES INC. SITE #2211109 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3950 W OLYMPIC BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | | CIRCLE K STORES INC. SITE #2211145 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7601 S SEPULVEDA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | | CIRCLE K STORES INC. SITE #2211146 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1925 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0015441 | CIRCLE K STORES INC. SITE #2211228 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2608 W TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | CIRCLE K STORES INC. SITE #2211234 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10611 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | | CIRCLE K STORES INC. SITE #2211253 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1940 S HOOVER ST | LOS ANGELES | 90007 | LOS ANGELES |
| | LACt | CIRCLE K STORES INC. SITE #2211292 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7130 CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES |
| | FA0030531 | CIRCLE K STORES INC. SITE #2211313 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6301 W SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES |
| | | CIRCLE K STORES INC. SITE #2709440 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2620 S FIGUEROA ST | LOS ANGELES | 90007 | LOS ANGELES |
| | FA0011078 | CITY HALL SOUTH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 111 E 1ST ST # P-1 | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700473 | | CITY NATIONAL BANK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1801 OLYMPIC BLVD W | LOS ANGELES | 90006 | LOS ANGELES |
| | FA 0019089 | CITY OF LA - BUREAU OF SANITATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 786 S MISSION RD | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0003002 | CITY OF LA - BUREAU OF STREET SERVI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2484 E OLYMPIC BLVD | LOS ANGELES | 90021 | LOS ANGELES |
| T0603720097 | | CITY OF LA - BUREAU OF STREET SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2222 E 7TH ST | LOS ANGELES | 90023 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|
| | FA0016986 | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2172 E 7TH ST | LOS ANGELES | 90023 | LOS ANGELES | |
| | FA0013216 | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2513 E 24TH ST | LOS ANGELES | 90058 | LOS ANGELES | |
| | | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2300 E 7TH ST | LOS ANGELES | 90023 | LOS ANGELES | |
| | | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7510 S FIGUEROA ST | LOS ANGELES | 90003 | LOS ANGELES | |
| | FA0009541 | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 200 N SPRING ST | LOS ANGELES | 90012 | LOS ANGELES | |
| | | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 555 RAMIREZ ST SPC 120 | LOS ANGELES | 90012 | LOS ANGELES | |
| | FA0016985 | CITY OF LA - DEPT OF GENERAL SERVIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2027 S STONER AVE | LOS ANGELES | 90025 | LOS ANGELES | |
| | FA0013375 | CITY OF LA - DEPT OF RECREATION AND | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3900 E CHEVY CHASE DR | LOS ANGELES | 90039 | LOS ANGELES | |
| | | CITY OF LA - DEPT OF TRANSPORTATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2801 W EXPOSITION BLVD | LOS ANGELES | 90018 | LOS ANGELES | |
| | FA0024332 | CITY OF LA - ELYSIAN PARK RADIO SIT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1266 N STADIUM WY | LOS ANGELES | 90012 | LOS ANGELES | |
| | FA0011636 | CITY OF LA - GENERAL SERVICES/FLEET | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2222 E 7TH ST | LOS ANGELES | 90023 | LOS ANGELES | |
| | FA0018039 | CITY OF LA - GLENDALE S.A.F.E. CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4600 W COLORADO BLVD | LOS ANGELES | 90039 | LOS ANGELES | |
| | | CITY OF LA - GSD - FLEET SRVCS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12000 S VISTA DEL MAR | LOS ANGELES | 90293 | LOS ANGELES | |
| | FA0013500 | CITY OF LA - GSD - W.C.S.D. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2335 N DORRIS PL | LOS ANGELES | 90031 | LOS ANGELES | |
| | | CITY OF LA - GSD FLEET SVCS, WE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11214 EXPOSITION BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| | FA0032513 | CITY OF LA - GSD FLEET SVCS, WE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11214 W EXPOSITION BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| | | CITY OF LA - LA ZOO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5333 W ZOO DR | LOS ANGELES | 90027 | LOS ANGELES | |
| | | CITY OF LA - LOS ANGELES CONVENTION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1301 S FIGUEROA ST | LOS ANGELES | 90015 | LOS ANGELES | |
| | FA0036204 | CITY OF LA - PW - PUBLIC WORKS BLDG | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1149 S BROADWAY ST | LOS ANGELES | 90015 | LOS ANGELES | |
| | | CITY OF LA - PW - STREE SERVIES D | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4206 S MAIN ST | LOS ANGELES | 90037 | LOS ANGELES | |
| | FA0002797 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11165 W MISSOURI AVE | LOS ANGELES | 90025 | LOS ANGELES | |
| | | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2000 W WASHINGTON BLVD | LOS ANGELES | 90018 | LOS ANGELES | |
| | FA0002807 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5323 W 111TH ST | LOS ANGELES | 90045 | LOS ANGELES | |
| | FA0002072 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2231 W FAIR PARK AVE | LOS ANGELES | 90041 | LOS ANGELES | |
| | | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6640 W ROMAINE ST | LOS ANGELES | 90038 | LOS ANGELES | |
| | FA0002050 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1479 S STONER AVE | LOS ANGELES | 90025 | LOS ANGELES | |
| | FA0001913 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1274 S COCHRAN AVE | LOS ANGELES | 90019 | LOS ANGELES | |
| | FA0003003 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 452 N SAN FERNANDO RD | LOS ANGELES | 90031 | LOS ANGELES | |
| | FA0003301 | CITY OF LA - PW - STREET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5860 S WILTON PL | LOS ANGELES | 90047 | LOS ANGELES | |
| | FA0003004 | CITY OF LA - PW - STREET SERVICES D | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1274 W 2ND ST | LOS ANGELES | 90026 | LOS ANGELES | |
| T0603719238 | | CITY OF LA - WLA MAINTENANCE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11168 W MISSOURI AVE | LOS ANGELES | 90025 | LOS ANGELES | |
| | FA0036835 | CITY OF LA METRO CALL CENTER 911 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 100 N LOS ANGELES ST | LOS ANGELES | 90012 | LOS ANGELES | |
| | 25519 | CITY OF LA, DEPT OF AIRPORTS | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 7450 WORLD WAY W | LOS ANGELES | 90045 | LOS ANGELES | |
| T10000006467 | | CITY OF LA-CENTRAL RECYCLING | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 2201 WASHINGTON BLVD E | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603791642 | | CITY OF LOS ANGELES - BUREAU OF STREET SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8602 DENVER AVE | LOS ANGELES | 90044 | LOS ANGELES | |
| | FA0020407 | CITY OF LOS ANGELES - CLARTS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2201 E WASHINGTON BLVD | LOS ANGELES | 90021 | LOS ANGELES | |
| SLT4305856 | | CITY OF LOS ANGELES - FED. BLDG. ANNEX | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 255 TEMPLE ST | LOS ANGELES | 90012 | LOS ANGELES | |
| SL163772345 | | CITY OF LOS ANGELES - STAPLES ARENA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1111 S FIGUEROA | LOS ANGELES | 90015 | LOS ANGELES | |
| SL163472339 | | CITY OF LOS ANGELES - Y.O.U | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 917 W. MANCHESTER AVE | LOS ANGELES | 90044 | LOS ANGELES | |
| SLT43371369 | | CITY OF LOS ANGELES - Y.O.U. CHILDCARE CTR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 932 W. 085TH ST | LOS ANGELES | 90044 | LOS ANGELES | |
| T10000002997 | | CITY OF LOS ANGELES COMMUNITY REDEVELOPMENT AGENCY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3900 JEFFERSON BLVD, WEST | LOS ANGELES | 90016 | LOS ANGELES | |
| | | CLARKS AUTOS AND TRUCKS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4661 N EAGLE ROCK BLVD | LOS ANGELES | 90041 | LOS ANGELES | |
| T10000004489 | | CLEAN KING LAUNDRY (FORMER SHELL STATION) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5323 WESTERN AVENUE, SOUTH | LOS ANGELES | 90062 | LOS ANGELES | |
| T0603791303 | | COLONIA INVESTMENT CO. LTD. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7450-54 MELROSE AVE | LOS ANGELES | 90046 | LOS ANGELES | |
| T0603700449 | | COLUMBIA PEST CONTROL FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 101 VIRGIL AVE N | LOS ANGELES | 90004 | LOS ANGELES | |
| T10000009395 | | COMMERCIAL BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1930 WILSHIRE BOULEVARD | LOS ANGELES | 90057 | LOS ANGELES | |
| SL204931715 | | COMMERCIAL DEVELOPMENT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 12312 WEST OLYMPIC BLVD | LOS ANGELES | | LOS ANGELES | |
| T0603798363 | | COMMERCIAL PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6824 MELROSE AVE. | LOS ANGELES | 90038 | LOS ANGELES | |
| T0603793040 | | COMMERCIAL PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2121 LINCOLN BLVD | LOS ANGELES | 90291 | LOS ANGELES | |
| SLT43321319 | | COMMERCIAL PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4155 WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES | |
| T0603701189 | | COMMERCIAL PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2537 SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES | |
| T0603701159 | | COMPOSITE MATERIALS (ERSKINE) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4677 WORTH ST | LOS ANGELES | 90063 | LOS ANGELES | |
| | | CONICO SANTA MONICA (CONICO OIL 1900) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11574 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES | |
| T10000008608 | | CONNECTOR PLATING | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 327 WEST 132RD STREET | LOS ANGELES | 90061 | LOS ANGELES | |
| SL376412464 | | CONOCOPHILLIPS COMPANY, LOS ANGELES EAST TERMINAL # 0381 | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 13500 S. BROADWAY | LOS ANGELES | 90061 | LOS ANGELES | |
| | | CONSERV FUEL, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11699 SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES | |
| | FA0031291 | CONSERV FUEL, STATION #6121 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3625 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES | |
| SL204EW2420 | | CONSOLIDATED FREIGHTWAYS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1637 SAN PABLO ST | LOS ANGELES | | LOS ANGELES | |
| | | CONTINENTAL AIRLINE AIRCRAFT MAINTENANCE FACILITY (ACMX) | COMPLEX SITE CLEANUP PROGRAM FACILITY | | | 7300 WORLD WAY WEST | LOS ANGELES | | | 80084 |
| SLT43694692 | | CONTINENTAL AIRLINES MAINTENANCE (FORMER) | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 7300 W. WORLD WY | LOS ANGELES | | LOS ANGELES | |
| T0603701098 | | CONTINENTAL BAKING COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6007 SAINT ANDREWS PL S | LOS ANGELES | 90047 | LOS ANGELES | |
| T0603700498 | | CONTINENTAL ICE CREAM INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3325 CENTRAL AVE S | LOS ANGELES | 90011 | LOS ANGELES | |
| T0603700551 | | CONVENTION CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1201 FIGUEROA ST S | LOS ANGELES | 90015 | LOS ANGELES | |
| | | CORESITE REAL ESTATE 900 N. ALAMEDA, L.L.C. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 900 N ALAMEDA ST | LOS ANGELES | 90012 | LOS ANGELES | |
| SLT43378376 | | CORMIER CHEVROLET | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2201 E. 223RD ST | LOS ANGELES | | LOS ANGELES | |
| T0603700426 | | CORPORATE FUND FOR HOUSING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 625 NEW HAMPSHIRE AVE | LOS ANGELES | 90004 | LOS ANGELES | |
| T0603706902 | | COSTA MACARONI MFG. CO. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4773 VALLEY BLVD. | LOS ANGELES | 90032 | LOS ANGELES | |
| T0603720569 | | COSTA MANAGEMENT INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9622 KALMIA ST. | LOS ANGELES | 90002 | LOS ANGELES | |
| SLT4303735 | | COUNTY OF LOS ANGELES - JAIL EXPANSION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 498 BAUCHET ST | LOS ANGELES | 90012 | LOS ANGELES | |
| | | COUNTY OF LOS ANGELES HALL OF RECOR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 227 N SPRING ST | LOS ANGELES | 90012 | LOS ANGELES | |
| T0603700712 | | COURIER EXPRESS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1533 ECHO PARK AVE | LOS ANGELES | 90026 | LOS ANGELES | |
| SLT43352350 | | CRENSHAW CAR WASH | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3518 CRENSHAW BLVD | LOS ANGELES | 90018 | LOS ANGELES | |
| | | CRENSHAW ENERGY & RETAIL LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5805 S CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES | |
| | | CRENSHAW EXPO STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3644 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES | |
| | | CRENSHAW SHELL & MINI MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3645 S CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| WDR100026168 | | CRENSHAW/LAX TRANSIT CORRIDOR PROJECT - CRENSHAW/EXPOSITION STATION | * WDR SITE | | ACTIVE - WDR | 3646 SOUTH CRENSHAW BOULEVARD | LOS ANGELES | 90018 | LOS ANGELES |
| | | CROWN CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10399 W PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700619 | | CROWN PAINT FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5160 PICO BLVD W | LOS ANGELES | 90019 | LOS ANGELES |
| T0603703263 | | CROWN ZELLERBACH CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4000 UNION PACIFIC AVE E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| | FA0016423 | CROWNE PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5985 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0033650 | CSHV CENTER DRIVE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5999 W CENTER DR | LOS ANGELES | 90045 | LOS ANGELES |
| | | CT VALERO PROPANE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1871 COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603704442 | | CUDDLY TOYS MFG | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1835 EASTERN AVE N | LOS ANGELES | 90032 | LOS ANGELES |
| | LACoFA | CULVER INVESTMENT CORPORATION (CIC) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 11305 CULVER BLVD (UNIT A) | LOS ANGELES | 90066-6007 | LOS ANGELES |
| T10000004823 | | CVS WOODWORKING | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 5615 MESMER AVENUE | LOS ANGELES | 90230 | LOS ANGELES |
| SLT43589587 | | CYCLO PRODUCTS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1922 E. 064TH ST | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700580 | | D HAUPTMAN CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4856 JEFFERSON BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| SL0603765728 | | D. A. STUART COMPANY | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 6715 MCKINLEY AVENUE | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0030587 | DAD'S MOBIL, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 657 N VERMONT AVE | LOS ANGELES | 90004 | LOS ANGELES |
| | 25529 | DANNY K. WONG | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 117 WILHARDT ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700572 | | DANNY'S MOBIL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2339 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| | | DARLING INTERNATIONAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2626 E 25TH ST | LOS ANGELES | 90058 | LOS ANGELES |
| T0603796838 | | DARLING-DELAWARE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2626 E 25TH ST | LOS ANGELES | 90058 | LOS ANGELES |
| | | DAVID SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1404 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90062 | LOS ANGELES |
| WDR100040387 | | DAVID SHAPERO | * WDR SITE | | HISTORICAL - WDR | 6822 PARSON TRAIL | LOS ANGELES | 91042-1505 | LOS ANGELES |
| SL0603736055 | | DAVIS FLUORESCENTS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 8536 VENICE BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | FA0032812 | DE PARK AVENUE 10960, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10960 WILSHIRE BLVD STE 120 | LOS ANGELES | 90024 | LOS ANGELES |
| SL204201520 | | DEAN ALCO | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 5930 WEST JEFFERSON BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| WDR100001278 | | DEAN-ALCO INDUSTRIES | * WDR SITE | | HISTORICAL - WDR | 5930 JEFFERSON BOULEVARD | LOS ANGELES | 90016 | LOS ANGELES |
| | | DEBORAH & TWINS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7600 S WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| WDR100001749 | | DEBRIS BASINS MAINTENANCE | * WDR SITE | | HISTORICAL - WDR | LOS ANGELES COUNTY | LOS ANGELES | | LOS ANGELES |
| WDR100040340 | | DECCA DEVELOPMENT, INC. | * WDR SITE | | ACTIVE - WDR | 6731 & 6733 MORELLA AVENUE | LOS ANGELES | 91606-1618 | LOS ANGELES |
| WDR100040115 | | DEFENSE FUEL SUPPORT POINT (SAN PEDRO) | * WDR SITE | | ACTIVE - WDR | 3171 NORTH GAFFEY STREET | LOS ANGELES | 90731-1009 | LOS ANGELES |
| SL204331551 | | DEL AMO STUDY AREA | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 1401 DEL AMO BLVD. / BETWEEN DEL AMO BLVD. /1 | LOS ANGELES | | LOS ANGELES |
| SL0603707352 | | DEL TACO, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6766 SANTA MONICA BOULEVARD | LOS ANGELES | 90038 | LOS ANGELES |
| | | DELEK 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2876 S BUNDY DR | LOS ANGELES | 90064 | LOS ANGELES |
| SL184131396 | | DELTA AIRLINES | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 6150 CENTURY BOULEVARD W | LOS ANGELES | | LOS ANGELES |
| SLT43390388 | | DELTA AIRLINES - AVION BLDG | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 6060 AVION DR | LOS ANGELES | 90045 | LOS ANGELES |
| T0603791312 | | DERYL'S AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1454 FLORENCE BL W | LOS ANGELES | 90047 | LOS ANGELES |
| WDR100001283 | | DEXTER AXLE | * WDR SITE | | HISTORICAL - WDR | 2700 YATES AVENUE | LOS ANGELES | 90040-2668 | LOS ANGELES |
| SLT43286284 | | DFK CORP. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3278 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| WDR100039704 | | DIAMOND STREET (BETWEEN FREMONT AVE & FIGUEROA ST) | * WDR SITE | | NEVER ACTIVE - WDR | 918-934 DIAMOND STREET | LOS ANGELES | 90012 | LOS ANGELES |
| SLT4L8281879 | | DICHTER LUMBER SALES | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 221 GULF AVE. | LOS ANGELES | 90744 | LOS ANGELES |
| T0603701675 | | DICHTER LUMBER SALES, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 220 GULF AVE | LOS ANGELES | 90744 | LOS ANGELES |
| | | DIESEL COACH & TRUCK SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 826 MATEO ST | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700599 | | DILLINGHAM PROPERTY | LUST CLEANUP SITE | | OPEN - REMEDIATION | 409 BEAUDRY AVE | LOS ANGELES | 90017 | LOS ANGELES |
| | | DIRECTORS GUILD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7920 SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0019255 | DJHM CORP, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3501 W 3RD ST | LOS ANGELES | 90005 | LOS ANGELES |
| | | DOCTOR NORMAN TOPPING TOWER (NTT) - HSC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1441 EASTLAKE AVE. | LOS ANGELES | 90033 | LOS ANGELES |
| SLT43186184 | | DOD - MOUNT DISAPPOINTMENT ANG | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | LOS ANGELES | 90061 | LOS ANGELES |
| | | DOLLAR RENT A CAR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5630 W ARBOR VITAE ST | LOS ANGELES | 90045 | LOS ANGELES |
| T0603790010 | | DOMENICH BASSO, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1201 BROADWAY N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700646 | | DOMESTIC LINEN SUPPLY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1600 COMPTON AVE | LOS ANGELES | 90021 | LOS ANGELES |
| | | DONALD P. & KATHERINE B. LOKER HYDROCARBON INSTITUTE - UPC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 837 BLOOM WALK | LOS ANGELES | 90089 | LOS ANGELES |
| T0603717686 | | DONG A AUTO SERVICE | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1510 LA BREA AVE. S. | LOS ANGELES | 90019 | LOS ANGELES |
| | LACoFA0014293 | DONG CHAN WIE/WIE'S STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1769 W IMPERIAL HWY | LOS ANGELES | 90047 | LOS ANGELES |
| SL2043D1561 | | DOUBLETREE INVESTMENT INC | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 9836 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603700972 | | DOUGLAS BERGLUND/FORMER TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2900 RIVERSIDE DR | LOS ANGELES | 90039 | LOS ANGELES |
| | | DOUGLAS EMMETT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1901 S AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| | | DOUGLAS EMMETT & COMPANY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12400 W WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0025693 | DOUGLAS EMMETT JOINT VENTURE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12424 W WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0025104 | DOUGLAS EMMETT JOINT VENTURE - BUND | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11900 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| SL599992898 | | DOVE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 10553 SANTA MONICA | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700656 | | DOWNEY GLASS COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5631 FERGUSON DR | LOS ANGELES | 90022 | LOS ANGELES |
| T10000003408 | | DOWNTOWN CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 811 OLYMPIC BLVD W | LOS ANGELES | 90015 | LOS ANGELES |
| | | DOWNTOWN CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 811 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0024435 | DOWNTOWN UNION STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1307 W 6TH ST | LOS ANGELES | 90017 | LOS ANGELES |
| T10000004212 | | DOZIER ST UNITS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3805 DOZIER ST | LOS ANGELES | 90063 | LOS ANGELES |
| T0603701276 | | DR PEPPER BOTTLING PLANT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 601 REDONDO BEACH BLVD | LOS ANGELES | 90247 | LOS ANGELES |
| T0603789591 | | DR. PICKETT'S PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1885 SLAUSON AVE. W. | LOS ANGELES | 90047 | LOS ANGELES |
| SL204621634 | | DRIZ KNITTING CO | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3000 SOUTH CENTRAL AVE | LOS ANGELES | | LOS ANGELES |
| T0603746785 | | DRIZ KNITTING MILLS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3000 S CENTRAL AVE | LOS ANGELES | | LOS ANGELES |
| SL2045F1619 | | DRY CLEANING FACILITY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 9016 VENICE BLVD | LOS ANGELES | | LOS ANGELES |
| T10000004201 | | DUNN-EDWARDS MARINA DEL REY #159 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4086 LINCOLN BLVD | LOS ANGELES | 90292 | LOS ANGELES |
| SL603799094 | | DW POWER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2333 RIPPLE ST. | LOS ANGELES | 90039 | LOS ANGELES |
| | | E & J AUTO REPAIR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2058 W MANCHESTER BLVD | LOS ANGELES | 90047 | LOS ANGELES |
| | | E! ENTERTAINMENT TELEVISION INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5750 W WILSHIRE BLVD FL 1 - 4 | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0018773 | E.V.A. EL-KHOURY VENICE INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5420 W VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| | FA0001278 | EAGLE ROCK CHEVRON (DBA) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4005 EAGLE ROCK BLVD. | LOS ANGELES | 90065-3607 | LOS ANGELES |
| | FA0017913 | EAGLE ROCK SALES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2207 COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| | LACt | EAGLE ROCK/HILLMONT CHLORINE & PUMP STATIONS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5403 HILLMONT AVE | LOS ANGELES | 90041 | LOS ANGELES |
| | FA0034009 | EAST LOS ANGELES OCCUPATIONAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2100 MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T10000007112 | | EASTERN AUTO BROKERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4701 OLYMPIC BLVD E | LOS ANGELES | 90022 | LOS ANGELES |
| | | EASTERN CARE CAR CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1535 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | FA0005833 | ECHO FUEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1600 ECHO PARK AVE | LOS ANGELES | 90026 | LOS ANGELES |
| SL0603767361 | | ECHO PARK PLAZA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1411 ECHO PARK PLAZA | LOS ANGELES | | LOS ANGELES |
| T0603725149 | | ECONO LUBE-N-TUNE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3451 OLYMPIC BLVD., WEST | LOS ANGELES | 90019 | LOS ANGELES |
| T0603704574 | | ED FOUNTAIN LUMBER COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6218 HOOPER AVE S | LOS ANGELES | 90001 | LOS ANGELES |
| T0603705422 | | EDCO STATION INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5050 OLYMPIC BLVD E | LOS ANGELES | 90022 | LOS ANGELES |
| T0603792951 | | EID ARCO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1359 CENTURY BLVD W | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700675 | | EKCO METALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1700 PERRINO ST | LOS ANGELES | 90023 | LOS ANGELES |
| SLT43701699 | | EKCO METALS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 1700 PERRINO PL | LOS ANGELES | 90023 | LOS ANGELES |
| T0603760853 | | EL TECOLOTE GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3470 CESAR CHAVEZ AVE E. | LOS ANGELES | 90063 | LOS ANGELES |
| | FA0031697 | ELYSIAN PARK MAINTENANCE YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 835 W ACADEMY RD | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700536 | | ELYSIAN PARK RECREATION CTR. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 835 ACADEMY RD | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0023988 | EMILE'S MOBIL, LLC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1166 S SOTO ST | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0023653 | ENTERCOM COMMUNICATIONS CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5901 W VENICE BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | | ENTERPRISE RENT A CAR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8734 S BELLANCA AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0016777 | ENWAVE ENERGY LOS ANGELES INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 715 W 3RD ST | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0001183 | ENWAVE LOS ANGELES INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2052 S CENTURY PARK E | LOS ANGELES | 90067 | LOS ANGELES |
| SL377482486 | | EQUILON BULK FUEL DISTRIBUTION TERMINAL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2015 LONG BEACH AVE | LOS ANGELES | | LOS ANGELES |
| | FA0033502 | EQUINIX LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 712 S FIGUEROA ST | LOS ANGELES | 90017 | LOS ANGELES |
| SLT43647645 | | ESSEF - MAIN PARCEL | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 8825 BEACH ST | LOS ANGELES | 90002 | LOS ANGELES |
| SLT43645643 | | ESSEF - PARCEL A | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 8906 GRAHAM AVE | LOS ANGELES | 90002 | LOS ANGELES |
| SLT43646644 | | ESSEF - PARCEL B | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 9000 GRAHAM AVE | LOS ANGELES | 90002 | LOS ANGELES |
| T0603700668 | | EVERGREEN ASSOCIATES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3000 012TH ST E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603701158 | | EVERGREEN CEMETERY/CREMATORY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3301 001ST ST E | LOS ANGELES | 90063 | LOS ANGELES |
| SL603799122 | | EXCELLO PLATING CO., INC | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 4057 GOODWIN AVE. | LOS ANGELES | 90039 | LOS ANGELES |
| | | EXECUTIVE TOWER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11400 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603761730 | | EXPERT CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 900 LA BREA AVE . S. | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0022206 | EXPRESS AUTO SHOP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8927 W PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| T0603702821 | | EXXON #7-2303 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1535 EASTERN AVE N | LOS ANGELES | 90063 | LOS ANGELES |
| T0603700568 | | EXXON #7-2560 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4406 ADAMS BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700610 | | EXXON #7-2577 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4180 WASHINGTON BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| T0603700422 | | EXXON #7-3059 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 428 FLORENCE AVE W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603702107 | | EXXON #7-3122 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8230 TOPANGA CANYON BLVD | LOS ANGELES | 91304 | LOS ANGELES |
| T0603700773 | | EXXON #7-3233 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1075 WESTERN AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T0603701289 | | EXXON #7-3944 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 18526 NORMANDIE AVE S | LOS ANGELES | 90248 | LOS ANGELES |
| T0603700931 | | EXXON #7-7221 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 307 LA BREA AVE N | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700643 | | EXXON #7-8407 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1935 007TH ST E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700713 | | EXXON #7-8422 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 330 ALVARADO ST N | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700425 | | EXXON #7-8576 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8600 AVALON BLVD S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603701104 | | EXXON #7-8701 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3071 ROBERTSON BLVD S | LOS ANGELES | 90048 | LOS ANGELES |
| SL0002046600 | | EXXON S.S. FORMER | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 1075 WESTERN AVENUE | LOS ANGELES | | LOS ANGELES |
| T0603700471 | | EXXON SERVICE STATION #7-6996 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2950 OLYMPIC BLVD W | LOS ANGELES | 90006 | LOS ANGELES |
| T0603703468 | | EXXON/MOBIL #18-ETY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 301 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| SL0603783051 | | EXXON/MOBIL PIPELINE CO. LINE M-8 | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | #NAME? | LOS ANGELES | 90001 | LOS ANGELES |
| T0603799528 | | EXXONMOBIL #18-K7L | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7130 CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES |
| T0603785644 | | EXXONMOBIL #18-KEP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 303 FLORENCE AVE. W. | LOS ANGELES | 90003 | LOS ANGELES |
| T10000002802 | | EXXONMOBIL PIPELINE M-5 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | S. MAIN STREET | LOS ANGELES | 90003 | LOS ANGELES |
| T0603717792 | | EXXONMOBIL S/S#18-KK6 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1925 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603731064 | | EXXONMOBIL SERVICE STATION #18-JPA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5215 CENTINELA AVENUE | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0022172 | EXXONMOBIL-KHALIL, CHARLES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8489 W BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| | | EYP REALTY LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 725 S FIGUEROA ST SU 1850 | LOS ANGELES | 90017 | LOS ANGELES |
| | | EZB INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1904 W WASHINGTON BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| T0603739581 | | F & S AUTO CARE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4155 W WASHINGTON BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | FA0039630 | FAA CFN LOC (25R) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7175 W IMPERIAL HWY | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0038093 | FAA HQB LOC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9301 PERSHING DR | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0034133 | FAA LAX ATCT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 245 WORLD WAY | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0034133 | FAA OSS GS (24R) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 250 WORLD WAY | LOS ANGELES | 90045 | LOS ANGELES |
| | LACt | FABRI COTE DIV OF A & S GLASS FAB CO INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 716 - 724 E. 60TH STREET | LOS ANGELES | 90001 | LOS ANGELES |
| SL2042E1534 | | FAN STEEL/PRECISION SHEET METAL | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 5235 WEST 104TH ST | LOS ANGELES | 90046 | LOS ANGELES |
| T0603700404 | | FARBEST CORPORATION L A PLANT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6715 MCKINLEY AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0015662 | FARMERS INSURANCE GROUP INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4750 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T060377671 | | FARMERS MARKET CAR WASH (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 118 S FAIRFAX AVE | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700408 | | FAS FUEL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10304 CENTRAL AVE S | LOS ANGELES | 90002 | LOS ANGELES |
| T0603704967 | | FAST AND FAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4329 UNION PACIFIC AVE E | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0034094 | FBI PARKING GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1260 S SEPULVEDA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | FEDERAL EXPRESS CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7401 WORLD WAY WEST | LOS ANGELES | 90009 | LOS ANGELES |
| | N/A | FEDERAL RESERVE BANK OF SAN FRANCIS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 950 S GRAND AVE | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0027556 | FEDEX EXPRESS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5927 W IMPERIAL HWY | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700418 | | FG & C ENTERPRISES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5228-5936 WALL ST S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603701102 | | FIFTY-FIVE CAL CORP CONST SITE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 100 LA CIENEGA BLVD S | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0032229 | FIGUEROA AT WILSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 601 S FIGUEROA ST STE 2200 | LOS ANGELES | 90017 | LOS ANGELES |
| | FA0032510 | FIGUROA AUTO EXPRESS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | FIGUEROA AUTO EXPRESS INC AGOP SHUKRI | LOS ANGELES | 90065 | LOS ANGELES |
| SL204451581 | | FILM PROCESSING FACILITY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3602 CRENSHAW BLVD | LOS ANGELES | | LOS ANGELES |
| T0603700496 | | FIRE STATION #21 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1187 052ND ST E | LOS ANGELES | 90011 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| T0603701312 | | FIRE STATION #23 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 17281 SUNSET BLVD | LOS ANGELES | 90272 | LOS ANGELES |
| T0603700508 | | FIRE STATION #27 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1355 CAHUENGA BLVD N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700450 | | FIRE STATION #29 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 158 WESTERN AVE S | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700532 | | FIRE STATION #3 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 108 FREMONT AVE N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700750 | | FIRE STATION #35 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1601 HILLHURST AVE N | LOS ANGELES | 90027 | LOS ANGELES |
| T0603792995 | | FIRE STATION #49 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 400 YACHT ST | LOS ANGELES | 90744 | LOS ANGELES |
| T0603700877 | | FIRE STATION #58 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1556 ROBERTSON BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| T0603784269 | | FIRE STATION #6 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 326 VIRGIL AVE N. | LOS ANGELES | 90004 | LOS ANGELES |
| T0603701220 | | FIRE STATION #76 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3111 CAHUENGA BLVD N | LOS ANGELES | 90068 | LOS ANGELES |
| T0603784371 | | FIRE STATION #94 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4460 COLISEUM ST | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0036251 | FIRE STATION 13 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2401 W PICO BLVD | LOS ANGELES | 90006 | LOS ANGELES |
| WDR100014072 | | FIRE STATION NO. 3 | * WDR SITE | | ACTIVE - WDR | 108 NORTH FREMONT AVENUE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700823 | | FIRE STATION NUMBER 47 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4575 HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| | LACoFA0010644 | FIRESTONE SHELL #135506 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1454 E FIRESTONE BLVD # B | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0012455 | FIRST STUDENT, INC. #20424 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5950 S ST ANDREWS PL | LOS ANGELES | 90047 | LOS ANGELES |
| T0603732362 | | FISHER PROPERTY | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3800-3832 6TH STREET | LOS ANGELES | 90005 | LOS ANGELES |
| | FA0000231 | FLETCHER CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3100 N SAN FERNANDO ROAD | LOS ANGELES | 90065-1413 | LOS ANGELES |
| T0603716930 | | FLOOD MAINTENANCE HANDEN YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10179 GLENOAKS BLVD | LOS ANGELES | 91352 | LOS ANGELES |
| T0603704693 | | FLORENCE CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1662 FLORENCE AVE E | LOS ANGELES | 90001 | LOS ANGELES |
| | | FLORENCE CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 428 W FLORENCE AVE | LOS ANGELES | 90003 | LOS ANGELES |
| | | FLORENCE SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 303 W FLORENCE AVE | LOS ANGELES | 90003 | LOS ANGELES |
| SLT43227225 | | FLYING TIGERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 5927 W. IMPERIAL HWY | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0006067 | FMG PETROLEUM, INC. DBA AZIZ SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 14204 S FIGUEROA ST | LOS ANGELES | 90061 | LOS ANGELES |
| T0603726504 | | FOMER GASOLINE STATION | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 7402 S AVALON BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| | LACoFA0045811 | FOOD 4 LESS FUEL CENTER #399 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 11533 S WESTERN AVENUE | LOS ANGELES | 90047 | LOS ANGELES |
| T0603705427 | | FORD ELEMENTARY SCHOOL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1112 FORD BLVD S | LOS ANGELES | 90022 | LOS ANGELES |
| T10000005460 | | FOREST LAWN | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 6300 FOREST LAWN DRIVE | LOS ANGELES | 90068 | LOS ANGELES |
| | FA0003297 | FOREST LAWN MEMORIAL-PARK, HOLLYWOOD HILLS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6300 W FOREST LAWN DR | LOS ANGELES | 90068 | LOS ANGELES |
| | FA0029311 | FOREVER 21, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3880 N. MISSION ROAD | LOS ANGELES | 90031-3138 | LOS ANGELES |
| WDR100001431 | | FORMER 76 STATION NO. 3472 | * WDR SITE | | HISTORICAL - WDR | 3501 WEST THIRD STREET | LOS ANGELES | | LOS ANGELES |
| T10000004814 | | FORMER ACE PLATING | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 719 TOWNE AVENUE | LOS ANGELES | 90021 | LOS ANGELES |
| T10000008795 | | FORMER ACME METAL FINISHING | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 1250 NORTH SAN FERNANDO ROAD & 2615 ARVIA STREET | LOS ANGELES | 90065 | LOS ANGELES |
| SL0603728988 | | FORMER AEROL CO. | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 3235 SAN FERNANDO RD. | LOS ANGELES | 90065 | LOS ANGELES |
| WDR100026615 | | FORMER AEROL COMPANY | * WDR SITE | | ACTIVE - WDR | 3235 SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| T10000003155 | | FORMER ALLESANDRO AUTOMATIC FACILITY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2938 ALLESANDRO STREET | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700774 | | FORMER ALLIED EQUIPMENT RENTAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4969 SANTA MONICA BLVD | LOS ANGELES | 90029 | LOS ANGELES |
| WDR100039776 | | FORMER ALLIEDSIGNAL PARK ONE (HONEYWELL SEPULVEDA) | * WDR SITE | | ACTIVE - WDR | 9851 SOUTH SEPULVEDA BOULEVARD | LOS ANGELES | 90045 | LOS ANGELES |
| T10000010170 | | FORMER ALUMINUM DIE CASTING | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 3452-3464 N. SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| T10000011883 | | FORMER AQUALITY, INC. | CLEANUP PROGRAM SITE | | OPEN - ACTIVE | 3030 ANDRITA STREET | LOS ANGELES | 90065 | LOS ANGELES |
| WDR100016054 | | FORMER ARAMARK MAGAZINE & BOOK FACILITY | * WDR SITE | | HISTORICAL - WDR | 2340 SOUTH FAIRFAX AVENUE | LOS ANGELES | 90016 | LOS ANGELES |
| WDR100026617 | | FORMER ARC0 #I361 | * WDR SITE | | ACTIVE - WDR | 14311-14325 VENTURA BOULEVARD | LOS ANGELES | 91423-2716 | LOS ANGELES |
| T0603700630 | | FORMER ARCO #1860 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3817 3RD ST W | LOS ANGELES | 90020 | LOS ANGELES |
| WDR100037639 | | FORMER ARCO STATION NO. 5054 | * WDR SITE | | ACTIVE - WDR | 2106 WEST TEMPLE STREET | LOS ANGELES | 90026-4916 | LOS ANGELES |
| WDR100000247 | | FORMER ARCO#1361 | * WDR SITE | | HISTORICAL - WDR | 6739 WEST OLYMPIC BOULEVARD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603788431 | | FORMER BOND ROOFING CO. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5550 PICO BLVD. W. | LOS ANGELES | 90019 | LOS ANGELES |
| WDR100001860 | | FORMER BUG CITY/STUDIO EXPRESS | * WDR SITE | | HISTORICAL - WDR | 300 SOUTH LA CIENEGA BOULEVARD | LOS ANGELES | 90048 | LOS ANGELES |
| WDR100001682 | | FORMER BURTON PLATING FACILITY | * WDR SITE | | HISTORICAL - WDR | 6341 ARIZONA CIRCLE | LOS ANGELES | 90045-1201 | LOS ANGELES |
| WDR100040383 | | FORMER BURTON PLATING FACILITY - IN SITU GW TREATMENT | * WDR SITE | | DRAFT - WDR | 6341 ARIZONA CIRCLE | LOS ANGELES | 90045-1201 | LOS ANGELES |
| WDR100009871 | | FORMER CHARLES CAINE COMPANY, INC. FACILITY | * WDR SITE | | ACTIVE - WDR | 8325 HINDRY AVENUE | LOS ANGELES | 90301 | LOS ANGELES |
| T0603701137 | | FORMER CHEVRON #306417 (FORMER UNOCAL #0219) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2101 8TH ST W | LOS ANGELES | 90057 | LOS ANGELES |
| T0603778204 | | FORMER CHEVRON #9-8304 | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 5700 MELROSE AVE. | LOS ANGELES | 90038 | LOS ANGELES |
| WDR100001829 | | FORMER CHEVRON SITE 21-1315 | * WDR SITE | | NEVER ACTIVE - WDR | 4180 WILSHIRE BOULEVARD | LOS ANGELES | | LOS ANGELES |
| SL0002045000 | | FORMER CHEVRON STATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1508-1522 SUNSET BOULEVARD | LOS ANGELES | | LOS ANGELES |
| SL0603724176 | | FORMER CHINESE LAUNDRY | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 3847 SANTA ROSALIA DR | LOS ANGELES | 90008 | LOS ANGELES |
| T10000003046 | | FORMER CONTINENTAL GRAPHICS FACILITY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 181 SOUTH LA BREA AVENUE | LOS ANGELES | 90036 | LOS ANGELES |
| T10000003894 | | FORMER CONTINENTAL GRAPHICS FACILITY - LOT H, BUILDING A AND B | CLEANUP PROGRAM SITE | | OPEN - ELIGIBLE FOR CLOSURE | 101 N, 101 S, 111S LA BREA AVENUE | LOS ANGELES | 90036 | LOS ANGELES |
| WDR100001539 | | FORMER CRENSHAW COLLISION CENTER | * WDR SITE | | HISTORICAL - WDR | 6530 CRENSHAW BOULEVARD | LOS ANGELES | 90043 | LOS ANGELES |
| T0603757446 | | FORMER CRENSHAW COLLISION CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6530 CRENSHAW BLVD. E. | LOS ANGELES | 90043 | LOS ANGELES |
| SL0603797858 | | FORMER CRENSHAW VILLAGE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 3917 SANTA ROSALIA DR | LOS ANGELES | 90008 | LOS ANGELES |
| WDR100000421 | | FORMER ESSEF MANUFACTURING FACILITY MAIN PARCEL | * WDR SITE | | ACTIVE - WDR | 8825 BEACH STREET | LOS ANGELES | 90002 | LOS ANGELES |
| WDR100001842 | | FORMER EXCELLO PLATING CO INC. | * WDR SITE | | HISTORICAL - WDR | 4057 & 4059 GOODWIN AVENUE | LOS ANGELES | 90039 | LOS ANGELES |
| WDR100039531 | | FORMER EXXON MOBIL #11-GQG | * WDR SITE | | HISTORICAL - WDR | 15281 SUNSET BOULEVARD | LOS ANGELES | 90272-3612 | LOS ANGELES |
| T10000006466 | | FORMER GAS STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 21138 WESTERN AVE S | LOS ANGELES | 90501 | LOS ANGELES |
| WDR100000586 | | FORMER GAS TO GO | * WDR SITE | | HISTORICAL - WDR | 1353 NORTH WESTERN AVENUE | LOS ANGELES | 90027 | LOS ANGELES |
| WDR100040064 | | FORMER GAS-TO-GO FACILITY | * WDR SITE | | ACTIVE - WDR | 1353 NORTH WESTERN AVENUE | LOS ANGELES | 90027-5624 | LOS ANGELES |
| T10000001523 | | FORMER GASOLINE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8826-8828 SOUTH CENTRAL AVE | LOS ANGELES | 90002 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| WDR100024752 | | FORMER GASOLINE STATION | * WDR SITE | | ACTIVE - WDR | 4635 EAST VALLEY BOULEVARD | LOS ANGELES | 90032 | LOS ANGELES |
| T10000010943 | | FORMER GASOLINE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3128 SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603753656 | | FORMER GEORGE MANOR AUTO & RV REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1360 IMPERIAL HWY. W. | LOS ANGELES | 90044 | LOS ANGELES |
| SLT4L9511900 | | FORMER GREEFF FABRICS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 4000 CHEVY CHASE | LOS ANGELES | | LOS ANGELES |
| WDR100000163 | | FORMER HARD CHROME PRODUCTS | * WDR SITE | | HISTORICAL - WDR | 617 EAST 56TH STREET | LOS ANGELES | 90011 | LOS ANGELES |
| T10000004605 | | FORMER INTERNATIONAL TIRE FACILITY | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 800 HOOVER, SOUTH | LOS ANGELES | 90005 | LOS ANGELES |
| WDR100001502 | | FORMER ITT CORP HUMBOLDT STREET PROPERTY (FORMER KENNINGTON SITE) | * WDR SITE | | ACTIVE - WDR | 300 WEST AVENUE 33 (FORMERLY 3209 HUMBOLDT ST.) | LOS ANGELES | 90031 | LOS ANGELES |
| WDR100001716 | | FORMER ITT CORPORATION HUMBOLDT STREEET PROPERTY | * WDR SITE | | HISTORICAL - WDR | 3209 HUMBOLDT STREET | LOS ANGELES | 90031 | LOS ANGELES |
| WDR100006423 | | FORMER KING DELIVERY, INC | * WDR SITE | | ACTIVE - WDR | 5600 ARBOR VITAE STREET | LOS ANGELES | 90045 | LOS ANGELES |
| T0603701233 | | FORMER LEACH CORP. FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 444 FLOWER ST S | LOS ANGELES | 90071 | LOS ANGELES |
| T10000012614 | | FORMER LINCOLN HEIGHTS JAIL | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 401 N. AVENUE 19 | LOS ANGELES | 90031 | LOS ANGELES |
| SL184681451 | | FORMER MERRY GO ROUND CLEANERS | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 8550 WEST THIRD STREET | LOS ANGELES | 90048 | LOS ANGELES |
| T0603762118 | | FORMER MOBIL #18-484 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11666 WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603729935 | | FORMER MOBIL #18-H5D | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1277 WESTERN AVE. N. | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700458 | | FORMER MOBIL #18-LFR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 655 WESTERN AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603764848 | | FORMER MOBIL #18-LX3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6162 PICO BLVD. W. | LOS ANGELES | 90035 | LOS ANGELES |
| T0603789106 | | FORMER MOBIL STATION #18-GT9 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 7601 SEPULVEDA BLVD. S. | LOS ANGELES | 90045 | LOS ANGELES |
| WDR100001823 | | FORMER MOBIL STATION #18-LDM | * WDR SITE | | HISTORICAL - WDR | 12054 WILSHIRE BOULEVARD | LOS ANGELES | 90025 | LOS ANGELES |
| SL0603729001 | | FORMER PACIFIC ELECTRICORD | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 747 W. REDONDO BEACH BLVD. | LOS ANGELES | 90247 | LOS ANGELES |
| WDR100040324 | | FORMER PACIFICA CHEMICAL | * WDR SITE | | DRAFT - WDR | 132 WEST 132ND STREET | LOS ANGELES | 90061-1619 | LOS ANGELES |
| WDR100000280 | | FORMER PIERCE SERVICE STATION | * WDR SITE | | HISTORICAL - WDR | 2868 ROBERTSON BOULEVARD | LOS ANGELES | 90034 | LOS ANGELES |
| SL0603745521 | | FORMER ROE'S CLEANERS | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 3839 SANTA ROSALIA DR | LOS ANGELES | 90008 | LOS ANGELES |
| T10000011272 | | FORMER SERVICE STATION | LUST CLEANUP SITE | | OPEN - ACTIVE | 110-114 BOYLE AVE S | LOS ANGELES | 90033 | LOS ANGELES |
| T10000003278 | | FORMER SERVICE STATION | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 1247 MANCHESTER AVENUE, WEST | LOS ANGELES | 90044 | LOS ANGELES |
| T10000002718 | | FORMER SERVICE STATION AT V & A CAR WASH | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5839-5845 HOOVER ST. S. | LOS ANGELES | 90044 | LOS ANGELES |
| T10000002834 | | FORMER SHELL OIL GAS STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7403 LA TIJERA BOULEVARD | LOS ANGELES | 90045 | LOS ANGELES |
| T10000005293 | | FORMER SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1520 SOUTH SANTA FE AVENUE | LOS ANGELES | 90021-2517 | LOS ANGELES |
| T10000005731 | | FORMER SHELL SERVICE STATION | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 8222 SOUTH WESTERN AVENUE | LOS ANGELES | 90047 | LOS ANGELES |
| WDR100001343 | | FORMER SHELL SERVICE STATION (CURRENTLY PRONTO SERVICE STATION) | * WDR SITE | | HISTORICAL - WDR | 918 NORTH SOTO STREET | LOS ANGELES | 90033 | LOS ANGELES |
| T060374891 | | FORMER SHELL STATION | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3553 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T10000010208 | | FORMER SOUTHERN CALIFORNIA PLATING COMPANY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 3434-3440 N. SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| WDR100000581 | | FORMER SQUARE D FACILITY | * WDR SITE | | HISTORICAL - WDR | 4335 EAST VALLEY BOULEVARD | LOS ANGELES | 90063 | LOS ANGELES |
| WDR100039450 | | FORMER SQUARE D FACILITY (OFFSITE) | * WDR SITE | | ACTIVE - WDR | 4335 EAST VALLEY BOULEVARD | LOS ANGELES | 90032 | LOS ANGELES |
| WDR100001350 | | FORMER SS#9-7748 | * WDR SITE | | HISTORICAL - WDR | 11800 WILSHIRE | LOS ANGELES | 90025 | LOS ANGELES |
| T10000003220 | | FORMER TARGET SERVICE STATION | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 6121 VERMONT AVENUE | LOS ANGELES | 90044 | LOS ANGELES |
| WDR100001024 | | FORMER TEST SITE 2 AND FORMER FIRE SAFETYTRAINING AREAS | * WDR SITE | | HISTORICAL - WDR | 6775 CENTINELA AVENUE | LOS ANGELES | 90230 | LOS ANGELES |
| T10000006486 | | FORMER TETRA GRAPHICS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 10311 LA CIENEGA BOULEVARD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603791323 | | FORMER TEXACO SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 115 BARRINGTON AVE S | LOS ANGELES | 90049 | LOS ANGELES |
| SL092515 | | FORMER UNOCAL STATION #2929 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2050&2060 E. FLORENCE AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T0603788529 | | FORMER WORLD OIL # 64 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7900 BEVERLY BLVD. | LOS ANGELES | 90048 | LOS ANGELES |
| T0603702581 | | FORTIN INDUSTRIES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11921 SHERMAN WY | LOS ANGELES | 91605 | LOS ANGELES |
| T0603702555 | | FORTIN INDUSTRIES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5428 CLEON AVE | LOS ANGELES | 91601 | LOS ANGELES |
| | | FOUNTAIN SHELL, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1309 N LA BREA AVE | LOS ANGELES | 90028 | LOS ANGELES |
| | | FOX PLAZA, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2121 AVENUE OF THE STARS SUITE #140 | LOS ANGELES | 90067 | LOS ANGELES |
| | FA0033837 | FOX TELEVISION STATIONS, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1999 BUNDY DR | LOS ANGELES | 90025 | LOS ANGELES |
| T10000011201 | | FRAMING TECHNOLOGIES | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 1528 BONNIE BEACH PL N | LOS ANGELES | 90063 | LOS ANGELES |
| SLT43137135 | | FRANCISCAN CERAMICS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 2901 LOS FELIZ BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| | FA0022869 | FRANKLIN AND GOWER SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6100 FRANKLIN AVE | LOS ANGELES | 90028 | LOS ANGELES |
| T10000008196 | | FREEPORT-MCMORAN OIL & GAS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | SAN VICENTE BOULEVARD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603704619 | | FREEWAY FORD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 666 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603701132 | | FREMONT INDEMNITY BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1709 008TH ST W | LOS ANGELES | 90057 | LOS ANGELES |
| T0603700535 | | FRIEDMAN BAG CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 801 COMMERCIAL ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603764257 | | FRITZ HUMMEL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4707-4731 HUNTINGTON DR N | LOS ANGELES | | LOS ANGELES |
| | LACoFA0046193 | FRONTIER CALIFORNIA, INC. - BEL AIR CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 598 SEPULVEDA BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0003682 | FRONTIER CALIFORNIA, INC. - UNIVERSITY CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1041 TIVERTON AVENUE | LOS ANGELES | 90024 | LOS ANGELES |
| | FA0003681 | FRONTIER CALIFORNIA, INC.: BUNDY CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1450 S BUNDY DR | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0012801 | FRONTIER CALIFORNIA, INC.: WEST LOS ANGELES CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1544 COTNER AVE | WEST LOS ANGELES | 90025 | LOS ANGELES |
| | FA0011866 | FRONTIER CALIFORNIA, INC.: WESTWOOD CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1810 PARNELL AVE | WEST LOS ANGELES | 90025 | LOS ANGELES |
| T10000006317 | | FUELING STATION FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1135 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |
| SL204FM2481 | | FURBERTS PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2016 TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| T0603776621 | | G & C MAINTENANCE (FORMER) ARCO #0020 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3325 6TH ST. W. | LOS ANGELES | 90020 | LOS ANGELES |
| | LACoFA0029479 | G&M (G&M #99) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 12726 S WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | | G&M OIL CO. #111 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3742 S LA BREA AVE | LOS ANGELES | 90016 | LOS ANGELES |
| | | G&M OIL CO. #194 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6101 W MANCHESTER AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | | G&M OIL CO. #88 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2601 N FIGUEROA ST | LOS ANGELES | 90065 | LOS ANGELES |
| | | G&M OIL CO.#79 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 256 E MANCHESTER AVE | LOS ANGELES | 90003 | LOS ANGELES |
| T0603726297 | | G&M OIL COMPANY #99 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12726 WESTERN AVE. S. | LOS ANGELES | 90047 | LOS ANGELES |
| T0603705293 | | G&M S/S | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 401 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T10000000641 | | G. H. PALMER & ASSOCIATES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 867 CESAR CHAVEZ AVE. | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700460 | | G. M. AUTO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4400 BEVERLY BLVD W | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0000336 | GABEL'S COSMETICS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 126 S AVENUE 18 UN 3 | LOS ANGELES | 90031 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| WDR100040232 | | GARBAL JEFFERSON, LLC | * WDR SITE | | ACTIVE - WDR | 5930 WEST JEFFERSON BOULEVARD | LOS ANGELES | 90016-4306 | LOS ANGELES |
| | FA0023496 | GAS COMPANY TOWER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 555 W 5TH ST | LOS ANGELES | 90013 | LOS ANGELES |
| T0603701136 | | GAS S/S #3025 (FORMER UNOCAL) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2036 BEVERLY BLVD W | LOS ANGELES | 90057 | LOS ANGELES |
| T0603705242 | | GAS STATION FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4294 OLYMPIC BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603742795 | | GAS TO GO (FORMER) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1353 WESTERN AVE. N. | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700731 | | GATEWAY HOSPITAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1891 EFFIE ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | GATEWAY WEST BLDG | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1801 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| T10000007131 | | GATEWAY WEST BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1801 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| T0603707025 | | GELSON'S DISTRIBUTION CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6280 PEACHTREE ST. | LOS ANGELES | 90040 | LOS ANGELES |
| SLT43636634 | | GENERAL WELDING CO. | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 352 W. 133RD ST | LOS ANGELES | 90061 | LOS ANGELES |
| | FA0006353 | GENEVA CHO, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3160 GENEVA ST | LOS ANGELES | 90020 | LOS ANGELES |
| T10000010478 | | GEORGE INDUSTRIES | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 4154 WHITESIDE STREET | LOS ANGELES | 90063 | LOS ANGELES |
| T0603765411 | | GERSTER/ROLPH BRAKE & WHEEL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1154 LA BREA AVENUE N | LOS ANGELES | 90038 | LOS ANGELES |
| | LACoFA0006929 | GIL'S AUTO MECHANIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 5878 S CENTRAL AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | | GIP 7TH STREET, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 600 W 7TH ST | LOS ANGELES | 90017 | LOS ANGELES |
| T0603793034 | | GLEN-ROCK CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2711 COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| WDR100026461 | | GLENDALE GATEWAY | * WDR SITE | | ACTIVE - WDR | 3332-3428 NORTH SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| SL603799114 | | GLENDALE READY MIX CONCRETE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4549 BRAZIL ST. | LOS ANGELES | 90039 | LOS ANGELES |
| | FA0005474 | GLENROCK CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2711 W COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T10000009425 | | GLENVILLE PROPERTY LLC | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 9301 PICO BLVD W | LOS ANGELES | 90035 | LOS ANGELES |
| | | GOLD STAR GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1100 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| T0603795104 | | GOLDEN GATE KNITTING MILL (DESIGNS IN PIPE) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 6930 AVALON BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| T10000012040 | | GOLDEN GLO CLEANERS | CLEANUP PROGRAM SITE | | OPEN - ACTIVE | 10555 WEST PICO BOULEVARD | LOS ANGELES | 90064 | LOS ANGELES |
| | FA0025411 | GOLDEN HILLS PROPERTIES, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 233 S BEAUDRY AVE | LOS ANGELES | 90012 | LOS ANGELES |
| | | GOLDEN NOUR OIL INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9920 S HOOVER ST | LOS ANGELES | 90044 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #250909 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 505 W VERNON AVE | LOS ANGELES | 90037 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256847 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1171 S SOTO ST | LOS ANGELES | 90023 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256863 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1848 E MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256864 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9081 W PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256871 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10000 S FIGUEROA ST | LOS ANGELES | 90003 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256886 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6678 W SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES #256888 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1350 W FLORENCE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| T10000006398 | | GOLDEN STATE ENTERPRISES / 76 UNOCAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6678 SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES 257328 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1701 S ROBERTSON BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| | | GOLDEN STATE ENTERPRISES 2651962 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3053 W LOS FELIZ BLVD | LOS ANGELES | 90039-1520 | LOS ANGELES |
| T0603705510 | | GOLDEN STATE MUTUAL LIFE INS. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1112 LONG BEACH BLVD N | LOS ANGELES | 90221 | LOS ANGELES |
| T0603702727 | | GOMEZ GAS STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4640 OLYMPIC BLVD E | LOS ANGELES | 90022 | LOS ANGELES |
| T0603704110 | | GONZALES SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4302 003RD ST E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603701087 | | GOOD HUMOR-BRYERS ICE CREAM | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1900 SLAUSON AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700594 | | GOOD SAMARITAN HOSPITAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1102 006TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603772920 | | GOOD SAMARITAN HOSPITAL (2) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 637 LUCAS AVE. | LOS ANGELES | 90017 | LOS ANGELES |
| T10000004822 | | GOOD SAMARITAN HOSPITAL ER ENTRANCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1225 WILSHIRE | LOS ANGELES | 90017 | LOS ANGELES |
| T0603712941 | | GOODWILL INDUSTRIES OF SOUTHERN CALI. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 14565 LANARK | LOS ANGELES | 91402 | LOS ANGELES |
| T0603713324 | | GOODYEAR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10750 S WESTERN AVE | LOS ANGELES | | LOS ANGELES |
| | | GOURMET LOGISTICS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9432 BELLANCA AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0003081 | GRAND CLASSIC OIL CO., INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7550 S SEPULVEDA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700589 | | GRAND RENT-A-CAR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1207 003RD ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603700588 | | GRATTS ELEMENTARY SCHOOL | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 309 LUCAS AVE | LOS ANGELES | 90017 | LOS ANGELES |
| WDR100011877 | | GRATTS LEARNING ACADEMY FOR YOUNG SCHOLARS | * WDR SITE | | ACTIVE - WDR | 309 SOUTH LUCAS AVENUE | LOS ANGELES | 90017 | LOS ANGELES |
| T0603792893 | | GREAT AMERICAN GAS CO. (FORMER TEXACO) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5801 PICO BLVD W | LOS ANGELES | 90019 | LOS ANGELES |
| WDR100001643 | | GREAT AMERICAN GAS COMPANY | * WDR SITE | | HISTORICAL - WDR | 5804 WEST PICO BOULEVARD | LOS ANGELES | 90211 | LOS ANGELES |
| WDR100001645 | | GREEFF FABRICS, INC. | * WDR SITE | | HISTORICAL - WDR | 4000 CHEVY CHASE | LOS ANGELES | 90065 | LOS ANGELES |
| | 25524 | GREEN MEADOWS CO. | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 801 SARBONNE RD | LOS ANGELES | 90077 | LOS ANGELES |
| T10000011594 | | GREG'S EXCLUSIVE AUTO BODY | LUST CLEANUP SITE | | OPEN - ACTIVE | 8000 3RD ST W | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700563 | | GREGORY POTAP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4750 ADAMS BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0009909 | GREGS AUTOMOTIVE SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4793 E VALLEY BLVD, UNIT 2 | LOS ANGELES | 90032 | LOS ANGELES |
| T0603770957 | | GREYHOUND LINES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1614 E 7TH ST | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0003095 | GREYHOUND LINES, INC. #892001 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1614 EAST 7TH STREET | LOS ANGELES | 90021 | LOS ANGELES |
| T0603766963 | | GRIFFITH COMPANY, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12200 BLOOMFIELD | LOS ANGELES | 90670 | LOS ANGELES |
| T10000005488 | | GRIFFITH PARK COMPOST FACILITY | LAND DISPOSAL SITE | | OPEN - OPERATING | 5400 GRIFFITH PARK DRIVE | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0018159 | GRIGORIAN'S INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 105 N AVENUE 52 | LOS ANGELES | 90042 | LOS ANGELES |
| SL603799085 | | GRINDLEY MFG | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1989 BLAKE AVE. | LOS ANGELES | 90039 | LOS ANGELES |
| | | GSE 76 4TH #256885 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1800 E 4TH ST | LOS ANGELES | 90033 | LOS ANGELES |
| | | GSE 76 VERMONT #2709844 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 591 N VERMONT AVE | LOS ANGELES | 90004 | LOS ANGELES |
| T0603784094 | | GTO TRANSMISSION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3376 EAST CITY TERRACE DRIVE | LOS ANGELES | 90063 | LOS ANGELES |
| T0603700960 | | GULF #1464 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2560 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603701135 | | H & S FOOD & GAS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2000 WEST 3RD STREET | LOS ANGELES | 90057 | LOS ANGELES |
| T10000002438 | | HAMER BROS. AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 901 HOOVER, SOUTH | LOS ANGELES | 90006 | LOS ANGELES |
| | | HAN'S UNION #250914 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5816 S WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | | HAN'S UNION 76 #252439 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3774 S WESTERN AVE | LOS ANGELES | 90018 | LOS ANGELES |
| | FA0035322 | HANCOR SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2600 N FIGUEROA ST | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0030354 | HANNA SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1410 S SOTO ST | LOS ANGELES | 90023 | LOS ANGELES |
| | | HANS ONESTOP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3481 W OLYMPIC BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| WDR100039655 | | HARD CHROME SUPPLEMENTAL REMEDIATION NO. 1 | * WDR SITE | | DRAFT - WDR | 617 EAST 56TH STREET | LOS ANGELES | 90011 | LOS ANGELES |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| WDR100039677 | | HARD CHROME SUPPLEMENTAL REMEDIATION NO.1 | * WDR SITE | | ACTIVE - WDR | | | 617 EAST 56TH STREET | LOS ANGELES | 90011 | LOS ANGELES |
| | | HARLYNE J. NORRIS RESEARCH TOWER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1450 BIGGY ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700818 | | HARRIS HUB (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4900 VALLEY BLVD E | LOS ANGELES | 90032 | LOS ANGELES |
| | | HARRY HAHN'S SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 504 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| SLT43705703 | | HARRY'S AUTO BODY INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1023 &1027 S. REDONDO BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | | HAWATMEH MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4380 W ADAMS BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| | FA0025388 | HAWK II ENVIRONMENTAL CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 901 N. ALAMEDA STREET | LOS ANGELES | 90012-2903 | LOS ANGELES |
| SL603799111 | | HAWKES FINISHING | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 4626 BRAZIL ST. | LOS ANGELES | 90039 | LOS ANGELES |
| WDR100001172 | | HEADWORKS WELL REPLACEMENT PJ. | * WDR SITE | | HISTORICAL - WDR | | | 650 RIVERSIDE | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0012279 | HEALTH CARE CONSULTATION CENTER 4 (HC4) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1537 NORFOLK ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700801 | | HEATH & COMPANY FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3225 LACY ST | LOS ANGELES | 90031 | LOS ANGELES |
| T10000004455 | | HEHR INTERNATIONAL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3333 CASITAS AVENUE | LOS ANGELES | 90039 | LOS ANGELES |
| T0603702056 | | HEIKO MUELLER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2400 GLENDALE BLVD | LOS ANGELES | 91206 | LOS ANGELES |
| T10000004249 | | HELEN KELLER PARK - VERMONT AND EL SEGUNDO | LAND DISPOSAL SITE | | OPEN - CLOSED/WITH MONITORING | | | 1045 W. 126TH STREET | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0023076 | HELO CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2427 N FLETCHER DR | LOS ANGELES | 90039 | LOS ANGELES |
| T10000006381 | | HERCULES MARKET | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 722 SLAUSON AVE W | LOS ANGELES | 90044 | LOS ANGELES |
| | | HERMITO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7800 BLERIOT AVE | LOS ANGELES | 90045 | LOS ANGELES |
| T10000006102 | | HERNAN NORGE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 11905 WILSHIRE BOULEVARD | LOS ANGELES | 90025 | LOS ANGELES |
| T10000001308 | | HERTZ (FORMER TEXACO STATION) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1103 LA CIENEGA BLVD.S. | LOS ANGELES | 90035 | LOS ANGELES |
| T0603732721 | | HERTZ CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 9000 AIRPORT BLVD. | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700466 | | HERTZ CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 643 VERMONT AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| T0603747349 | | HERTZ PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3845 3RD ST. E. | LOS ANGELES | 90063 | LOS ANGELES |
| | LACt | HERTZ RENT-A-CAR (1101-15) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9000 AIRPORT BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700587 | | HERTZ RENT-A-CAR (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1055 006TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603701161 | | HI-TEK POLYMERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4640 WORTH ST | LOS ANGELES | 90063 | LOS ANGELES |
| T10000006009 | | HIGHLAND APARTMENTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1411 HIGHLAND AVE N | LOS ANGELES | 90028 | LOS ANGELES |
| SLT410412836 | | HIGHLAND EXPRESS CLEANERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 5034 WILSHIRE BOULEVARD | LOS ANGELES | 90036-4315 | LOS ANGELES |
| T0603790013 | | HIGHLAND FEDERAL BANK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3355 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| | FA0012286 | HIGHLAND MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1051 N. HIGHLAND AVENUE | LOS ANGELES | 90038-2406 | LOS ANGELES |
| | | HIGHLAND PARK OIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5137 N FIGUEROA ST | LOS ANGELES | 90042 | LOS ANGELES |
| | | HILTON CHECKERS LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 535 S GRAND AVE | LOS ANGELES | 90071 | LOS ANGELES |
| | | HILTON LOS ANGELES AIRPORT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5711 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700997 | | HINCKLEY & SCHMITT INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4414 YORK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| | FA0033473 | HINES REIT WEST LA PORTFOLIO, LP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6601 CENTER DR W | LOS ANGELES | 90045 | LOS ANGELES |
| | | HINES VAF II 12100 WILSHIRE L.P. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 12100 W WILSHIRE BLVD UN A | LOS ANGELES | 90025 | LOS ANGELES |
| T10000000748 | | HK MARKET | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 124 WESTERN AVE. N. | LOS ANGELES | 90004 | LOS ANGELES |
| SL184991482 | | HOLLY AUTO CENTER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6020-6062 SANTA MONICA BLVD | LOS ANGELES | | LOS ANGELES |
| SL2048E1699 | | HOLLYWAY CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 1157 ECHO PARK AVE | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700454 | | HOLLYWOOD AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 655 ROSSMORE AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| WDR100001166 | | HOLLYWOOD DIST ST. MAINT YARD | * WDR SITE | | HISTORICAL - WDR | | | 6640 ROMAINE | LOS ANGELES | | LOS ANGELES |
| T0603700741 | | HOLLYWOOD GAS (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4977 HOLLYWOOD BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603739078 | | HOLLYWOOD GRAND PRIX | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4274 & 4278 3RD ST. | LOS ANGELES | 90010 | LOS ANGELES |
| | FA0030232 | HOLLYWOOD OIL CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1934 N. CAHUENGA BLVD. | LOS ANGELES | 90068-3853 | LOS ANGELES |
| T10000006518 | | HOLLYWOOD OIL CORPORATION | NON-CASE INFORMATION | | INFORMATIONAL ITEM | | | 7100 SUNSET BLVD W | LOS ANGELES | 90046 | LOS ANGELES |
| | | HOLLYWOOD PARKING ENFORCEMENT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 411 N VERMONT AVE | LOS ANGELES | 90004 | LOS ANGELES |
| SLT43606604 | | HOLLYWOOD PASSAGE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1555 SEPULVEDA BLVD | LOS ANGELES | 90501 | LOS ANGELES |
| | FA0031693 | HOLLYWOOD PRESBYTERIAN MED. CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1300 N VERMONT AVE | LOS ANGELES | 90027 | LOS ANGELES |
| | | HOLLYWOOD SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1630 N VERMONT AVE | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700939 | | HOLLYWOOD ST MAINTENANCE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6640 ROMAINE ST | LOS ANGELES | 90038 | LOS ANGELES |
| SL204BY2364 | | HOLLYWOOD TRANSMISSION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6445 SANTA MONICA BLVD | LOS ANGELES | | LOS ANGELES |
| T0603799307 | | HOME DEPOT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1700 W 6TH STREET | LOS ANGELES | 90017 | LOS ANGELES |
| T0603701169 | | HOME JUNCTION PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11200 PICO BLVD W | LOS ANGELES | 90064 | LOS ANGELES |
| SL184721455 | | HOME JUNCTION PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 11200-40 WEST PICO BLVD | LOS ANGELES | | LOS ANGELES |
| T10000011279 | | HONDA OF HOLLYWOOD | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 6522 SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES |
| SL204221522 | | HONEYWELL INTERNATIONAL CORP. | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 9225 AVIATION BOULEVARD | LOS ANGELES | 90045 | LOS ANGELES |
| | LACoFA0008091 | HOOPER SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 11913 S COMPTON AVE | LOS ANGELES | 90059 | LOS ANGELES |
| T0603704553 | | HOOPER TEXACO SERVICE | LUST CLEANUP SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | | 11913 COMPTON AVE S | LOS ANGELES | 90059 | LOS ANGELES |
| T10000001949 | | HOROWITZ PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 303 LA BREA S. | LOS ANGELES | 90036 | LOS ANGELES |
| | FA018157 | HOSPITAL OF GOOD SAMARITAN | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 616 WITMER ST | LOS ANGELES | 90017 | LOS ANGELES |
| T0603700582 | | HOSPITAL OF THE GOOD SAMARITAN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1245 WILSHIRE BLVD | LOS ANGELES | 90017 | LOS ANGELES |
| | FA0035162 | HOTEL DIEU | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 265 S LAKE ST | LOS ANGELES | 90057 | LOS ANGELES |
| | FA | HOTEL SOFITEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8555 BEVERLY BLVD. | LOS ANGELES | 90048-3303 | LOS ANGELES |
| T10000012269 | | HOWARD TOWNSITE OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | HOWARD TOWNSITE | POWER RUN OIL | 0 S WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | FA0029743 | HRRP GARLAND | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1200 W 7TH ST | LOS ANGELES | 90017 | LOS ANGELES |
| | | HT UNION 76 #2 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 475 S AVENUE 60 | LOS ANGELES | 90042 | LOS ANGELES |
| SL0603705527 | | HUDSON ELEMENT LA | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 1901, 1925, 1933 S. BUNDY DR. | LOS ANGELES | 90048 | LOS ANGELES |
| SL2046M1652 | | HUDSON ELEMENT LA | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 12333 WEST OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603701191 | | HUGHES MARKETS INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2716 SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603799310 | | HUMMING MOTORS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 513-515 S LAKE ST | LOS ANGELES | 90057 | LOS ANGELES |
| | | HUNTINGTON DRIVE SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4590 HUNTINGTON DR N | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700193 | | HURST GRAPHICS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 2500 SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| T10000006070 | | HURTADO PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5269 ALHAMBRA AVE E | LOS ANGELES | 90032 | LOS ANGELES |
| | 26298 | HUSSIEN SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 1511 E FLORENCE AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0030869 | HWANG MUK CHOE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4368 S AVALON BLVD UN A | LOS ANGELES | 90011 | LOS ANGELES |
| | | HYATT REGENCY CENTURY PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2025 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T0603790018 | | I S D STORAGE BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1304 IMPERIAL HWY W | LOS ANGELES | 90044 | LOS ANGELES |
| T0603701112 | | I0 PRODUCTIONS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8322 BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603705319 | | IBARRA'S AUTO MECHANIC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4141 OLYMPIC BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| SLT430042 | | IDEAL PLATING | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3467 UNION PACIFIC AVE. | LOS ANGELES | 90023 | LOS ANGELES |
| | | IGLESIA DE DIOS (ISRAELITA) INC. (UST'S) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 9331 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | | IMPERIAL ENERGY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 484 E IMPERIAL HWY | LOS ANGELES | 90061 | LOS ANGELES |
| SL0002042500 | | INDUSTRIAL DESIGN LABS (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 12120 WAGNER ST. | LOS ANGELES | | LOS ANGELES |
| SLT43704702 | | INFINITY OUTDOOR | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 1731 WORKMAN ST | LOS ANGELES | 90013 | LOS ANGELES |
| WDR100001022 | | INGLEWOOD OIL FIELD | * WDR SITE | | HISTORICAL - WDR | | | 5640 SOUTH FAIRFAX AVENUE | LOS ANGELES | 90056 | LOS ANGELES |
| L10001422162 | | INGLEWOOD OIL FIELD LAND TREATMENT | LAND DISPOSAL SITE | | OPEN - OPERATING | | | 5640 FAIRFAX | LOS ANGELES | 90056 | LOS ANGELES |
| T10000012270 | | INGLEWOOD OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | INGLEWOOD | FREEPORT-MCMORAN | 0 S LA CIENEGA BLVD | LOS ANGELES | 90056 | LOS ANGELES |
| | FA0025435 | INTERCONTINENTAL LA CENTURY CITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2151 AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| SLT43653651 | | INTERNATIONAL BANK PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 943 N. MAIN ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603701447 | | INTERNATIONAL LIGHT METALS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 19200 WESTERN AVE S | LOS ANGELES | 90501 | LOS ANGELES |
| T0603700821 | | IRVING ROSSNER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3201 EASTERN AVE N | LOS ANGELES | 90032 | LOS ANGELES |
| | FA0004185 | ISD FLEET - ALAMEDA ST. GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1055 N ALAMEDA ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0035299 | ISD FLEET - GRAND AVE. GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 140 N GRAND AVE | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0037138 | ISD-COUNTY OF LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 110 N GRAND AVE | LOS ANGELES | 90012 | LOS ANGELES |
| SL204DP | | IWP FACILITY - FORMER TRUCK SCALE AREA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 2451 EAST 23RD ST | LOS ANGELES | 90058 | LOS ANGELES |
| SL0603785102 | | IWP FACILITY - TRUCK SCALE AREA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 2451 23RD | LOS ANGELES | 90058 | LOS ANGELES |
| T10000003466 | | J & S AUTO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2028-30 SOUTH SAN PEDRO ST. | LOS ANGELES | 90011 | LOS ANGELES |
| | FA0015453 | J PAUL GETTY TRUST | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 17985 W PACIFIC COAST HWY | LOS ANGELES | 90272 | LOS ANGELES |
| | FA0040916 | J PAUL GETTY TRUST | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 199 N CHURCH LN | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0025683 | J PAUL GETTY TRUST | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1200 W GETTY CENTER DR | LOS ANGELES | 90049 | LOS ANGELES |
| SL204EP2415 | | J STANLEY KLEIN TRUST PROPERTY | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 10769 PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| WDR100001533 | | JACK ENGLE CO. | * WDR SITE | | NEVER ACTIVE - WDR | | | 8440 SOUTH ALAMEDA STREET | LOS ANGELES | 90001 | LOS ANGELES |
| T0603742772 | | JACK IN THE BOX | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12735 MAIN ST. S. | LOS ANGELES | 90061 | LOS ANGELES |
| T0603775823 | | JACKSON, DEMARCO & PECKENPAUGH | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 5843-51 WALL ST | LOS ANGELES | | LOS ANGELES |
| | | JACOB'S UNION SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8755 W 3RD ST | LOS ANGELES | 90048 | LOS ANGELES |
| | LACoFA0007114 | JAFFAR RASHID | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 2138 W CENTURY BLVD | LOS ANGELES | 90047 | LOS ANGELES |
| | FA0002975 | JAG OIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10564 W PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603729686 | | JAMES LEE SERVICE CENTER | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 3950 MARTIN LUTHER KING JR. BL. | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700775 | | JAMES SCOVEL PROPERTY | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 3827 SUNSET BLVD W | LOS ANGELES | 90029 | LOS ANGELES |
| WDR100002124 | | JAMES SCOVEL PROPERTY | * WDR SITE | | HISTORICAL - WDR | | | 3827 SUNSET BOULEVARD | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0000555 | JAMES SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3950 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| T0603787429 | | JAMISON 3875 WILSHIRE, LLC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3875 WILSHIRE BLVD. | LOS ANGELES | 90010 | LOS ANGELES |
| T10000000738 | | JAMISON PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3550 6TH ST. W. | LOS ANGELES | 90020 | LOS ANGELES |
| | FA0006730 | JASON'S ARCO & MINI MART INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2211 S HOOVER ST | LOS ANGELES | 90007 | LOS ANGELES |
| T0603771868 | | JASS AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4067 VERDUGO RD. N. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700796 | | JAYBEE MANUFACTURING CORP. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 301 AVENUE 26 E | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700858 | | JEAN CROGHAN PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2060 LA CIENEGA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| SL184741457 | | JEFFERSON NEW MIDDLE SCHOOL #1 | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 644 EAST 56TH ST | LOS ANGELES | | LOS ANGELES |
| SL0603711101 | | JESSE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 650 NORTH HOOVER STREET | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700650 | | JET DELIVERY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 750 010TH ST E | LOS ANGELES | 90021 | LOS ANGELES |
| | | JEWISH HOME FOR THE AGING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 18855 VICTORY BLVD | LOS ANGELES | 91335 | LOS ANGELES |
| SL204BX2363 | | JFL ELECTRIC CO/UNITED CHEMICAL (FORMER) | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 8251-8257 COMPTON AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T0603702080 | | JIM BESS CHEVROLET (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 21100 SHERMAN WY | LOS ANGELES | 91303 | LOS ANGELES |
| T0603700530 | | JIMMIE JOE'S TEXACO | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 900 HILL ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | | JIN'S LA CIENEGA SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8500 W PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| | FA0015617 | JNB MANAGEMENT, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1691 W ADAMS BLVD | LOS ANGELES | 90007 | LOS ANGELES |
| T0603700544 | | JOE'S AUTO WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 400 007TH ST E | LOS ANGELES | 90014 | LOS ANGELES |
| T0603784153 | | JOE'S CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 400 007TH ST. E. | LOS ANGELES | 90014 | LOS ANGELES |
| | | JOE'S SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6230 FRANKLIN AVE | LOS ANGELES | 90028 | LOS ANGELES |
| T0603705399 | | JOHN BATES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 21600 VERMONT AVE S | LOS ANGELES | 90502 | LOS ANGELES |
| T0603700554 | | JOHN D JONES SHOPPING CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4501 MARTIN LUTHER KING BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0000770 | JOHN FERRARO BUILDING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 111 N HOPE ST | LOS ANGELES | 90012 | LOS ANGELES |
| | LACoFA0009706 | JOHN SERVICE STATION INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 105 E EL SEGUNDO BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| SL0603788935 | | JOHN'S AUTO CENTER | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 4081 MARLTON AVE | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700441 | | JOHN'S TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 565 VIRGIL AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| WDR100040244 | | JONATHAN AZAL RESIDENCE | * WDR SITE | | ACTIVE - WDR | | | 3439 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049-1019 | LOS ANGELES |
| WDR100040160 | | JONATHAN AZAL RESIDENCE | * WDR SITE | | ACTIVE - WDR | | | 3703 ALOMAR DRIVE | LOS ANGELES | 91423 | LOS ANGELES |
| | FA0012314 | JONATHAN CLUB | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 545 S FIGUEROA ST | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0018662 | JONES LANG LASALLE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1801 W OLYMPIC BLVD | LOS ANGELES | 90006 | LOS ANGELES |
| T10000003051 | | JONS MARKET #1 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3667 3RD STREET, WEST | LOS ANGELES | 90020 | LOS ANGELES |
| T10000000384 | | JORGE MANSILLA PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1950 FIRESTONE BLVD | LOS ANGELES | 90001 | LOS ANGELES |
| SL204CT2378 | | JOSEPHS CLEANERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6939 LA TIJERA BLVD | LOS ANGELES | 90045-1906 | LOS ANGELES |
| T10000008194 | | JP CARROLL COMPANY | NON-CASE INFORMATION | | INFORMATIONAL ITEM | | | 310 MADISON AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700497 | | JUNS KIM SUN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1900 SAN PEDRO ST S | LOS ANGELES | 90011 | LOS ANGELES |
| T0603710350 | | JUST TIRES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8425 BEVERLY BLVD. | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0010381 | K. NALBANDIAN SERVICE CENTER INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1270 N VERMONT AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0003253 | KAISER FOUNDATION HOSPITALS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6041 W CADILLAC AVE | LOS ANGELES | 90034 | LOS ANGELES |
| | FA0013421 | KAISER PERMANENTE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4950 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA-003-2259 | KAISER PERMANENTE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4760 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0015222 | KAISER PERMANENTE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4867 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0002810 | KAISER PERMANENTE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 765 W COLLEGE ST | LOS ANGELES | 90012 | LOS ANGELES |
| | 25489 | KAISER PERMANENTE MENTAL HEALTH CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 765 W COLLEGE ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700859 | | KAISER PERMANENTE WEST LA MED. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6041 CADILLAC AVE | LOS ANGELES | 90034 | LOS ANGELES |
| | ??????? | KB GAS MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1009 CRENSHAW BLVD. | LOS ANGELES | 90019-1940 | LOS ANGELES |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| SL0603724783 | | KCOP PRODUCTION STUDIO (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 915 LA BREA AVE | LOS ANGELES | | LOS ANGELES |
| | FA0024704 | KECK HOSPITAL OF USC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 1500 SAN PABLO STREET | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700575 | | KEN'S AUTOMOTIVE | LUST CLEANUP SITE | | OPEN - REMEDIATION | | 5787 ADAMS BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| SLT43126124 | | KENDALL - AMALIE FACILITY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 4000 E. WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| SLT43677675 | | KENNETH HAHN PLAZA | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | 11700 S. WILMINGTON AVE | LOS ANGELES | 90059 | LOS ANGELES |
| | | KENNETH NORRIS JR. CANCER HOSPITAL RESEARCH INSTITUTE FLOORS 5-7 -HSC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 1441 EASTLAKE AVE. | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700060 | | KENTUCKY FRIED CHICKEN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 340 WESTERN AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| | | KIM'S MOBIL SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 1803 W MANCHESTER AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | LACoFA0001421 | KIM'S SERVICE CENTER #256010 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 3860 E 003RD ST | LOS ANGELES | 90063 | LOS ANGELES |
| | LACoFA0003990 | KIM'S UNION 76 #253327 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 14216 S AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| SL204DP2396 | | KINDER-MORGAN SECTION 23 PIPELINES | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 9600 ALAMEDA ST NEAR MISSOURI AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | | KINDRED HOSPITAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 5524 W SLAUSON AVE | LOS ANGELES | 90056 | LOS ANGELES |
| | LACoFA0025147 | KINDRED HOSPITAL LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 5525 W SLAUSON AVE | LOS ANGELES | 90056 | LOS ANGELES |
| T0603700468 | | KINGSLEY AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 3401 008TH ST | LOS ANGELES | 90005 | LOS ANGELES |
| WDR100001561 | | KINGSLEY NORTHWEST CORPORATION | * WDR SITE | | NEVER ACTIVE - WDR | | 3401 WEST 8TH STREET | LOS ANGELES | 90005 | LOS ANGELES |
| | FA0025112 | KLAC TRANSMITTER SITE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 2201 N INDIANA AVE | LOS ANGELES | 90032 | LOS ANGELES |
| SLT4L8881889 | | KLEERPAK MANUFACTURING | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 13051 SATICOY | LOS ANGELES | | LOS ANGELES |
| T10000005428 | | KLORMAN PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 9860 SEPULVEDA BLVD | LOS ANGELES | 91345 | LOS ANGELES |
| SL204CW2381 | | KNOLLWOOD CLEANERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 11856 BALBOA BLVD | LOS ANGELES | | LOS ANGELES |
| WDR100001565 | | KOBI AUTO CENTER | * WDR SITE | | HISTORICAL - WDR | | 4802 EAGLE ROCK BOULEVARD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603765118 | | KOBI AUTO CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 4802 EAGLE ROCK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603717751 | | KOK'S AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 5551 HUNTINGTON DR. E. | LOS ANGELES | 90032 | LOS ANGELES |
| SL603799574 | | KOREAN DRYCLEANERS & LAUNDRY | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | 3807 WILSHIRE BLVD. #720 | LOS ANGELES | 90010 | LOS ANGELES |
| | FA0030392 | KOSBC CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 5164 W WASHINGTON BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | | KS 4000 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 4000 W 6TH ST | LOS ANGELES | 90020 | LOS ANGELES |
| | | KTLA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 5800 W SUNSET BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| T0603704098 | | KTLA BROADCASTING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | ATHENS MT WILSON RD | LOS ANGELES | 91023 | LOS ANGELES |
| | | KTLA-TV | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 1455 N VAN NESS AVE | LOS ANGELES | 90028 | LOS ANGELES |
| | LACoFA0012105 | KTR CLA II LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 6100 GARFIELD AVE | LOS ANGELES | 90040 | LOS ANGELES |
| T0603701153 | | KUK YONS KIM | LUST CLEANUP SITE | | OPEN - REMEDIATION | | 449 IMPERIAL HWY W | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700878 | | KYOTARU AMERICA CORP. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 301 ROBERTSON BLVD S | LOS ANGELES | 90035 | LOS ANGELES |
| SLT43210208 | | L & M PROPERTIES | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | 18150 S. FIGUEROA ST | LOS ANGELES | 90248 | LOS ANGELES |
| T0603712549 | | L A PAPER BOX & BOARD MILLS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 5959 E RANDOLPH STREET | LOS ANGELES | 90040 | LOS ANGELES |
| T0603798812 | | L.A. NEW MIDDLE SCHOOL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 1546 WILSHIRE BLVD. | LOS ANGELES | 90017 | LOS ANGELES |
| | | LA - COUNTY METROPOLITAN TRANS AUTH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 720 E 15TH ST | LOS ANGELES | 90021 | LOS ANGELES |
| | | LA BREA & VENICE UNOCAL 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 1515 S LA BREA AVE | LOS ANGELES | 90019 | LOS ANGELES |
| | FA0006939 | LA BREA CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 307 N. LA BREA AVENUE | LOS ANGELES | 90036-2517 | LOS ANGELES |
| | LACoFA0025234 | LA BREA GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | 4701 W. SLAUSON AVENUE | LOS ANGELES | 90056-1205 | LOS ANGELES |
| | FA00020425 | LA BREA SHELL AUTO CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | 2339 S LA BREA AVE | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700874 | | LA CIENEGA CAR WASH | LUST CLEANUP SITE | | OPEN - REMEDIATION | | 1907 LA CIENEGA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| T10000008600 | | LA CIENEGA CREATIVE PROPERTIES | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | 3077-3243 LA CIENEGA BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| T10000000575 | | LA CIENEGA CREATIVE PROPERTIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | 3077-3243 LA CIENEGA BLVD S | LOS ANGELES | 90016 | LOS ANGELES |
| T10000012271 | | LA CIENEGAS OIL FIELD SUMP, POND AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | LAS CIENEGAS | ALLENCO ENERGY/ FREEPORT-MCMORAN | 0 ARLINGTON AVE | LOS ANGELES | 90019 | LOS ANGELES |
| T0603700506 | | LA CITY DEPT WATER & POWER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 111 HOPE ST N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603792891 | | LA CITY FIRE STATION #11 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1819 7TH ST W | LOS ANGELES | 90057 | LOS ANGELES |
| T0603793075 | | LA CITY FIRE STATION #14 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3401 CENTRAL AVE S | LOS ANGELES | 90011 | LOS ANGELES |
| T0603793076 | | LA CITY FIRE STATION #15 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 915 JEFFERSON BLVD W | LOS ANGELES | 90007 | LOS ANGELES |
| T0603793078 | | LA CITY FIRE STATION #25 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2927 WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603793079 | | LA CITY FIRE STATION #33 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6406 MAIN ST S | LOS ANGELES | 90013 | LOS ANGELES |
| T0603793036 | | LA CITY FIRE STATION #34 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3661 7TH AVE | LOS ANGELES | 90018 | LOS ANGELES |
| T0603793074 | | LA CITY FIRE STATION #4 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 800 MAIN ST N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603793037 | | LA CITY FIRE STATION #43 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10234 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603793041 | | LA CITY FIRE STATION #46 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4370 HOOVER ST S | LOS ANGELES | 90037 | LOS ANGELES |
| T0603701179 | | LA CITY FIRE STATION #55 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4455 YORK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603714801 | | LA CITY FIRE STATION #61 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5821 3RD ST W. | LOS ANGELES | 90036 | LOS ANGELES |
| T0603793038 | | LA CITY FIRE STATION #62 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3631 CENTINELA AVE | LOS ANGELES | 90066 | LOS ANGELES |
| T0603793047 | | LA CITY FIRE STATION #94 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4470 COLISEUM ST | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700581 | | LA CITY GENERAL SERVICES DPT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 630 005TH ST W | LOS ANGELES | 90071 | LOS ANGELES |
| T0603700791 | | LA CITY SANITATION WASTEWATER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2335 DORRIS | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700655 | | LA CO AUTOMOTIVE REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1104 EASTERN AVE N | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0001711 | LA CO DPW ROAD DIV #241 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 2120 E 090TH ST | LOS ANGELES | 90002 | LOS ANGELES |
| T0603703650 | | LA CO DPW ROAD MD3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5530 W 83RD ST | LOS ANGELES | 90045 | LOS ANGELES |
| T0603704720 | | LA CO DPW ROAD RD 142 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4304 E EUGENE ST | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0001525 | LA CO DPW SMD SOUTH YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1129 E 059TH ST | LOS ANGELES | 90001 | LOS ANGELES |
| | LACoFA0009945 | LA CO DWP ROAD MAINT YARD #142 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 4304 EUGENE ST | LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0009493 | LA CO FD C & M | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1320 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| T0603705155 | | LA CO FIRE STATION #001 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1108 EASTERN AVE N | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603705165 | | LA CO FIRE STATION #003 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 930 EASTERN AVE S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603705160 | | LA CO FIRE STATION #14 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1401 W 108TH ST | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700533 | | LA CO HALL OF ADMINIST. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 500 TEMPLE ST W | LOS ANGELES | 90012 | LOS ANGELES |
| | LACoFA0009510 | LA CO ISD AUTOMOTIVE SHOP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1104 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | LACoFA0009483 | LA CO ISD/COMMUNICATIONS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1110 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| T0603701131 | | LA CO MEDICAL ASSOCIATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1925 WILSHIRE BLVD | LOS ANGELES | 90057 | LOS ANGELES |
| T0603701127 | | LA CO MEDICAL ASSOCIATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1930 006TH ST W | LOS ANGELES | 90057 | LOS ANGELES |
| | LACoFA0023979 | LA CO MTA DIV 7 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 8800 SANTA MONICA BLVD | LOS ANGELES | 90069 | LOS ANGELES |
| T0603700513 | | LA CO PARKING GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1035 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| T0603704650 | | LA CO SHERIFF EAST LA STATION | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 5019 E 3RD ST | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0009538 | LA CO SHERIFF'S DEPT. - (COMM CENTER) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1277 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | LACoFA0001420 | LA CO SHERIFF'S DEPT. - EAST LA SHERIFF'S STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 5019 E 003RD ST | LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0009539 | LA CO SHERIFF'S DEPT. - EMERGENCY OPERATIONS BUREAU | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1275 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | FA0029436 | LA CO SHERIFF'S DEPT. - TWIN TOWERS CORRECTIONAL FACILITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 450 E BAUCHET ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700110 | | LA CO WEST MOSQUITO ABATEMENT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12107 JEFFERSON BLVD | LOS ANGELES | 90230 | LOS ANGELES |
| T0603701251 | | LA CO WEST MOSQUITO ABATEMENT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12121 JEFFERSON BLVD | LOS ANGELES | 90230 | LOS ANGELES |
| | FA0014399 | LA COUNTY - H CLAUDE HUDSON COMPREH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2829 S GRAND AVE | LOS ANGELES | 90007 | LOS ANGELES |
| | FA0013239 | LA COUNTY - HALL OF ADMINISTRATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 500 W TEMPLE ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0005974 | LA COUNTY - HEALTH SERVICES ADMINIS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 313 N FIGUEROA ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0015481 | LA COUNTY - PUBLIC WORKS DEPT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1525 ALCAZAR ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700525 | | LA COUNTY CENTRAL JAIL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 441 BAUCHET ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603777221 | | LA COUNTY COMMUNITY DEVELOPMENT COMMISSION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10500 NORMANDIE AVE. S. | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0003564 | LA COUNTY DEPT OF PUBLIC WORKS CY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2275 E ALCAZAR ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603774319 | | LA COUNTY FIRE DEPT. FIRE STATION #058 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5757 S FAIRFAX AVE | LOS ANGELES | 90056-1234 | LOS ANGELES |
| T0600194032 | | LA COUNTY FIRE STA #038 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3907 W 54TH ST | LOS ANGELES | 90043 | LOS ANGELES |
| | | LA COUNTY METROPOLITAN TRANSP DIV 1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1130 E 6TH ST | LOS ANGELES | 90021 | LOS ANGELES |
| | | LA COUNTY PUBLIC WORKS MD3 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5530 W 83RD ST | LOS ANGELES | 90045 | LOS ANGELES |
| | FA-000-984136 | LA COUNTY SHERIFF DEPT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 441 E BAUCHET ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0007472 | LA COUNTY- DHS-HUBERT HUMPHERY COMP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5850 S MAIN ST | LOS ANGELES | 90003 | LOS ANGELES |
| T0603790000 | | LA DWP - DEPT OF WATER & POWER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1324 WALL ST S | LOS ANGELES | 90015 | LOS ANGELES |
| SL204AE1744 | | LA DWP STREETLIGHT MAINTENANCE HQTS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 611 NORTH HOOVER ST | LOS ANGELES | 90004 | LOS ANGELES |
| T10000001016 | | LA FIRST CHOICE COLLISION CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1546 7TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| WDR100026578 | | LA HABRA BOOSTER STATION | * WDR SITE | | HISTORICAL - WDR | HARBOR BOULEVARD | LOS ANGELES COUNTY | | LOS ANGELES |
| T0603700101 | | LA MANCHA DEVELOPMENT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3470 CESAR E CHAVEZ | LOS ANGELES | 90063 | LOS ANGELES |
| T0603793070 | | LA MEDIA TECHNOLOGY CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2702-2712 SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700642 | | LA MTA DIVISION 1 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 624 CENTRAL S | LOS ANGELES | 90021 | LOS ANGELES |
| T0603702781 | | LA REINA INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 316 FORD BLVD N | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603764149 | | LA SOUTHWEST COLLEGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11404 SOUTH WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| T0603792871 | | LA TIJERA PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7351 LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| SL204EG2409 | | LA TO PASADENA METRO BLUE LINE CONSTRUCTION AUTHOR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | LOS ANGELES | | LOS ANGELES |
| | FA0023117 | LA TOUR WILSHIRE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10380 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| T10000000506 | | LA UNIFIED SCHOOL DISTRICT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4141 E CESAR E CHAVEZ AVE | LOS ANGELES | 90063 | LOS ANGELES |
| T0603700971 | | LA VIGNE FAMILY TRUST PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2346 HYPERION AVE | LOS ANGELES | 90039 | LOS ANGELES |
| T10000008461 | | LA1 AND LA2 WELL SITE | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 806 NORTH BEAUDRY | LOS ANGELES | 90012 | LOS ANGELES |
| SL2046W1657 | | LAC - USC MEDICAL CENTER REPLACEMENT PROJECT | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2000 MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T10000011064 | | LAC METRO DIVISION NO. 10 | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 742 MISSION RD | LOS ANGELES | 90033 | LOS ANGELES |
| T0603701183 | | LAC MTA DIVISION 3, MAINTENANCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 630 AVENUE 28 W | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700840 | | LAC MTA, DIVISION 10 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 742 MISSION RD N | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0040426 | LAC+USC EAST POWER PLANT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2053 MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700846 | | LAC/USC MEDICAL CENTER | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1200 STATE ST N | LOS ANGELES | 90033 | LOS ANGELES |
| | | LACMTA - DIV 10 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 742 N MISSION RD | LOS ANGELES | 90033 | LOS ANGELES |
| | LACoFA0010217 | LACOSD-SPEC. ENFORCEMENT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 130 S FETTERLY AVE | LOS ANGELES | 90022 | LOS ANGELES |
| T10000004864 | | LACY'S STREET DUMP | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 400 26TH AVENUE | LOS ANGELES | 90031 | LOS ANGELES |
| WDR100001846 | | LADWP STREETLIGHT MAINTENANCE HEADQUARTERS | * WDR SITE | | HISTORICAL - WDR | 611 NORTH HOOVER STREET | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700456 | | LADWP-STREETLIGHT MAINT.HDQTRS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 611 HOOVER ST N | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0003838 | LAFD - FIRE STATION 1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2230 N PASADENA AVE | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0003910 | LAFD - FIRE STATION 3 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 108 N FREMONT AVE | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0003882 | LAFD - FIRE STATION 6 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 326 N VIRGIL AVE | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0003970 | LAFD - FIRE STATION 10 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1335 S OLIVE ST | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0003883 | LAFD - FIRE STATION 11 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1819 W 7TH ST | LOS ANGELES | 90057 | LOS ANGELES |
| | FA0003884 | LAFD - FIRE STATION 13 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1206 S VERMONT AVE | LOS ANGELES | 90006 | LOS ANGELES |
| | FA0003885 | LAFD - FIRE STATION 20 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2144 W SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0003840 | LAFD - FIRE STATION 25 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2927 E WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0003913 | LAFD - FIRE STATION 26 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2009 S WESTERN AVE | LOS ANGELES | 90018 | LOS ANGELES |
| | FA0024417 | LAFD - FIRE STATION 27 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1327 N COLE AVE | LOS ANGELES | 90028 | LOS ANGELES |
| | FA0022503 | LAFD - FIRE STATION 29 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4029 W WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| | FA0003829 | LAFD - FIRE STATION 35 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1601 N HILLHURST AVE | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0003845 | LAFD - FIRE STATION 37 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1090 S VETERAN AVE | LOS ANGELES | 90024 | LOS ANGELES |
| | FA0003830 | LAFD - FIRE STATION 41 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1439 N GARDNER ST | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0003827 | LAFD - FIRE STATION 42 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2021 W COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| | FA0003893 | LAFD - FIRE STATION 43 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3690 S MOTOR AVE | LOS ANGELES | 90034 | LOS ANGELES |
| | FA0003873 | LAFD - FIRE STATION 44 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1410 W CYPRESS AVE | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0003841 | LAFD - FIRE STATION 47 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4575 E HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| | FA0022401 | LAFD - FIRE STATION 52 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4957 W MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0003886 | LAFD - FIRE STATION 61 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5821 W 3RD ST | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0036045 | LAFD - FIRE STATION 65 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1801 E CENTURY BLVD | LOS ANGELES | 90002 | LOS ANGELES |
| | FA0020537 | LAFD - FIRE STATION 66 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1909 W SLAUSON AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | FA0003922 | LAFD - FIRE STATION 68 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5023 W WASHINGTON BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | FA0003832 | LAFD - FIRE STATION 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3111 N CAHUENGA BLVD W | LOS ANGELES | 90068 | LOS ANGELES |
| | FA0003856 | LAFD - FIRE STATION 97 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8021 W MULHOLLAND DR | LOS ANGELES | 90046 | LOS ANGELES |
| | FA0003822 | LAFD - FIRE STATION 99 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 14145 W MULHOLLAND DR | LOS ANGELES | 90210 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| | FA0003851 | LAFD - FIRE STATION 109 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 16500 W MULHOLLAND DR | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0036531 | LAFD - FIRE STATION 21 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1192 E 51ST ST | LOS ANGELES | 90011 | LOS ANGELES |
| | FA0036831 | LAFD - FIRE STATION 4 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 450 E TEMPLE ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0036528 | LAFD - FIRE STATION 5 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8900 EMERSON AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0032522 | LAFD - FIRE STATION 56 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2759 W ROWENA AVE | LOS ANGELES | 90039 | LOS ANGELES |
| T0603747741 | | LAFD - FIRE STATION 57 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7800 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0003860 | LAFD - FIRE STATION 58 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1556 S ROBERTSON BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| | FA0036511 | LAFD - FIRE STATION 64 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10811 S MAIN ST | LOS ANGELES | 90061 | LOS ANGELES |
| T0603794280 | | LAFD - FIRE STATION 95 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10010 S INTERNATIONAL RD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0018986 | LAFD - HEADQUARTERS CHE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 200 N MAIN ST UN P-2 | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0016903 | LAFD - SUPPLY & MAINTENANCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 140 S AVENUE 19 | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0039019 | LAFD FIRE STATION 15 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3000 S HOOVER ST | LOS ANGELES | 90007 | LOS ANGELES |
| WDR100035601 | | LAKE LA SHOPPING CENTER | * WDR SITE | | HISTORICAL - WDR | SW CORNER 170 ST & PALMDALE | LAKE LOS ANGELES | 93550 | LOS ANGELES |
| | | LANDMARK II | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11766 W WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603799753 | | LANZIT PROJECT | LUST CLEANUP SITE | | OPEN - REMEDIATION | 930 111TH PL. E. | LOS ANGELES | 90059 | LOS ANGELES |
| WDR100001910 | | LANZIT PROJECT (FORMER CALTRANS SITE) | * WDR SITE | | ACTIVE - WDR | 930 EAST 111TH PLACE | LOS ANGELES | 90059 | LOS ANGELES |
| | FA0011588 | LAPD RAMPART GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1401 W 6TH ST | LOS ANGELES | 90017 | LOS ANGELES |
| | FA0029466 | LAPD - 77TH STREET GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7600 S BROADWAY ST | LOS ANGELES | 90003 | LOS ANGELES |
| | FA0017647 | LAPD - AIR SUPPORT DIVISION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 555 E RAMIREZ ST UN 475 | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0002219 | LAPD - CENTRAL FACILITIES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 519 S WALL ST | LOS ANGELES | 90013 | LOS ANGELES |
| T0603721851 | | LAPD - CENTRAL FACILITIES MOTOR TRANSPORT DIV | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 519 WALL ST | LOS ANGELES | 90013 | LOS ANGELES |
| | FA0002218 | LAPD - CENTRAL GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 555 RAMIREZ ST SPC 112 | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0002227 | LAPD - HARBOR POLICE GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2175 W JOHN S GIBSON BLVD | LOS ANGELES | 90731 | LOS ANGELES |
| | | LAPD - HEADQUARTERS DISPATCH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 100 W 1ST ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603737703 | | LAPD - HOLLENBECK DIVISION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2111 E 1ST ST | LOS ANGELES | 90033 | LOS ANGELES |
| | CAD981656218 | LAPD - HOLLENBECK GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2111 E 1ST ST | LOS ANGELES | 90033 | LOS ANGELES |
| | | LAPD - HOLLYWOOD DIVISION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1358 N WILCOX AVE | LOS ANGELES | 90028 | LOS ANGELES |
| | FA0002222 | LAPD - HOLLYWOOD GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1414 N HUDSON AVE | LOS ANGELES | 90028 | LOS ANGELES |
| | CAL000347438 | LAPD - MAIN STREET FACILITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 260 S MAIN ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0025956 | LAPD - NEWTON GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3400 S CENTRAL AVE | LOS ANGELES | 90011 | LOS ANGELES |
| | FA0002223 | LAPD - NORTHEAST GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3353 N SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | CAL000339316 | LAPD - OLYMPIC GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1130 S VERMONT AVE | LOS ANGELES | 90006 | LOS ANGELES |
| | FA0002226 | LAPD - PACIFIC GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12312 W CULVER BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| | | LAPD - PARKER CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 150 N LOS ANGELES ST UN 415 | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0008488 | LAPD - PROPERTY DIVISION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 555 E RAMIREZ ST UN 260 | LOS ANGELES | 90012 | LOS ANGELES |
| | | LAPD - RAMPART POLICE GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2710 W TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0002237 | LAPD - SOUTHEAST GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 145 W 108TH ST | LOS ANGELES | 90061 | LOS ANGELES |
| | FA0002236 | LAPD - SOUTHWEST GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1546 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90062 | LOS ANGELES |
| | FA0002224 | LAPD - WEST LOS ANGELES GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1658 S BUTLER AVE | LOS ANGELES | 90025 | LOS ANGELES |
| | | LAPD - WEST LOS ANGELES POLICE STAT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1663 S BUTLER AVE | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0010172 | LAPD - WILSHIRE GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4861 W VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| T0603705281 | | LARRY'S SERVICE (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4100 FLORAL DR | LOS ANGELES | 90063 | LOS ANGELES |
| WDR100000582 | | LAS CIENEGAS FIELD,CITPER | * WDR SITE | | HISTORICAL - WDR | 814 23RD STREET | LOS ANGELES | 90007 | LOS ANGELES |
| SL0603769369 | | LASER - PACIFIC MEDIA COMPANY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 823 - 835 SEWARD ST. N | LOS ANGELES | 90038 | LOS ANGELES |
| WDR100040373 | | LAURA GARCIA | * WDR SITE | | DRAFT - WDR | 16325 SCHOENBORN STREET | LOS ANGELES | 91343-6219 | LOS ANGELES |
| | | LAUREL CANYON CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4757 N LAUREL CANYON BLVD | LOS ANGELES | 91607 | LOS ANGELES |
| T0603741009 | | LAUSD | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 2957 OLYMPIC BLVD. W. | LOS ANGELES | 900060 | LOS ANGELES |
| T0603737823 | | LAUSD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2151 SOTO ST N | LOS ANGELES | 90032 | LOS ANGELES |
| | FA0014305 | LAUSD - BUSINESS DIVISION GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 604 E 15TH ST | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0006740 | LAUSD - GARDENA GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 18421 S HOOVER ST | LOS ANGELES | 90248 | LOS ANGELES |
| T0603788360 | | LAUSD - SAFETY SECTION BUS DIV | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1425 S SAN PEDRO ST | LOS ANGELES | 90014 | LOS ANGELES |
| | | LAUSD - VACANT LOT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3600 W COUNCIL ST | LOS ANGELES | 90004 | LOS ANGELES |
| | FA 0034084 | LAWA - BURN SITE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11200 PERSHING DR | LOS ANGELES | 90045 | LOS ANGELES |
| | | LAWA - LIGHTING VAULT 1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7350 WORLD WY W | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0011024 | LAWA - MAINTENANCE YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7411 WORLD WAY WEST | LOS ANGELES | 90045-5803 | LOS ANGELES |
| | FA 0010989 | LAWA - TERMINAL 1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 100 WORLD WY | LOS ANGELES | 90045 | LOS ANGELES |
| | | LAWA - TERMINAL 3 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 300 WORLD WY W | LOS ANGELES | 90045 | LOS ANGELES |
| | FA 0011007 | LAWA - TERMINAL 5 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 550 WORLD WY | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0011005 | LAWA-TOM BRADLEY INTERNATIONAL TERMINAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 380 WORLD WY | LOS ANGELES | 90045 | LOS ANGELES |
| T0603701185 | | LAWRY'S CALIFORNIA CENTER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 570 AVENUE 26 W | LOS ANGELES | 90065 | LOS ANGELES |
| SL184381421 | | LAWRY'S CENTER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 528 SAN FERNANDO RD | LOS ANGELES | | LOS ANGELES |
| SLT43268266 | | LAWRY'S MATTHEW SITE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 570 W. 026TH AVE | LOS ANGELES | 90065 | LOS ANGELES |
| T0603712840 | | LAX - CONTINENTAL AIRLINES MAINTENANCE FACILITY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 7300 W WORLD WAY | LOS ANGELES | 90045 | LOS ANGELES |
| SL0603769898 | | LAX - KOREAN AIRLINES | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 6101 WEST IMPERIAL HIGHWAY | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0039629 | LAX 24R ALSF OSS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9999 1/2 SEPULVEDA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| SL373482451 | | LAXFUEL - BFSF | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 9900 LAXFUEL ROAD | LOS ANGELES | 90045 | LOS ANGELES |
| SLT43202200 | | LAXFUEL - DFSF | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 7265 W. WORLD WY | LOS ANGELES | 90293 | LOS ANGELES |
| T0603774241 | | LAYOS TRUST FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 901 HIGHLAND AVE. N. | LOS ANGELES | 90038 | LOS ANGELES |
| SL184661449 | | LEACH CORPORATION FACILITY | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 5915 AVALON BOULEVARD | LOS ANGELES | 90003 | LOS ANGELES |
| T0603744874 | | LEE & SONS (HAULING) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4175 S BROADWAY | LOS ANGELES | 90037-2234 | LOS ANGELES |
| | FA0000145 | LEE IN KU'S MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 958 S ALVARADO ST | LOS ANGELES | 90006 | LOS ANGELES |
| | | LEE'S ARCO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5804 S CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES |
| T0603797625 | | LEE'S ARCO SMOG PROS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5804 CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES |
| | LACoFA0010616 | LEE'S MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1502 E FIRESTONE BLVD | LOS ANGELES | 90002 | LOS ANGELES |
| T0603703942 | | LEGRAND WILBERT VAULTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4212 WHITTIER BLVD | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603757623 | | LEIMERT AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4376 LEIMERT BLVD. | LOS ANGELES | 90008 | LOS ANGELES |
| T0603701176 | | LERNER OIL COMPANY (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2400 BARRINGTON AVE S | LOS ANGELES | 90064 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SL184151398 | | LESLIE FAMILY TRUST | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3566/3580 WEST THIRD ST | LOS ANGELES | | LOS ANGELES | |
| T0603708995 | | LESLIE'S SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5101 FOUNTAIN AVE. | LOS ANGELES | 90029 | LOS ANGELES | |
| T10000006479 | | LIBERTY CAR & TRUCK RENTAL FORMER | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 800 LA BREA AVENUE N | LOS ANGELES | 90038 | LOS ANGELES | |
| T10000011250 | | LIBERTY CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 11460 GATEWAY BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| T0603701235 | | LIBRARY SQUARE CONSTRUCTION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 633 5TH ST W | LOS ANGELES | 90071 | LOS ANGELES | |
| SL2044N1597 | | LIDO CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 1901-1907 NORTH WILCOX AVE | LOS ANGELES | 90068 | LOS ANGELES | |
| T0603700915 | | LIGHTING STRIKES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6601 SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES | |
| T0603704733 | | LIGHTNING AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3963 UNION PACIFIC AVE E | LOS ANGELES | 90023 | LOS ANGELES | |
| | FA0002938 | LIMOUSINE EXPRESS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 260 E 6TH ST | LOS ANGELES | 90014 | LOS ANGELES | |
| | FA0000795 | LINCOLN HEIGHTS SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3101 ARTESIAN ST | LOS ANGELES | 90031 | LOS ANGELES | |
| SL204EM2413 | | LINCOLN PARK | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 2037 LINCOLN PARK AVE | LOS ANGELES | | LOS ANGELES | |
| T0603792895 | | LINDA VISTA HOSPITAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 610 SAINT LOUIS ST S | LOS ANGELES | 90023 | LOS ANGELES | |
| | | LOGICAL LINK | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1255 N HIGHLAND AVE | LOS ANGELES | 90038 | LOS ANGELES | |
| T0603752229 | | LONDON CARE CLEANERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 998 S ROBERTSON | LOS ANGELES | 90035 | LOS ANGELES | |
| T10000012078 | | LONG BEACH OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | LONG BEACH | SIGNAL HILL PETROLEUM/ TERMO COMPANY/ CALIFORNIA E.D.I./ E & B NATURAL RESOURCES MANAGEMENT CORP/ COOPER & BRAIN/ CREE OIL LTD/ AXIS PETROLEUM/ GEORGE KAHN OPERATING CO. & ROBERT W. LEE/ GRANER OIL COMPANY/ HERLEY-KELLY COMPANY/ JOHN O. RICHARDSON/ M & J OPERATOR/ S & C COMPANY/ MITCHWIL INVESTMENTS, LLC/ OIL OPERATORS INCORPORATED/ JOHN GUZMAN CRANE SERVICE/ OIL FIELD ASSOCIATES/ C. E. ALLEN COMPANY/ BREITBURN OPERATING LP/ OXY LONG BEACH | 0 WILLOW STREET E. | LOS ANGELES | 90755 | LOS ANGELES | |
| T10000002999 | | LOOMIS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1929 PICO, WEST | LOS ANGELES | 90006 | LOS ANGELES | |
| L10001048735 | | LOPEZ CANYON LANDFILL | LAND DISPOSAL SITE | | OPEN - CLOSED/WITH MONITORING | | | 11950 LOPEZ CYN | LOS ANGELES | 91342 | LOS ANGELES | |
| WDR100017221 | | LOS ANGELES ACADEMY MIDDLE SCHOOL | * WDR SITE | | ACTIVE - WDR | | | 644 EAST 56TH STREET | LOS ANGELES | 90011 | LOS ANGELES | |
| WDR100039664 | | LOS ANGELES ACADEMY MIDDLE SCHOOL (ISCR) | * WDR SITE | | ACTIVE - WDR | | | 644 EAST 56TH STREET | LOS ANGELES | 90011 | LOS ANGELES | |
| | | LOS ANGELES AIR FORCE BASE | MILITARY BASE | | | | | | LOS ANGELES | | LOS ANGELES | 16636 |
| | FA0003411 | LOS ANGELES AIRPORT MARRIOTT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5855 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| | FA0036326 | LOS ANGELES CABLES SPORTS PRODUCTION LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 888 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES | |
| WDR100039439 | | LOS ANGELES CITY - LAMP | * WDR SITE | | DRAFT - WDR | | | 200 SPRING | LOS ANGELES | 90012-3710 | LOS ANGELES | |
| T10000012277 | | LOS ANGELES CITY OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | LOS ANGELES CITY | CHAIM AND BATO/ PS126 INVESTMENTS | 0 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES | |
| | | LOS ANGELES CONVENTION CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1501 S FIGUEROA ST | LOS ANGELES | 90015 | LOS ANGELES | |
| | FA0014256 | LOS ANGELES CONVENTION CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1201 S FIGUEROA ST | LOS ANGELES | 90015 | LOS ANGELES | |
| | FA0015962 | LOS ANGELES COUNTRY CLUB | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10101 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES | |
| | | LOS ANGELES COUNTY - RECORDS ARCHIVE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 223 N BROADWAY | LOS ANGELES | 90012 | LOS ANGELES | |
| T10000001641 | | LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 630 AVENUE 28, WEST | LOS ANGELES | 90065 | LOS ANGELES | |
| T10000012278 | | LOS ANGELES DOWNTOWN OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | LOS ANGELES DOWNTOWN | | 0 S GRAND AVE | LOS ANGELES | 90015 | LOS ANGELES | |
| WDR100009975 | | LOS ANGELES EAST TERMINAL | * WDR SITE | | ACTIVE - WDR | | | 13500 SOUTH BROADWAY | LOS ANGELES | 90061 | LOS ANGELES | |
| | 25155 | LOS ANGELES FIRE STATION 14 | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 3401 S CENTRAL AVE | LOS ANGELES | 90011 | LOS ANGELES | |
| | 25113 | LOS ANGELES FIRE STATION 56 | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 2759 ROWENA AVE | LOS ANGELES | 90039 | LOS ANGELES | |
| | | LOS ANGELES NAVAL MCRC | MILITARY BASE | | | | | | LOS ANGELES | | LOS ANGELES | 16543 |
| SL204FF2428 | | LOS ANGELES RIVER IMPROVEMENT | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | ATLANTIC AVE | LOS ANGELES | 90221 | LOS ANGELES | |
| SL204FE2427 | | LOS ANGELES RIVER IMPROVEMENT PROJECT | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 5900 E. ALONDRA AVE | LOS ANGELES | 90221 | LOS ANGELES | |
| T0603700628 | | LOS ANGELES SHRINERS HOSPITAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3169 GENEVA ST | LOS ANGELES | 90020 | LOS ANGELES | |
| T0603700521 | | LOS ANGELES TIMES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 214 002ND ST E | LOS ANGELES | 90012 | LOS ANGELES | |
| | 19-051-019548 | LOS ANGELES TIMES - OLYMPIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2000 E 8TH ST | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603761703 | | LOS ANGELES TRADE TECH COLLEGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 400 W. WASHINGTON BL. | LOS ANGELES | 90016 | LOS ANGELES | |
| T10000004743 | | LOS ANGELES UNIFIED SCHOOL DISTRICT | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 600 SOUTH ROWAN AVENUE | EAST LOS ANGELES | 90023 | LOS ANGELES | |
| T10000000483 | | LOS ANGELES WORLD AIRPORTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 380 WORLD WAY WEST | LOS ANGELES | 90045 | LOS ANGELES | |
| | | LOS ANGELES WORLD AIRPORTS | COMPLEX SITE CLEANUP PROGRAM FACILITY | | | | | 1 WORLD WAY | LOS ANGELES | | | 80136 |
| SLT4L1501772 | | LOS ANGELES, CITY OF | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1450 GRAND AVE | LOS ANGELES | | LOS ANGELES | |
| WDR100001164 | | LOS ANGELES-GLENDALE WWRP | * WDR SITE | | ACTIVE - WDR | | | 4600 COLORADO BOULEVARD | LOS ANGELES | 90039 | LOS ANGELES | |
| WDR100040102 | | LOS ANGELES-GLENDALE WWRP -WRR | * WDR SITE | | ACTIVE - WDR | | | 4600 COLORADO BOULEVARD | LOS ANGELES | 90039 | LOS ANGELES | |

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|---|---|---|---|---|---|---|---|---|---|
| WDR100001090 | | LOS FELIZ FUEL STOP | * WDR SITE | | HISTORICAL - WDR | 3160 RIVERSIDE DRIVE | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0032301 | LOS FELIZ OIL INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3073 W LOS FELIZ BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| | | LOS FELIZ SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2134 N VERMONT AVE | LOS ANGELES | 90027 | LOS ANGELES |
| | | LOS FELIZ SERVICE, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3050 W LOS FELIZ BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T10000000685 | | LOU EHLERS CADILLAC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5151 WILSHIRE BOULEVARD | LOS ANGELES | 90036 | LOS ANGELES |
| T10000000665 | | LOU EHLERS CADILLAC (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5050-5070 WILSHIRE BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | | LOU'S GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3429 W VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | | LOURDES ROJAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5280 W SUNSET BLVD #A | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0001904 | LOWE TRUCKING CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 501 S MISSION RD | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0037919 | LOYOLA MARYMOUNT UNIVERSITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1 LMU DR | LOS ANGELES | 90045-4900 | LOS ANGELES |
| | | LS PETROLEUM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1403 W. ADAMS BLVD. | LOS ANGELES | 90007 | LOS ANGELES |
| WDR100000060 | | LUBE OIL PACKING,COMMERCE COPR | * WDR SITE | | HISTORICAL - WDR | 4000 EAST WASHINGTON BOULEVARD | LOS ANGELES | 90040 | LOS ANGELES |
| T0603708385 | | LUBRICATION COMPANY OF AMERICA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4212 PACIFIC WAY E. | LOS ANGELES | 90023 | LOS ANGELES |
| | | LUCKY PACIFIC OIL, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11550 LAUREL CANYON BLVD | LOS ANGELES | 91340 | LOS ANGELES |
| T10000001120 | | LULA WASHINGTON DANCE STUDIO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3773 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0034050 | LUXE CITY CENTER HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1020 S FIGUEROA ST | LOS ANGELES | 90015 | LOS ANGELES |
| T10000008214 | | LYLE VAN PATTEN COMPANY | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 321 135TH ST W | LOS ANGELES | 90061 | LOS ANGELES |
| | | M & J SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4236 N EAGLE ROCK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0030675 | M & M GAS STATION & MINI-MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 343 W GAGE AVE | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700833 | | M & Y SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2701 001ST ST E | LOS ANGELES | 90033 | LOS ANGELES |
| T0603704410 | | M&A TRANSFER/HOT POINT DIST. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5125 TELEGRAPH RD | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | FA0029392 | M&M AUTO SPA INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2740 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| SLT4L2131781 | | M-5 STEEL | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 2901 SACO ST | LOS ANGELES | 90058 | LOS ANGELES |
| WDR100001101 | | M.P.R. TRUCKING | * WDR SITE | | HISTORICAL - WDR | 5885 HOLMES | LOS ANGELES | 90001 | LOS ANGELES |
| T0603704779 | | MAC ADAM INTERNATIONAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4218 WHITESIDE AVE | EAST LOS ANGELES | 90063 | LOS ANGELES |
| T0603739908 | | MAC ARTHUR PARK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2230 6TH ST. W. | LOS ANGELES | 90057 | LOS ANGELES |
| | LACoFA0039506 | MACBRIDE AUTOMOTIVE #A | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4625 E OLYMPIC BLVD # A | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603705493 | | MAGDALENA MARTINEZ | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4545 CESAR CHAVEZ AVE E | LOS ANGELES | 90022 | LOS ANGELES |
| T060370268 | | MAGIC AUTO BODY | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5217 W PICO BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| T0603700729 | | MAGIC GAS & AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1600 ECHO PARK AVE N | LOS ANGELES | 90026 | LOS ANGELES |
| T0603712547 | | MAGNESS PETROLEUM COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 625 E ANAHEIM ST | LOS ANGELES | 90744 | LOS ANGELES |
| T0603701231 | | MAGNOLIA CUSTOM CARE CLEANERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8410 MELROSE AVE | LOS ANGELES | 90069 | LOS ANGELES |
| | FA0026170 | MAGUIRE PROP - TWO CAL PLAZA LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 350 S GRAND AVE | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0025312 | MAGUIRE PROPERTIES 777 S FIG LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 777 S FIGUEROA ST | LOS ANGELES | 90017 | LOS ANGELES |
| T0603705349 | | MAHAFFEY DRILLING CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1210 190TH ST W | LOS ANGELES | 90502 | LOS ANGELES |
| | FA0000851 | MAIN ST. FUELS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1516 S. MAIN STREET, UNIT A | LOS ANGELES | 90015-2504 | LOS ANGELES |
| | FA0003656 | MAIN STREET CENTER AND RECEIVING STATION A AND DIS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1630 N MAIN ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700500 | | MAIN STREET DAIRY (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1620 SPRING ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | | MAIN STREET GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11321 S MAIN ST | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700511 | | MAIN STREET OIL DEPOT | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1630 MAIN ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0033652 | MAJESTIC CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8017 W 3RD ST | LOS ANGELES | 90048 | LOS ANGELES |
| T0603701108 | | MAJESTIC CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8017 003RD ST W | LOS ANGELES | 90048 | LOS ANGELES |
| T0603701089 | | MANCHESTER ST ANDREWS CARWASH | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1923 MANCHESTER AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700517 | | MANGROVE ESTATE, B.V. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 617 001ST ST E | LOS ANGELES | 90012 | LOS ANGELES |
| T10000000073 | | MANN BROTHER PAINTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 757 LA BREA AVE. N. | LOS ANGELES | 90038 | LOS ANGELES |
| T0603507404 | | MANUAL GALLEGOS | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 4635 VALLEY BLVD. E. | LOS ANGELES | 90032 | LOS ANGELES |
| | | MANUFACTURERS LIFE INSURANCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 865 S FIGUEROA ST SU 3320 | LOS ANGELES | 90017 | LOS ANGELES |
| T0603702335 | | MARFRED INDUSTRIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12708 BRANFORD ST | LOS ANGELES | 91352 | LOS ANGELES |
| T0603702334 | | MARFRED INDUSTRIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12708 BRANFORD ST | LOS ANGELES | 91352 | LOS ANGELES |
| T0603705533 | | MARGE HARTUNIAN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4346 CESAR CHAVEZ AVE. E. | LOS ANGELES | 90022 | LOS ANGELES |
| T0603705424 | | MARIKO KODAIRA PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 22700 MEYLER ST S | LOS ANGELES | 90502 | LOS ANGELES |
| | FA0030367 | MARINA SHELL #1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1541 S CENTRAL AVE | LOS ANGELES | 90021 | LOS ANGELES |
| T10000001670 | | MARIPOSA PLACE APARTMENTS, LP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5030 SANTA MONICA BLVD. | LOS ANGELES | 90029 | LOS ANGELES |
| SL184291412 | | MARLAND CO | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 538 N. BEAUDRY AVE | LOS ANGELES | | LOS ANGELES |
| T0603700538 | | MARLAND COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1100-1154 BELLEVUE AVE | LOS ANGELES | 90012 | LOS ANGELES |
| | | MARQUEZ SERVICE STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2603 S CENTRAL AVE A | LOS ANGELES | 90011 | LOS ANGELES |
| T0603741217 | | MARQUEZ SHELL #3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3965 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| | | MARTIN CADILLAC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 12101 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700440 | | MARY CARROLL TRUST | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 218 JUANITA AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700891 | | MAS AUTO SERVICE | LUST CLEANUP SITE | | OPEN - REMEDIATION | 371 SOUTH FAIRFAX AVE | LOS ANGELES | 90036 | LOS ANGELES |
| WDR100025970 | | MAS AUTO SERVICE | * WDR SITE | | ACTIVE - WDR | 371 SOUTH FAIRFAX AVENUE | LOS ANGELES | 90036 | LOS ANGELES |
| T0603793039 | | MASSACHI CHEVRON | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1255 HIGHLAND AVE N | LOS ANGELES | 90038 | LOS ANGELES |
| T0603791363 | | MATSON TERMINAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 950 NEW DOCK ST | LOS ANGELES | | LOS ANGELES |
| WDR100026598 | | MAURICIO LEON DE LA BARRA RESIDENCE | * WDR SITE | | ACTIVE - WDR | 3663 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| WDR100010305 | | MAXUM PETROLEUM FACILITY | * WDR SITE | | HISTORICAL - WDR | 1028 SOUTH SEASIDE AVENUE | LOS ANGELES | 90731-7334 | LOS ANGELES |
| WDR100017414 | | MB PICASSO AUTO BODY SHOP | * WDR SITE | | HISTORICAL - WDR | 8355 WEST 3RD STREET | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0032899 | MC ALMOND OIL CO INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1596 W ROCKWOOD ST | LOS ANGELES | 90026 | LOS ANGELES |
| SL603799099 | | MC MILLIN WIRE PRODUCTS, INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2109 SAN FERNANDO RD. | LOS ANGELES | 90065 | LOS ANGELES |
| | LACoFA0019313 | MCBRIDE AUTOMOTIVE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4625 E OLYMPIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603700973 | | MCBRIDE CHEMICAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4215 WILLIMET AVE | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700442 | | MCCLELLAND PROPERTY/ARCO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3644 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700427 | | MCCLELLAND/WESTERN EXTERM | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3654 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| | | MCCLINTOCK BUILDING (MCC) - UPC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1010 W JEFFERSON BLVD | LOS ANGELES | 90089 | LOS ANGELES |
| T0603705296 | | MCDONALDS RESTAURANT #2211 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1118 SLAUSON AVE E | LOS ANGELES | 90001 | LOS ANGELES |
| T0603701254 | | MCDONNELL DOUGLAS HELICOPTERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6775 CENTINELA AVE | LOS ANGELES | 90230 | LOS ANGELES |
| | FA0025078 | MCI VERIZON BUSINESS: LOSWCA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 624 S GRAND AVE SU 1520 | LOS ANGELES | 90017 | LOS ANGELES |
| T0603792954 | | MCKESSON WATER PRODUCTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3475 LA CIENEGA BLVD S | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0029780 | MELROSE & VINE MINI-MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 655 N ROSSMORE AVE | LOS ANGELES | 90004 | LOS ANGELES |
| | | MELROSE 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4600 W MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| | | MELROSE CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4590 W MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0025449 | MELROSE MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6601 MELROSE AVENUE | LOS ANGELES | 90038-3409 | LOS ANGELES |
| T0603755415 | | MELROSE ROSSMORE SHOPPING CENTER | LUST CLEANUP SITE | | OPEN - ELIGIBLE FOR CLOSURE | 5782-5788 MELROSE AVE. | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700777 | | MELROSE SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4501 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0024118 | MELROSE SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4501 W MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| WDR100001064 | | MENDENHALL-MUNZ, CO-PER 3433 | * WDR SITE | | HISTORICAL - WDR | MENDENHALL-MUNZ | LOS ANGELES | | LOS ANGELES |
| T0603700526 | | MENDOZA SERVICE, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 866 CESAR CHAVEZ ST E | LOS ANGELES | 90012 | LOS ANGELES |
| SL204421578 | | MERCURY O'CONNOR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3737 CRENSHAW BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| T0603705560 | | MERCURY O'CONNOR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3737 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| WDR100039730 | | METABOLIC STUDIO | * WDR SITE | | DRAFT - WDR | 1745 NORTH SPRING STREET | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700896 | | METRO CAR WASH (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 900 LA BREA AVE S | LOS ANGELES | 90036 | LOS ANGELES |
| T10000000634 | | METRO DIVISION 1 MAINTENACE FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1130 EAST 6TH STREET | LOS ANGELES | 90021 | LOS ANGELES |
| T0603798142 | | METRO DIVISION 2 MAINTENANCE FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 720 15TH ST E | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0030682 | METRO GAS CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2925 E CESAR E CHAVEZ AVE | LOS ANGELES | 90033 | LOS ANGELES |
| WDR100039448 | | METRO LOCATION 61 SOUTH (FORMER BUTTERFIELD PROPERTY) | * WDR SITE | | ACTIVE - WDR | 590 SOUTH SANTA FE AVENUE | LOS ANGELES | 90013 | LOS ANGELES |
| SLT43207205 | | METRO RAIL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | UNION STATION | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700593 | | METRO RAIL,VERMONT& SM STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1027 VERMONT AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0031166 | METROLINK CENTRAL MAINTENANCE FACIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1555 N SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | | METROPOLITAN TRANSPORTATION AUTHORI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5425 S VAN NESS AVE | LOS ANGELES | 90043 | LOS ANGELES |
| | | METROPOLITAN TRANSPORTATION AUTHORI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 630 W AVENUE 28 | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0016965 | METROPOLITAN TRANSPORTATION AUTHORI | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 900 N LYON ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0032780 | METROPOLITAN TRANSPORTATION AUTHORITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1 GATEWAY PLZ | LOS ANGELES | 90012 | LOS ANGELES |
| T0603738936 | | METROPOLITAN WATER DISTRICT OF SO. CA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1731 SEPULVEDA BLVD, NORTH | LOS ANGELES | 90049 | LOS ANGELES |
| WDR100039817 | | MICRO MATIC USA, INC. - ISCR | * WDR SITE | | ACTIVE - WDR | 19791 BAHAMA STREET | LOS ANGELES | 91324-3304 | LOS ANGELES |
| | | MID-CITY ARCO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3401 E WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0024658 | MIKE'S STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1868 N WESTERN AVE | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700728 | | MIKE'S TIRE & SUPER SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2520 TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | MIRABELLA HOMEOWNERS ASSOCIATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10430 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| | | MIRACLE MILE 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5436 W 6TH ST | LOS ANGELES | 90036 | LOS ANGELES |
| T10000004798 | | MIRACLE MISSION BAPTIST CHURCH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8416 S CENTRAL AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T10000009316 | | MISSION CANYON 1-3 | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 2201 N. SEPULVEDA BLVD. | LOS ANGELES | | LOS ANGELES |
| L10001879841 | | MISSION CANYON NO. 8 LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 1801 SEPULVEDA | LOS ANGELES | 90045 | LOS ANGELES |
| L10007158261 | | MISSION CANYONS NOS. 4-7 LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 1901 SEPULVEDA | LOS ANGELES | 90089 | LOS ANGELES |
| | FA0030884 | MISSION SCHOOL TRANSPORTATION INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 201 W SOTELLO ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0001824 | MISSION SERVICE, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 401 S MISSION RD | LOS ANGELES | 90033 | LOS ANGELES |
| | LACoFA0030005 | MLK JR MULTI-SVC AMBUL CARE CTR ML (MLK MACC) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 12021 S WILMINGTON AVE | LOS ANGELES | 90059 | LOS ANGELES |
| T0603701180 | | MOBIL #/KEY CENTERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4110 YORK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700674 | | MOBIL #11-EKT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 909 SOTO ST S | LOS ANGELES | 90023 | LOS ANGELES |
| T0603703048 | | MOBIL #11-GGG | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4700 SLAUSON AVE W | LOS ANGELES | 90056 | LOS ANGELES |
| T0603700552 | | MOBIL #11-H3K | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1600 HILL ST S | LOS ANGELES | 90015 | LOS ANGELES |
| T0603700519 | | MOBIL #11-HDH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 520 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700546 | | MOBIL #11-HOQ | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 419 WASHINGTON BLVD W | LOS ANGELES | 90015 | LOS ANGELES |
| T0603700514 | | MOBIL #11-HPB (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 706 SUNSET BLVD W | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700419 | | MOBIL #11-KAA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 254 SLAUSON AVE W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603702110 | | MOBIL #11-KVF | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 20505 SHERMAN WY | LOS ANGELES | 91306 | LOS ANGELES |
| T0603700842 | | MOBIL #11-KXI | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1010 SOTO ST N | LOS ANGELES | 90033 | LOS ANGELES |
| T0603701278 | | MOBIL #11-L2G | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 15312 VERMONT AVE S | LOS ANGELES | 90247 | LOS ANGELES |
| T0603700663 | | MOBIL #11-LID | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1166 SOTO ST S | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700727 | | MOBIL #11-LM9 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2608 TEMPLE ST | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700434 | | MOBIL #11-LQG | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4605 BEVERLY BLVD W | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700905 | | MOBIL #11-LVC (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1355 MARTIN LUTHER KING BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700872 | | MOBIL #11-LX3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1404 LA CIENEGA BLVD S | LOS ANGELES | 90035 | LOS ANGELES |
| T0603701190 | | MOBIL #11-M3K (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4110 VERDUGO RD N | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701236 | | MOBIL #17-273 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2337 ROSCOMARE RD | LOS ANGELES | 90077 | LOS ANGELES |
| T0603700481 | | MOBIL #17-489 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3950 MARTIN LUTHER KING BLVD W | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700409 | | MOBIL #17-574 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 303 FLORENCE AVE W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700686 | | MOBIL #17-FID | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10857 SANTA MONICA BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| T0603704810 | | MOBIL #17-HNL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 284 SAN GABRIEL BLVD S | LOS ANGELES | 91776 | LOS ANGELES |
| T0603702587 | | MOBIL #17-LQ6 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12500 SHERMAN WY | LOS ANGELES | 91605 | LOS ANGELES |
| T0603763171 | | MOBIL #18-BV7 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2620 FIGUEROA ST. | LOS ANGELES | 90007 | LOS ANGELES |
| T0603700411 | | MOBIL #18-EL4 (FORMER #11-EL4) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 105 CENTURY BLVD W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700880 | | MOBIL #18-FOM (FORMER 11-FOM) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 9448 PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| T0603701083 | | MOBIL #18-FPC FORMER #11-FPC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7865 SUNSET BLVD W | LOS ANGELES | 90046 | LOS ANGELES |
| T0603702489 | | MOBIL #18-FRN (FORMER 11-FRN) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 16461 VENTURA BLVD | LOS ANGELES | 91436 | LOS ANGELES |
| T0603702069 | | MOBIL #18-FTL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7553 TOPANGA CANYON BLVD | LOS ANGELES | 91303 | LOS ANGELES |
| T0603700855 | | MOBIL #18-G67 (FORMER #11-G67) | LUST CLEANUP SITE | | OPEN - ELIGIBLE FOR CLOSURE | 2305 LA CIENEGA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701170 | | MOBIL #18-G8L | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10611 NATIONAL BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603701171 | | MOBIL #18-G8L | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10611 NATIONAL BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700433 | | MOBIL #18-G8X (FORMER #11-G8X) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 657 VERMONT AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700520 | | MOBIL #18-HDH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 520 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |
| T060374883 | | MOBIL #18-HYO/CIRCLE K STORE #2211262 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5857 SUNSET BLVD W | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700474 | | MOBIL #18-HYQ | LUST CLEANUP SITE | | OPEN - REMEDIATION | 958 ALVARADO ST S | LOS ANGELES | 90006 | LOS ANGELES |
| T0603700577 | | MOBIL #18-KK6 FORMER #11-KK6 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1925 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| T0603701086 | | MOBIL #18-KWL (FORMER #11-KWL) | LUST CLEANUP SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | | 1803 MANCHESTER AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603741174 | | MOBIL #18-KYW | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1769 IMPERIAL HWY. W. | LOS ANGELES | 90047-4814 | LOS ANGELES |
| T0603703180 | | MOBIL #18-KYW (FORMER #11-KYW) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1769 IMPERIAL HWY W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603799318 | | MOBIL #18-LA4 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6301 SANTA MONICA BL | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700692 | | MOBIL #18-LDM (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12054 WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700620 | | MOBIL #18-LLR | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 989 WESTERN AVE W | LOS ANGELES | 90019 | LOS ANGELES |
| T0603701105 | | MOBIL #18-LN8 (FORMER 11-LN8) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8489 BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603702680 | | MOBIL #18-LPN (FORMER #11-LPN) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1600 EASTERN AVE N | LOS ANGELES | 90063 | LOS ANGELES |
| T0603700951 | | MOBIL #18-LTE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1051 HIGHLAND AVE N | LOS ANGELES | 90038 | LOS ANGELES |
| T0603711632 | | MOBIL (EAST PORTION) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3950 OLYMPIC BLVD W. | LOS ANGELES | 90019 | LOS ANGELES |
| T0603704325 | | MOBIL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1836 IMPERIAL HWY E | LOS ANGELES | 90059 | LOS ANGELES |
| T0603710593 | | MOBIL - CARDENAS,RICHARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2829 MAIN ST N | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0025528 | MOBIL - KOHANOFF, SAEED (SOTO MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1010 N SOTO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700494 | | MOBIL - LYNCH, NOEL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 400 ADAMS BLVD E | LOS ANGELES | 90011 | LOS ANGELES |
| | FA0035504 | MOBIL - SILVER LAKE MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 515 N SILVER LAKE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603792206 | | MOBIL 17314 (FORMER) | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 5501 ADAMS BLVD. | LOS ANGELES | 90016 | LOS ANGELES |
| T0603790662 | | MOBIL 18-FID | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10857 SANTA MONICA BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| T0603793366 | | MOBIL 18-G4Y | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11400 VERMONT AVE. S. | LOS ANGELES | 90044 | LOS ANGELES |
| T0603701095 | | MOBIL 18-K1R | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 1406 MANCHESTER AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700907 | | MOBIL 18-KQW | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 315 VERNON AVE W | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700608 | | MOBIL 18-LEG | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2121 ARLINGTON AVE S | LOS ANGELES | 90018 | LOS ANGELES |
| T0603704069 | | MOBIL 18-QXT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5500 SOUTH ST E | LOS ANGELES | 90712 | LOS ANGELES |
| SL204DF2389 | | MOBIL M-8 PIPELINE | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | | NO NUMBER ALAMEDA ST NEAR 96TH ST | LOS ANGELES | 90002 | LOS ANGELES |
| SLT43318316 | | MOBIL OIL CORP. | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 774 N. BROADWAY AVE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700986 | | MOBIL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 301 VIRGIL ST N | LOS ANGELES | 90004 | LOS ANGELES |
| | | MOBIL SERVICE STATION #00HNM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1690 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| | | MOBIL SERVICE STATION #00JPA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5215 W CENTINELA AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | | MOBIL SERVICE STATION #00LLR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3309 W OLYMPIC BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | 25502 | MOBIL SERVICE STATION F1D | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 10857 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| WDR100001486 | | MOBIL SS#18-LDM | * WDR SITE | | HISTORICAL - WDR | | | 12054 WILSHIRE BOULEVARD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603787074 | | MOBIL STATION 18-HXW | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6230 FRANKLIN AVE. | LOS ANGELES | 90028 | LOS ANGELES |
| T0603740269 | | MOBIL STATION 18L5K | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11680 BURBANK BLVD | LOS ANGELES | 91601 | LOS ANGELES |
| WDR100000507 | | MOJAVE GRANITE COMPANY | * WDR SITE | | HISTORICAL - WDR | | | 1651 MILLER | LOS ANGELES | 90063 | LOS ANGELES |
| WDR100039692 | | MOLE-RICHARDSON COMPANY PROPERTY | * WDR SITE | | ACTIVE - WDR | | | 901 - 953 NORTH SYCAMORE AVENUE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700504 | | MORGAN LINEN FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 905 YALE ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603755661 | | MORRIS GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8301 S AVALON BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| SLT43609607 | | MOSS PLAZA DRY CLEANER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1840 WESTWOOD BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700696 | | MOSS PLAZA SHOPPING MALL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1820 WESTWOOD BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603717863 | | MOZA AUTOMOTIVE REPAIR | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 1201 MISSION RD N. | LOS ANGELES | 90033 | LOS ANGELES |
| | | MPI LIMITED | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11300 W OLYMPIC BLVD SU 770 | LOS ANGELES | 90064 | LOS ANGELES |
| T10000005953 | | MPR AUTO AND TRUCK REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1623 MILLER AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | 23971 | MR. FREDERICK KRIZ | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | | | 10401 WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| | FA0032376 | MT LEE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 3800 MT LEE DRIVE | LOS ANGELES | 90068 | LOS ANGELES |
| T0603701218 | | MT. LEE COMMUNICATION CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3800 MOUNT LEE DR | LOS ANGELES | 90068 | LOS ANGELES |
| SL603799009 | | MT. SINAI MORTUARY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 5950 FOREST LAWN DR. | LOS ANGELES | 90068 | LOS ANGELES |
| | | MTA (LACMTA) DIV 20 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 320 S SANTA FE AVE | LOS ANGELES | 90013 | LOS ANGELES |
| SL2049T1734 | | MTA - BARNSDALL PARK | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 4800 HOLLYWOOD BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603701013 | | MTA DIVISION 5 (FORMER SCRTD) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2300 054TH ST W | LOS ANGELES | 90043 | LOS ANGELES |
| T10000007091 | | MTA SITE-CRENSHAW/48TH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4727 CRENSHAW BLVD S | LOS ANGELES | 90043 | LOS ANGELES |
| WDR100000523 | | MUEBLERIA AYULTA | * WDR SITE | | HISTORICAL - WDR | | | 1861 GAGE AVENUE | LOS ANGELES | 90001 | LOS ANGELES |
| SLT4303432 | | MUELLER COMPANY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 18233 S. HOOVER ST | LOS ANGELES | 90248 | LOS ANGELES |
| T0603782160 | | MUNOZ AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5900 E OLYMPIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0029787 | MUSIC CENTER OPERATING CO./L.A. COU | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 135 N GRAND AVE | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0032785 | MV PETROLEUM CORP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5301 W OLYMPIC BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | LACt | MWD - EAGLE ROCK SYSTEM CONTROL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 7800 N FIGUEROA ST | LOS ANGELES | 90041 | LOS ANGELES |
| | FA0030798 | MWD - HEADQUARTERS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 700 N ALAMEDA ST | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0034123 | MWD - SEPULVEDA PRESSURE CONTROL STRUCTURE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1751 N SEPULVEDA BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| | LACt | MWD - SOTO STREET MAINTENANCE FACILITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2100 N SOTO STREET | LOS ANGELES | 90032 | LOS ANGELES |
| | FA0006085 | MWD - SUNSET GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 610 N FIGUEROA TERRACE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700516 | | MWD HEADQUARTERS GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 610 FIGUEROA TERRACE N | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0007212 | N&D OIL GROUP INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4801 N LAUREL CANYON BLVD | LOS ANGELES | 91607 | LOS ANGELES |
| T0603707618 | | NADEEM RAZA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1358 E FIRESTONE BLVD | LOS ANGELES | 90002 | LOS ANGELES |
| T10000007179 | | NAFTEX OPERATING COMPANY - API # 02906388 | UNDERGROUND INJECTION CONTROL (UIC) | | OPEN | EDISON | NAFTEX OPERATING COMPANY | 1900 AVENUE OF THE STARS, SUITE 2450 | LOS ANGELES | 90067 | KERN |
| T0603700586 | | NAKANO INTERNATIONAL CORP. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1111 WILSHIRE BLVD W | LOS ANGELES | 90017 | LOS ANGELES |
| T10000009482 | | NARDON MANUFACTURING CORPORATION FACILITY (FORMER) | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 1919 VINEBURN AVENUE | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700799 | | NASA OIL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2001 BROADWAY N | LOS ANGELES | 90031 | LOS ANGELES |
| T0603741989 | | NASA OIL-BLAINE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1045 BLAINE ST. | LOS ANGELES | 90015 | LOS ANGELES |
| T0603776617 | | NATIONAL CAR SALES | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 9204 AIRPORT BLVD | LOS ANGELES | 90045-4590 | LOS ANGELES |
| T0603775448 | | NATIONAL OIL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 9815 NATIONAL BLVD. | LOS ANGELES | 90034 | LOS ANGELES |
| | | NATIONAL READY MIX CONCRETE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4549 W BRAZIL ST | LOS ANGELES | 90039-1079 | LOS ANGELES |
| T10000001112 | | NATIONAL TECHNICAL SYSTEMS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5320 104TH STREET | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700529 | | NAVAL-MARINE CORPS RESRVE CNTR | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1700 STADIUM WAY | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0030323 | NEIGHBORHOOD SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1285 E VERNON AVE | LOS ANGELES | 90011 | LOS ANGELES |
| T10000002325 | | NEIS AIR TREATMENT FACILITY | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | | | 2110 N. SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| SL603799086 | | NELSON NAMEPLATE CO. | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 3191 CASITAS AVE | LOS ANGELES | 90039 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T0603735696 | | NEMAN BROTHERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1525 S BROADWAY | LOS ANGELES | 90037 | LOS ANGELES |
| T0603701056 | | NEUTROGENA FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5800 ARBOR VITAE AVE | LOS ANGELES | 90045 | LOS ANGELES |
| T0603701459 | | NEW YORK LIFE INSURANCE CO. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 19191 VERMONT AVE S | LOS ANGELES | 90502 | LOS ANGELES |
| SL204551609 | | NEWLOWE PROPERTIES | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 3332-3334, 3360-3380 SAN FERNANDO RD | LOS ANGELES | | LOS ANGELES |
| T10000012222 | | NICK MOTORS | NON-CASE INFORMATION | | INFORMATIONAL ITEM | | | 2423 FLORENCE AVE W | LOS ANGELES | 90043 | LOS ANGELES |
| | FA0031798 | NIETO'S STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11025 S FIGUEROA ST | LOS ANGELES | 90061-1503 | LOS ANGELES |
| T0603788088 | | NIK CONSTRUCTION CO. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4251-4261 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| T10000003704 | | NO NAME | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 1256 S. ATLANTIC | LOS ANGELES | 90022 | LOS ANGELES |
| T10000003705 | | NO NAME | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 629 S. ATLANTIC | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0030136 | NONO'S 76 #5210 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11954 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | NORM'S 76 #251919 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7979 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| | | NORMANDIE 23RD GASMART-VALERO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2217 S NORMANDIE AVE | LOS ANGELES | 90007 | LOS ANGELES |
| | | NORTH MAIN SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2829 N MAIN ST | LOS ANGELES | 90031 | LOS ANGELES |
| T0603720279 | | NORTHEAST INTERCEPTOR SEWER PROJECT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2110 SAN FERNANDO RD. N. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603704450 | | NORTHERN TRUST OF CALIF | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10229 ALAMEDA ST S | LOS ANGELES | 90002 | LOS ANGELES |
| WDR100000387 | | NORTON & SON OF CALIFORNIA | * WDR SITE | | HISTORICAL - WDR | | | 5928 SOUTH GARFIELD | LOS ANGELES | 90040 | LOS ANGELES |
| WDR100040107 | | NOWACZEK RESIDENCE | * WDR SITE | | ACTIVE - WDR | | | 10056 WORNOM AVENUE | LOS ANGELES | 91040-1540 | LOS ANGELES |
| T0603719511 | | NU-LIFE CLEANERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2512-2540 OVERLAND AVE | LOS ANGELES | 90064 | LOS ANGELES |
| SL204FC2425 | | NUMBER THREE CO | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 706 N CITRUS AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603751171 | | O&R ENTERPRISES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4245 E OLYMPIC BLVD | EAST LOS ANGELES | 90023 | LOS ANGELES |
| SL2047F1674 | | O'NEIL DATA SYSTEM | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 12655 BEATRICE ST | LOS ANGELES | 90066 | LOS ANGELES |
| WDR100001369 | | O'NEIL DATA SYSTEMS, INC. | * WDR SITE | | ACTIVE - WDR | | | 12655 BEATRICE STREET | LOS ANGELES | 90066 | LOS ANGELES |
| T0603792982 | | O. J. PLUMBING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1661 ALLESANDRO ST | LOS ANGELES | 90026 | LOS ANGELES |
| WDR100000389 | | O.J. PLUMBING COMPANY | * WDR SITE | | HISTORICAL - WDR | | | 1661 ALLESSANDRO STREET | LOS ANGELES | 90026 | LOS ANGELES |
| T10000012283 | | OAK CANYON OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | OAK CANYON | TERMO COMPANY OIL AND GAS OPERATIONS | 0 LECHLER FIRE TRUCK TRAIL | LOS ANGELES | 91384 | LOS ANGELES |
| | FA0015529 | OCCIDENTAL COLLEGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1600 CAMPUS RD | LOS ANGELES | 90041 | LOS ANGELES |
| T10000002079 | | OFFICE BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1136 6TH ST. W. | LOS ANGELES | 90017 | LOS ANGELES |
| | | OIL PRO INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1045 S BLAINE ST | LOS ANGELES | 90015 | LOS ANGELES |
| T0603702671 | | OL VIRGINIA PACKING, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4709 CESAR CHAVEZ E | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0033990 | OLIVE/HILL STREET PARTNERS, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1150 S OLIVE ST | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0033208 | OLIVE/HILL STREET PARTNERS, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1133 S OLIVE ST | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0009535 | OLYMPIA MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5901 W OLYMPIC BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| SL184521435 | | OLYMPIC PLASTICS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 5800 WEST JEFFERSON BLVD | LOS ANGELES | | LOS ANGELES |
| | FA0023298 | ONE CALIFORNIA PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 300 S GRAND AVE | LOS ANGELES | 90071 | LOS ANGELES |
| WDR100001840 | | ORPHAN SITE CLEANUP FUND B115 (FORMER H&S FOOD AND GAS) | * WDR SITE | | HISTORICAL - WDR | | | 2000 WEST 3RD STREET | LOS ANGELES | 90057 | LOS ANGELES |
| T0603705317 | | ORTIZ AND RIMOLA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4020 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603769839 | | ORTIZ JR AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1277 W VERNON AVE | LOS ANGELES | 90037 | LOS ANGELES |
| T10000001879 | | OSCARS AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6320 HOLMES AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | LACoFA0013836 | OSCARS MINI MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 6320 S HOLMES AVE | LOS ANGELES | 90001 | LOS ANGELES |
| | | P & S AUTOMOTIVE SALE SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6303 S MAIN ST | LOS ANGELES | 90003 | LOS ANGELES |
| SL603799124 | | PACER | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 5341 W. SAN FERNANDO RD. | LOS ANGELES | 90039 | LOS ANGELES |
| T10000001114 | | PACIFIC 9 TRANSPORTATION INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 21900 S. ALAMEDA | LOS ANGELES | 90810 | LOS ANGELES |
| | FA0025062 | PACIFIC ALLIANCE MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 531 W COLLEGE ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603701193 | | PACIFIC BELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4100 EAGLE ROCK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701232 | | PACIFIC BELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 420 GRAND AVE S | LOS ANGELES | 90071 | LOS ANGELES |
| T0603700444 | | PACIFIC BELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 316 JUANITA AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603701275 | | PACIFIC BELL (A5-188) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 17200 VERMONT AVE S | LOS ANGELES | 90247 | LOS ANGELES |
| T0603702083 | | PACIFIC BELL (B1-100) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 22012 VANOWEN ST | LOS ANGELES | 91303 | LOS ANGELES |
| T0603700778 | | PACIFIC BELL (G1-125) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1255 VERMONT AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700451 | | PACIFIC BELL (G1-185) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3804 OAKWOOD AVE | LOS ANGELES | 90004 | LOS ANGELES |
| T0603701196 | | PACIFIC BELL (G1-601) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3035 ANDRITA ST | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701134 | | PACIFIC BELL (G2-177) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 720 RAMPART BLVD S | LOS ANGELES | 90057 | LOS ANGELES |
| T0603753764 | | PACIFIC BELL FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6900 VERMONT AVE S. | LOS ANGELES | 90044 | LOS ANGELES |
| T0603761473 | | PACIFIC BELL TELEPHONE CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5035 COLISEUM STREET | LOS ANGELES | 90016 | LOS ANGELES |
| T10000009151 | | PACIFIC COAST ENERGY (DOGGR WF 054-03-002) | UNDERGROUND INJECTION CONTROL (UIC) | | UNDER REVIEW | BEVERLY HILLS | PACIFIC COAST ENERGY | 9110 WEST PICO BLVD. | LOS ANGELES | 90035 | LOS ANGELES |
| T0603701600 | | PACIFIC HEADQUARTERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1670 PALOS VERDES DR N | LOS ANGELES | 90710 | LOS ANGELES |
| T0603700543 | | PACIFIC MUTUAL BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 523 006TH ST W | LOS ANGELES | 90014 | LOS ANGELES |
| SL092516 | | PACIFIC PIPELINE 2000 | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | #NAME? | LOS ANGELES | 90001 | LOS ANGELES |
| T10000005947 | | PACIFIC PIPELINE SYSTEMS- LA PUMP STATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 5145 WEST SAN FERNANDO ROAD | LOS ANGELES | 90039 | LOS ANGELES |
| T10000006007 | | PAKS WESTERN PLAZA LLC | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 833 WESTERN AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| WDR100020639 | | PALISADES VILLAGE CO., LLC | * WDR SITE | | HISTORICAL - WDR | | | 1045 SWARTHMORE AVENUE | LOS ANGELES | 90272 | LOS ANGELES |
| | FA0000775 | PALMETTO CONSTRUCTION YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1212 PALMETTO ST | LOS ANGELES | 90013 | LOS ANGELES |
| T0603700555 | | PALMS DISTRIBUTION HEADQUARTER | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 2311 FAIRFAX AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0000803 | PALMS SERVICE CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2311 S FAIRFAX AVE | LOS ANGELES | 90016 | LOS ANGELES |
| T0603761821 | | PAMELA F/JACK M OWOUR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12003 S FIGUEROA ST | LOS ANGELES | 90042 | LOS ANGELES |
| SL603799095 | | PAN KAJ INTERNATIONAL INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3040 ROSSLYN ST. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700455 | | PANGLOSSIAN DEVELOP.CORP FORME | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 240 VIRGIL AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| WDR100040414 | | PANOSYAN RESIDENCE | * WDR SITE | | DRAFT - WDR | | | 9513 NORTH INSPIRATION WAY | LOS ANGELES | 91042-3018 | LOS ANGELES |
| WDR100026612 | | PARAGON CLEANERS | * WDR SITE | | HISTORICAL - WDR | | | 1310 VINE STREET | LOS ANGELES | 90028-8108 | LOS ANGELES |
| WDR100039687 | | PARAGON CLEANERS - ISCR | * WDR SITE | | ACTIVE - WDR | | | 1310 VINE STREET | LOS ANGELES | 90028-8108 | LOS ANGELES |
| | | PARAMOUNT PICTURES CORP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5555 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603701277 | | PARCO RECYCLING COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 621 152ND ST W | LOS ANGELES | 90247 | LOS ANGELES |
| | FA0014658 | PARK CENTER MAINTENANCE YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 5201 W ZOO DR | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0029599 | PARK WILSHIRE HOMEOWNERS ASSOCIATIO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 10724 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T0603700531 | | PARKER CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 151 JUDGE JOHN AISO | LOS ANGELES | 90012 | LOS ANGELES | |
| | | PARSICO MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2305 S LA CIENEGA BLVD | LOS ANGELES | 90034 | LOS ANGELES | |
| SL0603706641 | | PAULEE AUTO BODY SHOP | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | | | 1135 LA CIENEGA BLVD. | LOS ANGELES | 90035 | LOS ANGELES | |
| WDR100008773 | | PAULEE BODY SHOP | * WDR SITE | | HISTORICAL - WDR | | | 1115-1135 SOUTH LA CIENEGA BOULEVARD | LOS ANGELES | 90035 | LOS ANGELES | |
| T0603717641 | | PAYAM MINI MART & GAS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 18855 NORDHOFF ST | LOS ANGELES | 91324 | LOS ANGELES | |
| T0603700523 | | PBR REALTY LLC | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 531 COMMERCIAL ST | LOS ANGELES | 90012 | LOS ANGELES | |
| | LACoFA | PCG ROWAN, LLC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 3601 E CESAR CHAVEZ | LOS ANGELES | 90063 | LOS ANGELES | |
| T0603700459 | | PEDUS SERVICES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3500 001ST ST W | LOS ANGELES | 90004 | LOS ANGELES | |
| T0603743170 | | PENHALL COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 11182 W PENROSE AVE | LOS ANGELES | 91352 | LOS ANGELES | |
| L10009967534 | | PENROSE LANDFILL | LAND DISPOSAL SITE | | OPEN - CLOSED/WITH MONITORING | | | 8301 TUJUNGA | LOS ANGELES | 91352 | LOS ANGELES | |
| T10000005378 | | PENSKE TRUCK LEASING CO LP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2727 SANTA FE AVE S | LOS ANGELES | 90058-1406 | LOS ANGELES | |
| | FA0007918 | PENSKE TRUCK LEASING CO., LP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2300 E OLYMPIC BLVD | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603758495 | | PEP BOYS STORE #652 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 256 ATLANTIC BLVD S | LOS ANGELES | 90022 | LOS ANGELES | |
| WDR100000422 | | PERFECT FIT | * WDR SITE | | HISTORICAL - WDR | | | 7323 ALAMEDA | LOS ANGELES | 90001 | LOS ANGELES | |
| T10000001113 | | PERRIER GROUP OF AMERICA INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1560 20TH STREET | LOS ANGELES | 90011 | LOS ANGELES | |
| T10000001501 | | PERVO PAINT COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6624 STANFORD AVENUE | LOS ANGELES | 90001 | LOS ANGELES | |
| T0603791317 | | PHANG AUTO CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4479 OLYMPIC BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES | |
| WDR100040074 | | PHILIP BERG'S RESIDENCE | * WDR SITE | | ACTIVE - WDR | | | 10000 NORTH VALLEY CIRCLE BOULEVARD | LOS ANGELES | 91311-2662 | LOS ANGELES | |
| WDR100001017 | | PHILIPS COMPONENTS | * WDR SITE | | HISTORICAL - WDR | | | 4561 COLORADO | LOS ANGELES | 90039 | LOS ANGELES | |
| T10000010816 | | PHILLIP 66 5779 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2701 3RD STREET W | LOS ANGELES | 90057 | LOS ANGELES | |
| | LACoFA0005911 | PHILLIPS 66 COMPANY LOS ANGELES LUBRICANTS PLANT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 13707 S BROADWAY | LOS ANGELES | 90061 | LOS ANGELES | |
| SL204BH2353 | | PHYLRICH INTERNATIONAL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1000 N ORANGE DR | LOS ANGELES | | LOS ANGELES | |
| T0603780422 | | PICASSO AUTO BODY | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 8355 WEST 3RD STREET | LOS ANGELES | 90048 | LOS ANGELES | |
| T0603700612 | | PICKETT STATION (FORMER) - WEST PORTION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3950 OLYMPIC BLVD W | LOS ANGELES | 90019 | LOS ANGELES | |
| T0603705168 | | PICNIC SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5037 OLYMPIC BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES | |
| | | PICO 76 CAL WEST # 252149 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9779 W PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES | |
| T10000005418 | | PICO CLEANERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 9150 PICO BLVD W | LOS ANGELES | 90035 | LOS ANGELES | |
| T10000004966 | | PICO HOLT LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 8596 PICO BOULEVARD, WEST | LOS ANGELES | 90035 | LOS ANGELES | |
| | | PIDLUK INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4424 S CENTRAL AVE | LOS ANGELES | 90011 | LOS ANGELES | |
| T0603700857 | | PIERCE SERVICE STATION FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2868 ROBERTSON BLVD | LOS ANGELES | 90034 | LOS ANGELES | |
| T0603704135 | | PILLACK PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1410 GRAND AVE | EAST LOS ANGELES | 90245 | LOS ANGELES | |
| T10000011125 | | PINTO PROPERTY | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 2554 PICO BLVD W | LOS ANGELES | 90006 | LOS ANGELES | |
| T0603700534 | | PIPER TECHNICAL CENTER | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | | | 555 RAMIREZ ST | LOS ANGELES | 90012 | LOS ANGELES | |
| T0603719725 | | PIPER'S BODY SHOP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3568 OVERLAND AVENUE | LOS ANGELES | 90034 | LOS ANGELES | |
| WDR100019705 | | PIZZA HUT RESTAURANT #11-7488 | * WDR SITE | | ACTIVE - WDR | | | 1851 WEST SLAUSON AVENUE | LOS ANGELES | 90062 | LOS ANGELES | |
| T0603777871 | | PIZZA HUT SITE #11-7488 | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 1851 SLAUSON AVE. W. | LOS ANGELES | 90047 | LOS ANGELES | |
| SL603799100 | | PLATING SHOP | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 1901 SAN FERNANDO RD. | LOS ANGELES | 90039 | LOS ANGELES | |
| T0603700590 | | PLATT CORPORATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1000 006TH ST W | LOS ANGELES | 90017 | LOS ANGELES | |
| T10000012285 | | PLAYA DEL REY OIL FIELD SUMP, POND, AND PIT ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | PLAYA DEL REY | SOUTHERN CALIFORNIA GAS COMPANY | 0 VISTA DEL MAR | LOS ANGELES | 90293 | LOS ANGELES | |
| SL0603771510 | | PLAYA VISTA - TRACT 49104-01 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6775 CENTINELA | LOS ANGELES | 90094 | LOS ANGELES | |
| SL0603737980 | | PLAYA VISTA - TRACT 49104-02 EXCLUDING LOSTS 17-20 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6775 CENTINELA | LOS ANGELES | 90094 | LOS ANGELES | |
| SL0603764308 | | PLAYA VISTA - TRACT 49104-03 LOTS 1-13 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 6775 CENTINELA | LOS ANGELES | 90094 | LOS ANGELES | |
| | | PLAYA VISTA PROPERTY | COMPLEX SITE CLEANUP PROGRAM FACILITY | | | | | 6775 CENTINELA AVENUE | LOS ANGELES, CA 90230 | | | 80133 |
| | FA0031173 | PLAYA VISTA SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 8126 S LINCOLN BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| WDR100039519 | | PLAYA VISTA, CAMPUS AREA | * WDR SITE | | DRAFT - WDR | | | 6775 CENTINELA AVENUE | LOS ANGELES | 90045-2003 | LOS ANGELES | |
| WDR100000803 | | POLY ONE CORPORATION | * WDR SITE | | HISTORICAL - WDR | | | 5701 UNION PACIFIC | LOS ANGELES | 90022 | LOS ANGELES | |
| T0603700658 | | POLY-LUX, INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1500 SPENCE ST | LOS ANGELES | 90023 | LOS ANGELES | |
| SLT43199197 | | PORT OF LOS ANGELES | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | BERTH 215 | LOS ANGELES | 90001 | LOS ANGELES | |
| T10000001546 | | PORT OF LOS ANGELES - BERTH 49 | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | BERTH 49 | LOS ANGELES | 90731 | LOS ANGELES | |
| SLT4L8011872 | | PORT OF LOS ANGELES - TODD SHIPYARD | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 100 REGAN ST. | LOS ANGELES | 90731 | LOS ANGELES | |
| SLT43611609 | | POWER BOTTLE CO | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 4082 DEL REY AVE | LOS ANGELES | 90292 | LOS ANGELES | |
| T0603701257 | | POWER GAS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12000 CULVER BLVD | LOS ANGELES | 90066 | LOS ANGELES | |
| | | PRECISION DYNO TUNE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7296 W MANCHESTER AVE | LOS ANGELES | 90045 | LOS ANGELES | |
| SL2047M1679 | | PRECISION SPECIALTY METALS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 3301 MEDFORD ST | LOS ANGELES | | LOS ANGELES | |
| T0603738531 | | PRICE SELF STORAGE NATIONAL BOULEVARD LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10151 NATIONAL BLVD. | LOS ANGELES | 90034 | LOS ANGELES | |
| T0603778571 | | PRIVATE RESIDENCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | PRIVATE RESIDENCE | LOS ANGELES | 90011 | LOS ANGELES | |
| T0603769065 | | PRIVATE RESIDENCE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | PRIVATE RESIDENCE | LOS ANGELES | 90024 | LOS ANGELES | |
| | | PRO-MART INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1004 S LA CIENEGA BLVD | LOS ANGELES | 90035 | LOS ANGELES | |
| T0603700949 | | PROFESSIONAL TIRE & AUTO PROP. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6921 SANTA MONICA BLVD | LOS ANGELES | 90038 | LOS ANGELES | |
| | FA0029751 | PROMISE HOSPITAL OF EAST LOS ANGELE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 443 S SOTO ST | LOS ANGELES | 90033 | LOS ANGELES | |
| | | PRONTO FUEL SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 918 N SOTO ST | LOS ANGELES | 90033 | LOS ANGELES | |
| T0603519348 | | PROPERTY UNDER CONSTRUCTION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1050-1070 FLOWER ST. S. | LOS ANGELES | 90015 | LOS ANGELES | |
| WDR100001114 | | PROPOSED CENTRAL REGION ELEMENTARY SCHOOL #20 | * WDR SITE | | HISTORICAL - WDR | | | 3600 WEST COUNCIL STREET | LOS ANGELES | 90004 | LOS ANGELES | |
| SLT4L9491898 | | QUALITY EXPRESS CLEANER | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | | | 1908 A LINCOLN BLVD | LOS ANGELES | | LOS ANGELES | |
| SL204BJ2354 | | QUALITY CLEANERS | CLEANUP PROGRAM SITE | | OPEN - VERIFICATION MONITORING | | | 7300 SAN PEDRO ST | LOS ANGELES | 90003 | LOS ANGELES | |
| | LACoFA0003684 | QUAN SERVICE CENTER, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 250 S. ATLANTIC BLVD. | LOS ANGELES | 90022-1738 | LOS ANGELES | |
| T0603769055 | | QUEEN OF ANGLS-HWD PRESBYTERIAN MED CTR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1300 N VERMONT AVE | LOS ANGELES | 90027 | LOS ANGELES | |

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|---|---|---|---|---|---|---|---|---|---|---|
| | | QUICK AND EASY FOODMART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11151 AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700669 | | QUINTERO TIRES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2726 WHITTIER BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603713606 | | R & R SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 500 S FORD BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603704853 | | R-BOYS 99 CENTS STORE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 601 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0001425 | RAD ONE INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 3834 E 003RD ST | LOS ANGELES | 90063 | LOS ANGELES |
| | LACoFA0009046 | RADA INDUSTRIES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1060 S DITMAN AVE | LOS ANGELES | 90023 | LOS ANGELES |
| T0603736137 | | RADCO INVESTMENTS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 608 SLAUSON AVE, E | LOS ANGELES | 90011 | LOS ANGELES |
| T0603700879 | | RADNIA PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1502 ROBERTSON BLVD S | LOS ANGELES | 90035 | LOS ANGELES |
| | | RAFFIS CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2538 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | LACoFA0009485 | RAFI'S CHEVRON #11 - LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1535 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| | | RAFI'S CHEVRON #4 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1101 N MISSION RD | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0030363 | RAFI'S CHEVRON #8 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1203 N SOTO ST | LOS ANGELES | 90033 | LOS ANGELES |
| | | RAFIK'S UNOCAL #250514 TOSCO CORP. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2635 N HYPERION AVE | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700417 | | RALPH KARUBIAN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9023-25 BROADWAY S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603704724 | | RALPH MORAN PROPERTY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4247 003RD ST E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | | RALPHS GROCERY CO - GLENDALE FACILITY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4901 W SAN FERNANDO RD | LOS ANGELES | 90039 | LOS ANGELES |
| | | RALPHS GROCERY CO. - GLENDALE GARAGE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4011 GOODWIN AVE | LOS ANGELES | 90039 | LOS ANGELES |
| T0603704717 | | RALPHS TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3601 05TH ST E | EAST LOS ANGELES | 90063 | LOS ANGELES |
| T0603706816 | | RAM TIRE CO, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8449 SEPULVEDA | LOS ANGELES | 91343 | LOS ANGELES |
| T0603700723 | | RAMPART POLICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2710 TEMPLE ST W | LOS ANGELES | 90026 | LOS ANGELES |
| T10000005103 | | RANCHO CIENEGA RECREATION CENTER | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | BALLONA CREEK AT COCHRAN PL & PICKFORD ST | LOS ANGELES | 90016 | LOS ANGELES |
| SLT43231229 | | RANCHO REALTY CORPORATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 6231 MANHATHAN PL | LOS ANGELES | 90047 | LOS ANGELES |
| T0603703717 | | RAPID GAS #34 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3915 OLYMPIC BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603700730 | | RAPID GAS #45 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1465 GLENDALE BLVD N | LOS ANGELES | 90026 | LOS ANGELES |
| | | RAPID GAS #78 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9815 W NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701352 | | RAPIDWAY DISPOSAL CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3324 THATCHER AVE | LOS ANGELES | 90292 | LOS ANGELES |
| | | RASHID & SONS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6303 S FIGUEROA ST | LOS ANGELES | 90003 | LOS ANGELES |
| T0603765533 | | RASHID SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2138 CENTURY BLVD. W. | LOS ANGELES | 90047 | LOS ANGELES |
| T0603702085 | | RAWA AND SONS SITE | LUST CLEANUP SITE | | OPEN - REMEDIATION | 21404 SHERMAN WY | LOS ANGELES | 91303 | LOS ANGELES |
| | | RAY R. IRANI HALL (RRI) - UPC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1050 CHILDS WAY | LOS ANGELES | 90089 | LOS ANGELES |
| T0603721107 | | RAY'S MARKET | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9727 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES |
| | LACoFA0012835 | RECONSERVE OF CA LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 9112 GRAHAM AVE | LOS ANGELES | 90002 | LOS ANGELES |
| SLT43360358 | | REGENCY DRY CLEANER (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 12225 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | REGENTS OF THE UNIVERSITY OF CALIFO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10920 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| T0603799304 | | REGIONAL REBUILD CENTER | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 900 LYON ST | LOS ANGELES | 90012 | LOS ANGELES |
| T0603771623 | | RELATED/LL BLOCK 8 LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 235 SAN PEDRO | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0034082 | RENAISSANCE HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9620 AIRPORT BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | | RENAISSANCE TOWER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 501 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| T10000001603 | | RENMAN REAL ESTATE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2999 GLENDALE BLVD. | LOS ANGELES | 90039 | LOS ANGELES |
| SL2047R1682 | | RESCO SELF STORAGE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3743-3781 SOUTH DURANAGO AVE | LOS ANGELES | | LOS ANGELES |
| WDR100002149 | | RESEDA HAND CAR WASH | * WDR SITE | | HISTORICAL - WDR | 7601 RESEDA BOULEVARD | LOS ANGELES | 91335 | LOS ANGELES |
| WDR100026611 | | RESIDENCE AT 3348 MANDEVILLE CANYON ROAD | * WDR SITE | | ACTIVE - WDR | 3348 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049-1018 | LOS ANGELES |
| WDR100001314 | | RESIDENCE AT 3565 MANDEVILLE CANYON RD | * WDR SITE | | ACTIVE - WDR | 3565 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| WDR100001344 | | RESIDENCE AT 3685 MANDEVILLE CANYON RD | * WDR SITE | | ACTIVE - WDR | 3685 MANDEVILLE CANYON ROAD | LOS ANGELES | | LOS ANGELES |
| WDR100001748 | | RESIDENCE AT 3715 MANDEVILLE CANYON RD | * WDR SITE | | ACTIVE - WDR | 3715 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0016883 | RESIDENCE INN HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5933 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| WDR100001251 | | RESIDENCE OF CHARLES WEISS AND DIANA BROWN | * WDR SITE | | ACTIVE - WDR | 3585 MANDEVILLE CANYON ROAD | LOS ANGELES | | LOS ANGELES |
| WDR100000011 | | RESIDENCE OF CRAIG BAILEY | * WDR SITE | | ACTIVE - WDR | 3625 MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| T0603776777 | | REYCREST ROOFING/WATERPROOFING CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3065 VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | | RHA INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5890 HOLLYWOOD BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| T0603702670 | | RHONE-POULENC, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4690 WORTH ST E | LOS ANGELES | 90063 | LOS ANGELES |
| T10000000201 | | RICH STEEL PICKLING CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8019 BEACH ST | LOS ANGELES | 90001 | LOS ANGELES |
| SL0603739567 | | RICHARD K. SQUIRE TRUST | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 11100 HINDRY AVENUE | LOS ANGELES | 90045 | LOS ANGELES |
| | | RIO PETROLEUM INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11675 W PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| | | RIVERSIDE VALERO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2918 RIVERSIDE DR | LOS ANGELES | 90039 | LOS ANGELES |
| | | RIVKAH INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5407 S NORMANDIE AVE | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700863 | | ROBERTSON CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2460 ROBERTSON BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | | ROBERTSON CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2460 S ROBERTSON BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603701285 | | ROCKET #3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 16503 FIGUEROA ST S | LOS ANGELES | 90248 | LOS ANGELES |
| | | RODEO GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5851 W RODEO RD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603743000 | | ROMANCE PHOTOGRAPHY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6800 BALBOA BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| WDR100014633 | | RON RADZINER RESIDENCE | * WDR SITE | | ACTIVE - WDR | 2440 NORTH MANDEVILLE CANYON ROAD | LOS ANGELES | 90049 | LOS ANGELES |
| | FA0035126 | RONALD REAGAN UCLA MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 757 WESTWOOD PLAZA | LOS ANGELES | 90095 | LOS ANGELES |
| | | ROUBEN'S UNION 76 #256178 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4755 EAGLE ROCK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603701101 | | ROYAL CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 431 LA CIENEGA BLVD N | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0030745 | ROYAL CAR WASH & DETAIL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 431 N LA CIENEGA BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603713101 | | RPM GASOLINE SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11910 FOOTHILL BLVD | LOS ANGELES | 91342 | LOS ANGELES |
| | | RTDD CHEVRON MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11951 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700558 | | RUART BEARING COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4525 JEFFERSON BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| T10000000531 | | RUBEN GONZALES GARAGE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4201 CITY TERRACE DR | LOS ANGELES | 90063 | LOS ANGELES |
| | | RVT'S PLAYA VISTA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8300 S LINCOLN BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603707296 | | RYDER LC 0371 | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 5366 83RD ST. W. | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0003472 | RYDER TRUCK RENTAL #0091 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1508 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700651 | | RYDER TRUCK RENTAL #91 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1508 ALAMEDA ST S | LOS ANGELES | 90021 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| T0603704960 | | RYDER TRUCK RENTALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 606 140TH ST W | LOS ANGELES | 90248 | LOS ANGELES |
| T0603705307 | | S & M AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3984 E 1ST ST | LOS ANGELES | 90063 | LOS ANGELES |
| T0603701287 | | S AND M SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 16435 FIGUEROA ST S | LOS ANGELES | 90248 | LOS ANGELES |
| | LACoFA0009487 | S& O OIL SERVICES INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1600 N EASTERN AVE | LOS ANGELES | 90063 | LOS ANGELES |
| SL603799090 | | S. P. TRAN (TAYLOR YARD) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 2850 KERR ST. | LOS ANGELES | | LOS ANGELES |
| T0603701125 | | SAENZ AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1831 006TH ST W | LOS ANGELES | 90057 | LOS ANGELES |
| WDR100000814 | | SAENZ AUTO SERVICE | * WDR SITE | | HISTORICAL - WDR | | | 2487 FLETCHER | LOS ANGELES | 90039 | LOS ANGELES |
| SL603799093 | | SAFETY-KLEEN | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 2918 N. WORTHEN AVE. | LOS ANGELES | 90039 | LOS ANGELES |
| | FA0002149 | SAFETY-KLEEN SYSTEMS, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2918 WORTHEN AVE | LOS ANGELES | 90039 | LOS ANGELES |
| SL204DC2386 | | SAGE PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 1667 N MAIN ST | LOS ANGELES | 90012 | LOS ANGELES |
| | | SAM'S CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2546 S LA BREA AVE | LOS ANGELES | 90016 | LOS ANGELES |
| | LACoFA0019326 | SAMHAM ASSOCIATES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 5200 E OLYMPIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603700843 | | SAN ANTONIO WINERY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1016 MISSION RD N | LOS ANGELES | 90033 | LOS ANGELES |
| T0603797170 | | SAN FERNANDO CONSOLIDATED FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 452 SAN FERNANDO RD. | LOS ANGELES | 90031 | LOS ANGELES |
| WDR100000969 | | SAN FERNANDO ROAD SITE | * WDR SITE | | HISTORICAL - WDR | | | 3370-3550 SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| SL603799121 | | SANITEK PRODUCTS INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 3959 GOODWIN AVE. | LOS ANGELES | 9.00E+08 | LOS ANGELES |
| T10000005353 | | SANTA FE HOBART YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3770 WASHINGTON BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| SLT43234232 | | SANTA FE RAILWAY CO. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | SLAUSON AVE | LOS ANGELES | 90011 | LOS ANGELES |
| | | SANTA MONICA CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 11261 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | SANTA MONICA CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4666 W SANTA MONICA BLVD | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700495 | | SANTEE DAIRIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 231 023RD ST E | LOS ANGELES | 90011 | LOS ANGELES |
| T10000008127 | | SAPPHIRE EQUITY LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1111 AND 1125 6TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| SL184651448 | | SAV-MOR OIL CO (FORMER) | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | 4217 WEST THIRD ST | LOS ANGELES | | LOS ANGELES |
| T0603700735 | | SAV-MOR OIL CO. #343 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4359 SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700631 | | SAV-MOR OIL CO. #359 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4217 003RD ST W | LOS ANGELES | 90020 | LOS ANGELES |
| WDR100000325 | | SAWTELLE OIL FIELD | * WDR SITE | | HISTORICAL - WDR | | | SAWTELLE OIL FIELD | LOS ANGELES | | LOS ANGELES |
| | | SAWTELLE OIL FIELD SUMP, POND, AND PIT | | | | SAWTELL | BREITBURN ENERGY | | | | |
| T10000012291 | | ORDERS | PRODUCED WATER PONDS | | OPEN - INACTIVE | E | COMPANY | 0 S SEPULVEDA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0024589 | SC FUEL STOP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2135 N SAN FERNANDO RD | LOS ANGELES | 90065 | LOS ANGELES |
| | | | | | | | | | WEST LOS | | |
| T0603784707 | | SCE-LA CIENEGA SUBSTATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4701 LA CIENEGA BLVD, S | ANGELES | 90056 | LOS ANGELES |
| T0603700437 | | SCHAEFER AMBULANCE SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4627 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T10000005251 | | SCOVEL PROPERTY | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 5600 FRANKLIN AVENUE | LOS ANGELES | 90028 | LOS ANGELES |
| T0603739167 | | SEARS #1008/8128 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2650 OLYMPIC BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700560 | | SEBRING ENTERPRISES, INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5101 JEFFERSON BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| T0603793069 | | SELVIAN AUTOMOTIVE | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 3979 MISSION RD N | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700524 | | SENGS AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1165 SUNSET BLVD W | LOS ANGELES | 90012 | LOS ANGELES |
| | | SENTINEL PEAK RESOURCES- FAIRFAX | | | | | | | | | |
| T10000011025 | | AVENUE | CLEANUP PROGRAM SITE | | OPEN - ACTIVE | | | 5640 SOUTH FAIRFAX AVENUE | LOS ANGELES | | LOS ANGELES |
| | FA0030510 | SEPAND INVESTMENT INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 4380 N EAGLE ROCK BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| | | SEPULVEDA WEST CAR WASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 2001 S SEPULVEDA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T10000003360 | | SERKIS ARCO | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 2135 SAN FERNANDO ROAD N | LOS ANGELES | 90065 | LOS ANGELES |
| T10000009468 | | SERRANO PLAZA | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | | | 4245 W. 3RD STREET | LOS ANGELES | 90020 | LOS ANGELES |
| | LACoFA0000601 | SERVICE PLATING CO INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | | | 1855 E 062ND ST | LOS ANGELES | 90001 | LOS ANGELES |
| T0603780279 | | SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1304 2ND ST | LOS ANGELES | 90026 | LOS ANGELES |
| | | SERVICE STATION OF THE STARS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 9448 W PICO BLVD | LOS ANGELES | 90035 | LOS ANGELES |
| | | SERVISAIR | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 7025 W IMPERIAL HWY | LOS ANGELES | 90045 | LOS ANGELES |
| SLT43597595 | | SFPP TAYLOR YARD STATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | | | PERLITA | LOS ANGELES | 90039 | LOS ANGELES |
| WDR100000862 | | SHALON, MEL, BARREL & BAG CO. | * WDR SITE | | HISTORICAL - WDR | | | 408 132ND | LOS ANGELES | 90061 | LOS ANGELES |
| | | SHARZAD PETROLEUM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 1355 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700639 | | SHATTO INVESTMENT COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3151 006TH ST W | LOS ANGELES | 90020 | LOS ANGELES |
| WDR100000878 | | SHATTO INVESTMENT COMPANY | * WDR SITE | | HISTORICAL - WDR | | | 3151 WEST SIXTH STREET | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0030476 | SHEEBA & SONS INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 255 E MANCHESTER AVE | LOS ANGELES | 90003 | LOS ANGELES |
| | FA0000295 | SHEIK CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | | | 6405 E YORK BLVD | LOS ANGELES | 90042 | LOS ANGELES |
| | | | | | OPEN - CLOSED/WITH | | | | | | |
| L10008273857 | | SHELDON-ARLETA LANDFILL | LAND DISPOSAL SITE | | MONITORING | | | SHELDON-ARLETA | LOS ANGELES | 90027 | LOS ANGELES |
| T0603738526 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4236 EAGLE ROCK | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701192 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 2600-2606 FIGUEROA ST N | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700908 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1010 MARTIN LUTHER KING BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| T0603700423 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 454 FLORENCE AVE W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700036 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1550 IMPERIAL HWY | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700058 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4300 OLYMPIC BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603734442 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3010 BUNDY DR. S. | LOS ANGELES | 90066 | LOS ANGELES |
| T0603700667 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1317 WASHINGTON BLVD E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603769038 | | SHELL | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 1203 SOTO ST. | LOS ANGELES | 90033 | LOS ANGELES |
| T0603701109 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 6101 OLYMPIC BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700653 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1541 CENTRAL AVE S | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700876 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3300 LA CIENEGA BLVD S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603767776 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 5805 CRENSHAW BOULEVARD | LOS ANGELES | | LOS ANGELES |
| T0603700436 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 341 VERMONT AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700414 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 255 MANCHESTER AVE E | LOS ANGELES | 90003 | LOS ANGELES |
| T0603700005 | | SHELL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 267 INDIAN HILL BLVD N | LOS ANGELES | 91711 | LOS ANGELES |
| T0603704671 | | SHELL # 204-4540-1704 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4660 SLAUSON AVE W | LOS ANGELES | 90043 | LOS ANGELES |
| T0603702075 | | SHELL #204-1242-0604 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 22001 VANOWEN ST | LOS ANGELES | 91303 | LOS ANGELES |
| T0603701255 | | SHELL #204-1944-1801 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 12313 JEFFERSON BLVD W | LOS ANGELES | 90230 | LOS ANGELES |
| T0603701177 | | SHELL #204-4530-0708 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 10815 NATIONAL BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700507 | | SHELL #204-4530-3405 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 766 HILL ST N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700678 | | SHELL #204-4530-4007 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 900 GAYLEY AVE | LOS ANGELES | 90024 | LOS ANGELES |
| | | | | | | | | | EAST LOS | | |
| T0603702827 | | SHELL #204-4530-5202 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 3600 003RD ST E | ANGELES | 90063 | LOS ANGELES |
| T0603701148 | | SHELL #204-4531-4105 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1150 IMPERIAL HWY E | LOS ANGELES | 90059 | LOS ANGELES |
| T0603701092 | | SHELL #204-4531-4600 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1400 FLORENCE AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603701002 | | SHELL #204-4531-5409 | LUST CLEANUP SITE | | OPEN - REMEDIATION | | | 5137 FIGUEROA ST N | LOS ANGELES | 90042 | LOS ANGELES |
| T0603700565 | | SHELL #204-4531-8106 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 4044 MARTIN LUTHER KING BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700591 | | SHELL #204-4532-0102 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 1551 007TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603700714 | | SHELL #204-4532-0607 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 400 ALVARADO ST N | LOS ANGELES | 90026 | LOS ANGELES |
| T0603701130 | | SHELL #204-4532-4609 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | | | 230 ALVARADO ST S | LOS ANGELES | 90057 | LOS ANGELES |

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| T0603702846 | | SHELL #204-4534-2007 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2138 CENTURY BLVD W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700836 | | SHELL #204-4534-2700 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1900 CESAR CHAVEZ AVE E | LOS ANGELES | 90033 | LOS ANGELES |
| T0603703201 | | SHELL #204-4534-6008 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3853 003RD ST E | LOS ANGELES | 90063 | LOS ANGELES |
| T0603703182 | | SHELL #204-4534-8509 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5160 OLYMPIC BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603701360 | | SHELL #204-4539-0600 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1553 MANCHESTER AVE W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603704730 | | SHELL #204-4539-1301 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4411 WHITTIER BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T0603702865 | | SHELL #204-4539-2200 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4625 OLYMPIC BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| T0603703091 | | SHELL #204-4539-4008 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1816 IMPERIAL HWY W | LOS ANGELES | 90047 | LOS ANGELES |
| T0603701093 | | SHELL #204-4539-4107 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7217 WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| T0603701090 | | SHELL #204-4539-5401 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4404 WESTERN AVE S | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700463 | | SHELL #204-4539-5906 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 700 VERMONT AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| T0603703439 | | SHELL #204-4539-9304 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 501 EL SEGUNDO BLVD W | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700875 | | SHELL #204-4540-5705 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3300 LA CIENEGA BLVD S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700970 | | SHELL #204-4540-6406 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3053 LOS FELIZ BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700993 | | SHELL (FORMER EXXON #7-2093) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2200 COLORADO BLVD | LOS ANGELES | 90041 | LOS ANGELES |
| T0603700854 | | SHELL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2000-2012 MARENGO AVE | LOS ANGELES | 90033 | LOS ANGELES |
| T0603700553 | | SHELL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2315 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700790 | | SHELL (TEXACO) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1633 RIVERSIDE DR | LOS ANGELES | 90031 | LOS ANGELES |
| T0603732654 | | SHELL - KOBASSI | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2005 4TH STREET, EAST | LOS ANGELES | | LOS ANGELES |
| SLT4229A1784 | | SHELL - MORMON ISLAND | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | N/A BERTHS 157 - 169 | LOS ANGELES | 90744 | LOS ANGELES |
| | FA | SHELL - PETER S. FRIO & SON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7360 S. LA TIJERA BLVD | LOS ANGELES | 90045-1740 | LOS ANGELES |
| | FA0030435 | SHELL - SUNG, ANDY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1150 E IMPERIAL HWY | LOS ANGELES | 90059 | LOS ANGELES |
| | | SHELL - TENG, JOHNNY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 605 E FLORENCE AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700435 | | SHELL BRANDED SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 270 WESTERN AVE S | LOS ANGELES | 90004 | LOS ANGELES |
| T0603701215 | | SHELL BRANDED SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3151 CAHUENGA BLVD W | LOS ANGELES | 90068 | LOS ANGELES |
| | 24065 | SHELL GAS STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 12706 S CENTRAL AVE | LOS ANGELES | 90059 | LOS ANGELES |
| T0603700479 | | SHELL NORMANDIE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2603 NORMANDIE AVE S | LOS ANGELES | 90007 | LOS ANGELES |
| T0603766018 | | SHELL OIL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3100 W MANCHESTER BLVD | LOS ANGELES | 90305 | LOS ANGELES |
| T0603701022 | | SHELL OIL CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 800 MANCHESTER ST W | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700747 | | SHELL OIL CO (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4905 HOLLYWOOD BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603727765 | | SHELL OIL COMPANY SERVICE STATION | LUST CLEANUP SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 5164 WASHINGTON BLVD W. | LOS ANGELES | 90016 | LOS ANGELES |
| T0603736741 | | SHELL OIL SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 341 VERMONT AVE. | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700421 | | SHELL OIL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 306 SLAUSON AVE W | LOS ANGELES | 90003 | LOS ANGELES |
| T0603740716 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8611 WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| T0603747844 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 605 FLORENCE AVE. E. | LOS ANGELES | | LOS ANGELES |
| T0603727567 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1454 FIRESTONE BLVD E. | LOS ANGELES | 90001 | LOS ANGELES |
| T0603754687 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1403 ADAMS BOULEVARD | LOS ANGELES | | LOS ANGELES |
| T0603754527 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 13606 ROSCOE BLVD | LOS ANGELES | | LOS ANGELES |
| T0603743918 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11944 OLYMPIC BLVD, WEST | LOS ANGELES | 90064 | LOS ANGELES |
| T0603712605 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 255 MANCHESTER AVE. E. | LOS ANGELES | 90003 | LOS ANGELES |
| T0603759489 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4357 E CESAR E CHAVEZ AVE | LOS ANGELES | 90022 | LOS ANGELES |
| T0603753581 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1410 S SOTO ST | LOS ANGELES | 90023 | LOS ANGELES |
| T0603784772 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11574 SANTA MONICA BLVD. | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700968 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3047 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603708316 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1303 WESTERN AVE. S. | LOS ANGELES | 90006 | LOS ANGELES |
| T0603764817 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3645 CRENSHAW BLVD. S. | LOS ANGELES | 90016 | LOS ANGELES |
| T0603722722 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2215 MARTIN LUTHER KING JR. BLVD. W. | LOS ANGELES | 90008 | LOS ANGELES |
| T0603709847 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4404 WESTERN AVE S. | LOS ANGELES | 90047 | LOS ANGELES |
| T0603737156 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11811 SAN VICENTE BLVD. | LOS ANGELES | 90049 | LOS ANGELES |
| T0603783488 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6505 FIGUEROA AVE N. | LOS ANGELES | 90042 | LOS ANGELES |
| T0603789214 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 504 OLYMPIC BLVD. W. | LOS ANGELES | 90015 | LOS ANGELES |
| T0603712843 | | SHELL SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3201 WILSHIRE BLVD | LOS ANGELES | | LOS ANGELES |
| T0603713719 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3853 3RD ST E. | LOS ANGELES | 90063 | LOS ANGELES |
| T0603760383 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 400 SOTO ST. S. | LOS ANGELES | 90033 | LOS ANGELES |
| T0603743696 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6536 MELROSE AVE W. | LOS ANGELES | 90038 | LOS ANGELES |
| T10000001498 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6303 FIGUEROA ST. S. | LOS ANGELES | 90003 | LOS ANGELES |
| T0603751439 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7217 WESTERN AVE. S. | LOS ANGELES | 90047 | LOS ANGELES |
| T0603714348 | | SHELL SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3053 LOS FELIZ | LOS ANGELES | 90039 | LOS ANGELES |
| T10000003670 | | SHELL SERVICE STATION FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10306 WILMINGTON AVE S | LOS ANGELES | 90002 | LOS ANGELES |
| T0603787937 | | SHELL SERVICES STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1695 PACIFIC COAST HIGHWAY | LOS ANGELES | 90710 | LOS ANGELES |
| T0603763635 | | SHELL SEVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9920 S HOOVER ST | LOS ANGELES | 90044 | LOS ANGELES |
| T0603701203 | | SHELL STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3500 CENTINELA AVE S | LOS ANGELES | 90066 | LOS ANGELES |
| T0603792510 | | SHELL STATION | LUST CLEANUP SITE | | OPEN - ELIGIBLE FOR CLOSURE | 5161 VAN NUYS BLVD. | LOS ANGELES | 91401 | LOS ANGELES |
| T0603700410 | | SHELL STATION | LUST CLEANUP SITE | | OPEN - REMEDIATION | 9915 BROADWAY S | LOS ANGELES | 90003 | LOS ANGELES |
| T10000003209 | | SHELL STATION #135324 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 854 W. EL SEGUNDO BOULEVARD | LOS ANGELES | 90247 | LOS ANGELES |
| T10000003200 | | SHELL STATION #135540 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5657 SUNSET BOULEVARD | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700834 | | SHELL STATION #204-4539-0105 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 918 NORTH SOTO STREET | LOS ANGELES | 90033 | LOS ANGELES |
| T10000001062 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1606 LA BREA AVE S. | LOS ANGELES | 90019 | LOS ANGELES |
| T0603720557 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 20505 ROSCOE | LOS ANGELES | 91306 | LOS ANGELES |
| T0603784940 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8222 WESTERN AVE. S. | LOS ANGELES | 90047 | LOS ANGELES |
| T10000003201 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4380 BROADWAY ST S | LOS ANGELES | 90037 | LOS ANGELES |
| T0603792968 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4670 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| T0603739146 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5160 OLYMPIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603778678 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4411 WHITTIER BLVD. E. | LOS ANGELES | 90022 | LOS ANGELES |
| T0603752302 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5908 MANCHESTER AVE. W. | LOS ANGELES | 90045 | LOS ANGELES |
| T0603762417 | | SHELL STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1511 FLORENCE AVE. E. | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700782 | | SHELL, WESTERN PLAZA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 990 WESTERN AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T10000005333 | | SHELL-BRANDED STATION #135501 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3350 VERNON W | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700743 | | SHELL/TESORO (FORMER ARCO #5025) | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 1630 VERMONT AVE N | LOS ANGELES | 90027 | LOS ANGELES |
| | | SHELTER GAS & FOOD MART | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 924 N VIRGIL AVE | LOS ANGELES | 90029 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| | FA0016421 | SHERATON GATEWAY HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6101 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700488 | | SHERATON TOWN HOUSE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2961 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| | | SHILO ENTERPRISES, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7370 S LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700615 | | SHIN BROTHERS' AUTOBODY & PAINT | LUST CLEANUP SITE | | OPEN - REMEDIATION | 4100 OLYMPIC BLVD W | LOS ANGELES | 90019 | LOS ANGELES |
| SL2041R1515 | | SHINWA CORP | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 938/940 ORANGE DR N | LOS ANGELES | | LOS ANGELES |
| T10000002995 | | SHRINERS HOSPITAL FOR CHILDREN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3160 GENEVA STREET | LOS ANGELES | 90020 | LOS ANGELES |
| SL204FT2485 | | SIDNEY REVOCABLE TRUST OLYMPIC PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4001 W OLYMPIC BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| T0603701154 | | SIERRACIN/THERMAL SYSTEMS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 13420 BROADWAY S | LOS ANGELES | 90061 | LOS ANGELES |
| WDR100039710 | | SILVER LAKE RESERVOIR INVESTMENT, LLC | * WDR SITE | | DRAFT - WDR | 16930 MULHOLLAND DRIVE | LOS ANGELES | 90049-1137 | LOS ANGELES |
| WDR100039617 | | SILVER LAKE RESERVOIRS RESTORATION PROJECT | * WDR SITE | | ACTIVE - WDR | 1858 WEST SILVER LAKE DRIVE | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700452 | | SILVERLAKE CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3595 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| WDR100039653 | | SIMPSON AVENUE APARTMENTS | * WDR SITE | | DRAFT - WDR | 7639 SIMPSON AVENUE | LOS ANGELES | 91605-2850 | LOS ANGELES |
| T0603705486 | | SIMPSON GASOLINE ALLEY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 22628 NORMANDIE AVE | LOS ANGELES | 90710 | LOS ANGELES |
| | FA0029520 | SINACO OIL #2 CORP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11305 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | SINACO OIL 4- A & A UNOCAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9930 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | | SINACO OIL CORP GAS STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11280 W NATIONAL BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| WDR100000870 | | SINAI TEMPLE EXPANSION | * WDR SITE | | ACTIVE - WDR | 10400 WILSHIRE BOULEVARD | LOS ANGELES | 90024 | LOS ANGELES |
| WDR100040331 | | SINGLE FAMILY DWELLING - 3920 BRILLANT DRIVE | * WDR SITE | | ACTIVE - WDR | 3920 BRILLANT DRIVE | LOS ANGELES | 90065-3512 | LOS ANGELES |
| WDR100039754 | | SINGLE FAMILY HOME | * WDR SITE | | ACTIVE - WDR | 11582 NEWCASTLE AVENUE | LOS ANGELES | 91344-2007 | LOS ANGELES |
| WDR100040135 | | SINGLE FAMILY HOME RESIDENCE (16244 SCHOENBORN STREET) | * WDR SITE | | HISTORICAL - WDR | 16244 SCHOENBORN STREET | LOS ANGELES | 91343-6229 | LOS ANGELES |
| WDR100040073 | | SINGLE FAMILY HOME RESIDENCE (9657 SUNLAND PLACE) | * WDR SITE | | ACTIVE - WDR | 9657 SUNLAND PLACE | LOS ANGELES | 91040-1351 | LOS ANGELES |
| WDR100039834 | | SINGLE FAMILY RESIDENCE | * WDR SITE | | ACTIVE - WDR | 10205 SUNLAND BOULEVARD | LOS ANGELES | 91040-1739 | LOS ANGELES |
| T10000006475 | | SKP MOBIL OIL COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 301 ATLANTIC BLVD S | LOS ANGELES | 90022 | LOS ANGELES |
| | | SKYLINE OWNERS ASSOCIATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 600 W 9TH ST | LOS ANGELES | 90015 | LOS ANGELES |
| | 25516 | SKYVIEW CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 6033 W CENTURY BLVD STE 790 | LOS ANGELES | 90045 | LOS ANGELES |
| WDR100000873 | | SKYVIEW CENTER | * WDR SITE | | HISTORICAL - WDR | 6053 CENTURY BOULEVARD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0026345 | SKYVIEW CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6053 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0026348 | SKYVIEW CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6033 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | LACoFA0025243 | SLAUSON 76 #251812 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4856 W SLAUSON AVE | LOS ANGELES | 90056 | LOS ANGELES |
| T0603702829 | | SLAUSON GAS & MART | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3708 SLAUSON AVE W | LOS ANGELES | 90043 | LOS ANGELES |
| | LACoFA0025096 | SLAUSON GAS STATION INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4661 W SLAUSON AVE | LOS ANGELES | 90056 | LOS ANGELES |
| | FA0034059 | SLS HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 465 S LA CIENEGA BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| | LACoFA0014309 | SM OIL INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1340 E IMPERIAL HWY | LOS ANGELES | 90059 | LOS ANGELES |
| T0603770626 | | SMILAND PAINT COMPANY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 620 LAMAR STREET | LOS ANGELES | 90031 | LOS ANGELES |
| T0603701096 | | SMITH AUTO REPAIR (FORMER) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 6610 NORMANDIE AVE S | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700407 | | SMITH SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9204 CENTRAL AVE S | LOS ANGELES | 90002 | LOS ANGELES |
| | FA0001256 | SO CAL GAS (CRENSHAW BASE) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3124 W 36TH ST | LOS ANGELES | 90018 | LOS ANGELES |
| | LACt | SO CAL GAS (JUANITA BASE) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3333 W 3RD ST | LOS ANGELES | 90020 | LOS ANGELES |
| SL603799113 | | SOCAL GAS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4555 SPERRY ST. | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700661 | | SOCO - LYNCH CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3629 UNION PACIFIC AVE | LOS ANGELES | 90023 | LOS ANGELES |
| SL2049H1727 | | SOCO LYNCH CORP | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 3629 EAST UNION PACIFIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T10000004607 | | SONORA (CRUZ) AUTO REPAIR CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4469 W. WASHINGTON BL. | LOS ANGELES | 90016 | LOS ANGELES |
| T0603700825 | | SOTO STREET FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2100 SOTO ST N | LOS ANGELES | 90032 | LOS ANGELES |
| | LACoFA0009705 | SOUTH AGENCY HEADQUARTERS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 360 W EL SEGUNDO BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| | FA0030436 | SOUTH CITY GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 449 W IMPERIAL HWY | LOS ANGELES | 90061 | LOS ANGELES |
| T10000003378 | | SOUTH COAST RECYCLING, INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4560 DORAN STREET | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700099 | | SOUTH EAST MAINT YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4206 MAIN ST S | LOS ANGELES | 90037 | LOS ANGELES |
| T10000005695 | | SOUTH LA ANIMAL DOG TRAINING YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5965 SAINT ANDREWS PL | LOS ANGELES | 90047 | LOS ANGELES |
| T10000007089 | | SOUTH LA TRAINING CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2310 7TH ST EAST | LOS ANGELES | 90023 | LOS ANGELES |
| WDR100001088 | | SOUTH REGION HIGH SCHOOL #12 | * WDR SITE | | ACTIVE - WDR | 8800 SOUTH SAN PEDRO STREET | LOS ANGELES | 90003 | LOS ANGELES |
| T0603762393 | | SOUTH REGION HIGH SCHOOL #2 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6100 CENTRAL AVE | LOS ANGELES | 90001 | LOS ANGELES |
| T0603793057 | | SOUTH SEWER MAINTENANCE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2002 SLAUSON AVE | LOS ANGELES | 90043 | LOS ANGELES |
| T0603700542 | | SOUTHERN CA GAS CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 501 005TH ST W | LOS ANGELES | 90013 | LOS ANGELES |
| SL603792573 | | SOUTHERN CALIFORNIA ALUMINUM (FORMER) | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 2829 EAST WASHINGTON BLVD | LOS ANGELES | | LOS ANGELES |
| | LACoFA0030350 | SOUTHERN CALIFORNIA GAS COMPANY: BELVEDERE BASE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 303 S WOODS AVE | LOS ANGELES | 90022 | LOS ANGELES |
| | FA0003556 | SOUTHERN CALIFORNIA GAS COMPANY: GLENDALE BASE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4560 SPERRY ST | LOS ANGELES | 90039 | LOS ANGELES |
| T0603705224 | | SOUTHLAND CORP #20545 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4343 SLAUSON AVE W | LOS ANGELES | 90043 | LOS ANGELES |
| T0603700664 | | SOUTHLAND LOCATION #18821 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11075 OLYMPIC BLVD W | LOS ANGELES | 90064 | LOS ANGELES |
| T0603700556 | | SOUTHLAND LOCATION #25330 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5791 RODEO RD | LOS ANGELES | 90016 | LOS ANGELES |
| T0603702791 | | SOUTHLAND SCAFFOLD & EQUIPMENT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4050 WASHINGTON BLVD E | EAST LOS ANGELES | 90023 | LOS ANGELES |
| T10000005799 | | SOUTHWEST MUSEUM | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 234 MUSEUM DR | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701157 | | SOUTHWEST POLICE STATION 9/8-2 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1546 MARTIN LUTHER KING BLVD W | LOS ANGELES | 90062 | LOS ANGELES |
| T0603701091 | | SOUTHWEST STREET MAINT YARD | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5860 WILTON PL S | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700566 | | SPAULDING MORTUARY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3045 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603702579 | | SPECIALTY COATINGS & CHEMICALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7360 VARNA AVE | LOS ANGELES | 91605 | LOS ANGELES |
| SL603799087 | | SPECIALTY PRODUCTS DIST. CO. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3229 CASITAS | LOS ANGELES | 90039 | LOS ANGELES |
| | LACt | SPEEDY FUEL INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1492 S LORENA ST | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700424 | | SPEEDY LUBE FORMER MOBIL #11-GM4 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7200 AVALON BLVD | LOS ANGELES | 90003 | LOS ANGELES |
| SLT43674672 | | SPLENDID CLEANERS | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 1226 S. COCHRAN AVE | LOS ANGELES | 90019 | LOS ANGELES |
| T10000005793 | | SPRING VIEW | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 5261 WEST IMPERIAL HIGHWAY | LOS ANGELES | 90045 | LOS ANGELES |
| T0603715784 | | SPRINT PCS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1696 W WASHINGTON BLVD | LOS ANGELES | | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| SL2045M1624 | | SQUARE D CO | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 4335 E. VALLEY BOULEVARD | LOS ANGELES | 90032 | LOS ANGELES |
| | FA0013248 | ST VINCENT DIALYSIS CENTER, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 201 S ALVARADO ST | LOS ANGELES | 90057 | LOS ANGELES |
| | FA0011332 | ST VINCENT MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2131 W 3RD ST | LOS ANGELES | 90057 | LOS ANGELES |
| T0603793035 | | ST. MAINT. SERVICE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1451 6TH ST E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603704044 | | STANDARD METAL RECYCLING CORP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 378 WEST 133RD STREET | LOS ANGELES | 90061 | LOS ANGELES |
| SL2044D1589 | | STANDARD METALS RECYCLING CORP | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 378 WEST 133RD ST | LOS ANGELES | | LOS ANGELES |
| WDR100007736 | | STANDARD NICKEL CHROMIUM PLATING FACILITY | * WDR SITE | | ACTIVE - WDR | 811 EAST (819, 825, 825) 62ND STREET | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700720 | | STANMOR ENTERPRISES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1700 SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| SLT4L8561883 | | STAPLES ARENA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 740-750 WEST 10TH PLACE | LOS ANGELES | 90015 | LOS ANGELES |
| | FA0030860 | STAPLES CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1111 S FIGUEROA ST | LOS ANGELES | 90015 | LOS ANGELES |
| T0603701124 | | STATE COMPENSATION INSUR FUND | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 600 LAFAYETTE PARK PL | LOS ANGELES | 90057 | LOS ANGELES |
| | 23975 | STATE WIDE SALES COMPANY,INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 742 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| T0603700819 | | STEVE'S AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2700 EASTERN AVE | LOS ANGELES | 90032 | LOS ANGELES |
| SL603799092 | | STIKICH COLOR LAB. INC. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3225 N. FLETCHER DR. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700812 | | STODDARD AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1721 WORKMAN ST | LOS ANGELES | 90031 | LOS ANGELES |
| T0603700906 | | STOLEN BASE CLEANERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1015 MARTIN LUTHER KING JR BL | LOS ANGELES | 90037 | LOS ANGELES |
| SL184901473 | | STOLEN BASE CLEANERS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1015 MARTIN LUTHER KING JR BLVD W | LOS ANGELES | | LOS ANGELES |
| T0603797655 | | STREET LIGHTING FIELD OPERATIONS HEADQUARTERS | LUST CLEANUP SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 4550 SANTA MONICA BLVD. | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0000808 | STREETLIGHT MAINTENANCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 611 N HOOVER ST | LOS ANGELES | 90004 | LOS ANGELES |
| T0603781181 | | STUDIO SERVICES INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 14817 W BESSEMER ST | LOS ANGELES | 91411 | LOS ANGELES |
| | | SUN 76 #255608 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5376 E HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| SL204761666 | | SUN CHEMICAL CORP | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 590 SANTA FE AVENUE | LOS ANGELES | 90013 | LOS ANGELES |
| | | SUN FAX ARCO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7901 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| T0603700826 | | SUN LIGHTING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5359 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700570 | | SUN SERVICE AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5350 ADAMS BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| T0603702578 | | SUNNY GAS COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 13260 SHERMAN WY | LOS ANGELES | 91605 | LOS ANGELES |
| | FA0010715 | SUNRISE ENERGY #253739 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1300 N WESTERN AVE | LOS ANGELES | 90027 | LOS ANGELES |
| | | SUNSET AUTO REPAIR INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5280 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0037598 | SUNSET BRONSON ENTERTAINMENT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5800 W SUNSET BLVD UN A | LOS ANGELES | 90028 | LOS ANGELES |
| T0603700718 | | SUNSET CARWASH | LUST CLEANUP SITE | | OPEN - REMEDIATION | 2028 SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0001956 | SUNSET FAIRFAX MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7865 W SUNSET BLVD | LOS ANGELES | 90046 | LOS ANGELES |
| SL0603717198 | | SUNSET GALLERIA | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 7107 SUNSET BLVD, WEST | LOS ANGELES | 90046 | LOS ANGELES |
| T0603757351 | | SUNSET LANDMARK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6525 SUNSET BLVD. | LOS ANGELES | 90028 | LOS ANGELES |
| | | SUNSET PETROL INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2035 W SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0002439 | SUNSET SATER, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5007 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T10000005601 | | SUPER AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6144 VENICE BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| T0603700770 | | SUPER CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 800 WESTERN AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T10000008419 | | SUPER TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 500 ALAMEDA ST | LOS ANGELES | 90013 | LOS ANGELES |
| | FA0029647 | SUPERFINE II (VALERO) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 500 S ALAMEDA ST | LOS ANGELES | 90013 | LOS ANGELES |
| T0603700677 | | SURFACE PROTECTION INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3411 015TH ST E | LOS ANGELES | 90023 | LOS ANGELES |
| T10000010955 | | SWISSPORT | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 7025 IMPERIAL HIGHWAY W | LOS ANGELES | 90045 | LOS ANGELES |
| SLT4L5341833 | | SYSTEM CLEANERS | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 3631 CRENSHAW BLVD | LOS ANGELES | 90018 | LOS ANGELES |
| T0603700697 | | T & T SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1736 SAWTELLE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| SLT4L8172840 | | T.A. DAVIES (FORMER) | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 363&378 WEST 133RD STREET | LOS ANGELES | 90061 | LOS ANGELES |
| | LACoFA0019312 | TABBAA FAMILY LIMITED PARTNERSHIP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 5050 E OLYMPIC BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| T0603701000 | | TARGET STATION #0940 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4954 YORK BLVD | LOS ANGELES | 90042 | LOS ANGELES |
| | LACoFA | TED MORENO FORMERLY A1 STEEL FENCE COMPANY, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4655 TELEGRAPH RD # 4661 | LOS ANGELES | 90022 | LOS ANGELES |
| T10000008217 | | TELEDYNE TECHNOLOGIES, INC. | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 12870 PANAMA ST | LOS ANGELES | 90066 | LOS ANGELES |
| T10000012268 | | TELEVISION CENTER, INC. | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 6300 & 6311 ROMAINE STREET | LOS ANGELES | 90038 | LOS ANGELES |
| T0603701617 | | TERMINAL ISLAND TREATMENT PLNT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 445 FERRY ST | LOS ANGELES | 90731 | LOS ANGELES |
| | | TESORO (ARCO) 63020 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10801 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | LACoFA0007119 | TESORO (ARCO) 63252 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1405 W CENTURY BLVD | LOS ANGELES | 90047 | LOS ANGELES |
| | | TESORO (ARCO) 63281 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1205 S ALVARADO ST | LOS ANGELES | 90006 | LOS ANGELES |
| | | TESORO (SHELL) 68508 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7710 HOLLYWOOD WAY | LOS ANGELES | 91505 | LOS ANGELES |
| | | TESORO (SHELL) 68555 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5551 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | | TESORO (SHELL) 68556 (WRR 6132) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5657 SUNSET BLVD | LOS ANGELES | 90028 | LOS ANGELES |
| | LACoFA0025144 | TESORO (SHELL) 68557 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4660 W SLAUSON AVE | LOS ANGELES | 90043 | LOS ANGELES |
| | | TESORO (SHELL) 68558 (WRR 6138) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8611 S WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | LACoFA0007189 | TESORO (SHELL) 68559 (WRR 6147) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4357 E CESAR E CHAVEZ AVE | LOS ANGELES | 90022 | LOS ANGELES |
| | LACoFA0007185 | TESORO (USA) 63030 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 3541 E CESAR E CHAVEZ AVE | EAST LOS ANGELES | 90063 | LOS ANGELES |
| | | TESORO (USA) 63037 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5175 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| | | TESORO (USA) 63070 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2214 N BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| | LACoFA0022389 | TESORO (USA) 63130 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 600 E ROSECRANS AVE | LOS ANGELES | 90059 | LOS ANGELES |
| | | TESORO (USA) 63183 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5025 W SUNSET BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | LACoFA0028092 | TESORO (USA) 63199 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 11259 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | | TESORO (USA) 63279 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2251 N FIGUEROA ST | LOS ANGELES | 90065 | LOS ANGELES |
| WDR100016904 | | TESORO STATION NO. 42019 (FORMER ARCO 1597) | * WDR SITE | | HISTORICAL - WDR | 1601 GLENDALE BOULEVARD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603704395 | | TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7718 BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| T0603701009 | | TEXACO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5401 YORK BLVD | LOS ANGELES | 90042 | LOS ANGELES |
| T10000005402 | | TEXACO #611060206 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12200 WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T10000005405 | | TEXACO #611061485 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11256 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700824 | | TEXACO (FORMER JOE CUPPARI'S | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5500 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603701151 | | TEXACO (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12800 AVALON BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| T0603786190 | | TEXACO - KEEBLE, ROBERT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8579 SAN FERNANDO RD | LOS ANGELES | 90031 | LOS ANGELES |
| T0603778010 | | TEXACO - SIMPKINS, WALLY D | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3154 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700739 | | TEXACO SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4456 LOS FELIZ BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603748353 | | TEXACO SERVICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4456 LOS FELIZ BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| T0603700484 | | TEXACO STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3201 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T0603701186 | | TEXACO STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4072 VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| T0603700486 | | TEXACO STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3855 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T0603700892 | | TEXACO STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 300 LA BREA N | LOS ANGELES | 90036 | LOS ANGELES |
| T0603700645 | | TEXACO TRUCK STOP (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1345 007TH ST E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603701206 | | TEXACO USA (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11205 NATIONAL BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| | FA0024129 | TEXACO VERDUGO DAIRY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4072 N VERDUGO RD UN 2 | LOS ANGELES | 90065 | LOS ANGELES |
| SLT4L6521844 | | THATCHER AVENUE MAINTENANCE YARD | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 3233 & 3311 THATCHER AVE | LOS ANGELES | | LOS ANGELES |
| | | THE ANGELES PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 200 S OLIVE ST | LOS ANGELES | 90012 | LOS ANGELES |
| | | THE ANGELUS PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 300 S OLIVE ST | LOS ANGELES | 90013 | LOS ANGELES |
| WDR100000548 | | THE AUDUBON NATURE CENTER | * WDR SITE | | HISTORICAL - WDR | 4700 GRIFFIN AVENUE | LOS ANGELES | 90031 | LOS ANGELES |
| T0603790166 | | THE CALIFORNIA ENDOWMENT TERMINAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1000 ALAMEDA ST. N. | LOS ANGELES | 90012 | LOS ANGELES |
| SLT43618616 | | THE CLEANING STORE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 11628 SANTA MONICA BLVD | LOS ANGELES | 90029 | LOS ANGELES |
| | FA0023774 | THE CORNER ENTERPRISES, INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1660 S SEPULVEDA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0029588 | THE DORCHESTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10520 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| SL0603703528 | | THE E.B. MALONE CORPORATION | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 306-360 AVENUE 26 | LOS ANGELES | | LOS ANGELES |
| | 24930 | THE EFI BEN-EFRAIM CORP. | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 19304 WEST SATICOY ST | LOS ANGELES | 91335 | LOS ANGELES |
| | FA0038822 | THE ELYSIAN | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1115 W SUNSET BLVD | LOS ANGELES | 90012 | LOS ANGELES |
| SL2049G1726 | | THE GROVE AT FARMERS MARKET | CLEANUP PROGRAM SITE | | OPEN - VERIFICATION MONITORING | 6301 WEST THIRD ST | LOS ANGELES | | LOS ANGELES |
| | | THE LA HOTEL DOWNTOWN | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 333 S FIGUEROA ST | LOS ANGELES | 90071 | LOS ANGELES |
| WDR100001873 | | THE MALIBU INSTITUTE | * WDR SITE | | DRAFT - WDR | 901 ENCINAL CANYON ROAD | UNINCORPORATED LOS ANGELES COUNTY AREA | 90265 | LOS ANGELES |
| T0603700540 | | THE MUTUAL GARAGE BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 363 OLIVE ST S | LOS ANGELES | 90013 | LOS ANGELES |
| T10000004824 | | THE PANAMA SITE | CLEANUP PROGRAM SITE | | OPEN - VERIFICATION MONITORING | 12964 PANAMA STREET | LOS ANGELES | 90066 | LOS ANGELES |
| WDR100000722 | | THE REEVES TRUST PROPERTY | * WDR SITE | | HISTORICAL - WDR | 11840 FOOTHILL BOULEVARD | LOS ANGELES | 91342 | LOS ANGELES |
| | | THE ROW | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 767 S ALAMEDA ST | LOS ANGELES | 90021 | LOS ANGELES |
| | FA0026346 | THE WESTIN LOS ANGELES HOTEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5400 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| | | THE WILSHIRE LANDMARK I | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11755 WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| WDR100014746 | | THEODORE PAYNE FOUNDATION FOR WILD FLOWERS & NATIVE PLANTS | * WDR SITE | | HISTORICAL - WDR | 10459 TUXFORD STREET | LOS ANGELES | 91352 | LOS ANGELES |
| T10000008215 | | THIRD AND WOODS FAMILY PROJECT | NON-CASE INFORMATION | | INFORMATIONAL ITEM | 5051 3RD ST | LOS ANGELES | 90022 | LOS ANGELES |
| | | THIRD STREET CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3817 W 3RD ST | LOS ANGELES | 90020 | LOS ANGELES |
| SLT43656654 | | THOMAS SAFRAN PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1321 MARYLAND ST | LOS ANGELES | 90017 | LOS ANGELES |
| SL204CR2377 | | THOMAS SAFRAN PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 1324/1336 W 4TH ST | LOS ANGELES | 90017 | LOS ANGELES |
| SLT43655653 | | THOMAS SAFRAN PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 420 LUCAS AVE | LOS ANGELES | 90017 | LOS ANGELES |
| T0603702547 | | THRIFTY #016 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6800 LANKERSHIM BLVD | LOS ANGELES | 91600 | LOS ANGELES |
| T0603702548 | | THRIFTY #016 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6800 LANKERSHIM BLVD | LOS ANGELES | 91600 | LOS ANGELES |
| T0603703683 | | THRIFTY #032 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3981 WHITTIER BLVD E | LOS ANGELES | 90023 | LOS ANGELES |
| T0603761700 | | THRIFTY #037/ARCO #9530 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5175 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700938 | | THRIFTY #037/CIRCLE K #7893 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5175 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603702549 | | THRIFTY #135 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5212 WHITSETT AVE | LOS ANGELES | 91600 | LOS ANGELES |
| T0603702074 | | THRIFTY #141 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6851 TOPANGA CANYON BLVD | LOS ANGELES | 91303 | LOS ANGELES |
| T0603704455 | | THRIFTY #199 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11259 VERMONT AVE S | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700703 | | THRIFTY #20/ARCO #9517 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10801 SANTA MONICA BLVD | WEST LOS ANGELES | 90025 | LOS ANGELES |
| T0603702416 | | THRIFTY #232/ARCO #9632 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8050 VAN NUYS | LOS ANGELES | 91402 | LOS ANGELES |
| T0603700482 | | THRIFTY #242 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4200 CRENSHAW BLVD | LOS ANGELES | 90008 | LOS ANGELES |
| T0603700861 | | THRIFTY #247/CHEVRON (FORMER) | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3505 SEPULVEDA BLVD S | LOS ANGELES | 90034 | LOS ANGELES |
| T0603700813 | | THRIFTY #70 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2214 BROADWAY N | LOS ANGELES | 90031 | LOS ANGELES |
| T0603702459 | | THRIFTY #90 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 16851 SHERMAN WY | LOS ANGELES | 91406 | LOS ANGELES |
| T0603701068 | | THRIFTY CAR RENTAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5440 CENTURY BLVD W | LOS ANGELES | 90045 | LOS ANGELES |
| | FA0022194 | THRIFTY CAR RENTAL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5440 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700557 | | THRIFTY DRUG | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3430 LA BREA AVE S | LOS ANGELES | 90016 | LOS ANGELES |
| T0603704981 | | THRIFTY OIL #030 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3541 CESAR CHAVEZ E | LOS ANGELES | 90063 | LOS ANGELES |
| T0603707428 | | THRIFTY OIL COMPANY #261 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 22620 WESTERN AVE | LOS ANGELES | 90501 | LOS ANGELES |
| SLT43598596 | | THRIFTY PAYLESS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 5701-5749 CRENSHAW BLVD | LOS ANGELES | 90043 | LOS ANGELES |
| T0603726102 | | THRIFTY STATION #245 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8770 OLYMPIC BLVD, WEST | LOS ANGELES | 90035 | LOS ANGELES |
| T0603730711 | | THRIFTY STATION 281 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1205 ALVARADO ST. S. | LOS ANGELES | 90006 | LOS ANGELES |
| T0603721417 | | TIDES SENIOR APARTMENTS, LP | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 623 RAMPART BLVD S | LOS ANGELES | 90057 | LOS ANGELES |
| SL0603709506 | | TIDEWATER SERVICE STATION (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5020 WILSHIRE BOULEVARD | LOS ANGELES | 90036-4315 | LOS ANGELES |
| T0603743780 | | TIERNO'S GENERAL FABRICATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1769 GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| T0603700509 | | TIMES MIRROR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 240 HILL ST S | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700505 | | TIMES MIRROR CORPORATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 145 SPRING ST S | LOS ANGELES | 90012 | LOS ANGELES |
| | FA0030315 | TMP CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5800 W MANCHESTER AVE | LOS ANGELES | 90045 | LOS ANGELES |
| | | TONY'S CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2960 W BROADWAY | LOS ANGELES | 90041 | LOS ANGELES |
| T0603721725 | | TONY'S TRANSMISSIONS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4327 E CESAR E CHAVEZ AVE | LOS ANGELES | 90022 | LOS ANGELES |
| T0603701188 | | TONYS AUTO CARE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4051 EAGLE ROCK BLVD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0013078 | TOPA MANAGEMENT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1900 S AVENUE OF THE STARS | LOS ANGELES | 90067 | LOS ANGELES |
| T0603702072 | | TOPANGA CAR WASH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6829 TOPANGA CANYON BLVD | LOS ANGELES | 91303 | LOS ANGELES |
| T10000003612 | | TOSCO - 76 STATION | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 1000 ELYSIAN PARK AVE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700503 | | TOSCO - 76 STATION #0122 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1031 002ND ST W | LOS ANGELES | 90012 | LOS ANGELES |
| T0603792881 | | TOSCO - 76 STATION #0514 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2635 HYPERION AVE | LOS ANGELES | 90027 | LOS ANGELES |
| T0603792901 | | TOSCO - 76 STATION #0882 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2580 GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| T0603700871 | | TOSCO - 76 STATION #0981 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 1004 LA CIENEGA BLVD S | LOS ANGELES | 90035 | LOS ANGELES |
| T0603791315 | | TOSCO - 76 STATION #1000 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3033 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T0603749844 | | TOSCO - 76 STATION #2015 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5100 JEFFERSON BLVD W. | LOS ANGELES | 90016 | LOS ANGELES |
| T0603701110 | | TOSCO - 76 STATION #2021 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8755 003RD ST W | LOS ANGELES | 90048 | LOS ANGELES |
| T0603700467 | | TOSCO - 76 STATION #250956 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 801 WESTERN AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| T0603700636 | | TOSCO - 76 STATION #3472 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3501 003RD ST W | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700641 | | TOSCO - 76 STATION #3900 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4000 006TH ST W | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700626 | | TOSCO - 76 STATION #4041 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1515 LA BREA AVE S | LOS ANGELES | 90019 | LOS ANGELES |
| T0603703067 | | TOSCO - 76 STATION #4944 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1259 CARSON ST W | LOS ANGELES | 90502 | LOS ANGELES |
| T0603700528 | | TOSCO - 76 STATION #4962 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1000 ELYSIAN PARK AVE | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700702 | | TOSCO - 76 STATION #5146 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11305 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| T0603700470 | | TOSCO - 76 STATION #5283 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 703 VERMONT AVE S | LOS ANGELES | 90005 | LOS ANGELES |
| T0603700822 | | TOSCO - 76 STATION #5608 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 5376 HUNTINGTON DR S | LOS ANGELES | 90032 | LOS ANGELES |
| T0603700584 | | TOSCO - 76 STATION #5772 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1307 006TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603701004 | | TOSCO - 76 STATION #5948 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 475 AVENUE 60 S | LOS ANGELES | 90042 | LOS ANGELES |
| T0603701194 | | TOSCO S.S. #0857 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2250 FIGUEROA ST N | LOS ANGELES | 90065 | LOS ANGELES |
| T0603701219 | | TOSCO S.S. #0942 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6051 FRANKLIN AVE | LOS ANGELES | 90068 | LOS ANGELES |
| T0603700902 | | TOSCO S.S. #1116 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5436 6TH ST W | LOS ANGELES | 90036 | LOS ANGELES |
| T0603701079 | | TOSCO S.S. #2907 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7550 SEPULVEDA BLVD S | LOS ANGELES | 90045 | LOS ANGELES |
| T0603792960 | | TOSCO S.S. #3327 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 14216 AVALON BLVD S | LOS ANGELES | 90059 | LOS ANGELES |
| T0603701123 | | TOSCO S.S. #5574 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 13060 SAN VICENTE BLVD | LOS ANGELES | 90049 | LOS ANGELES |
| T0603700625 | | TOSCO S.S. #51788 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3481 OLYMPIC BLVD W | LOS ANGELES | 90019 | LOS ANGELES |
| T0603700585 | | TOSCO SERVICE STATION #5772 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1307 6TH ST W | LOS ANGELES | 90017 | LOS ANGELES |
| T0603746658 | | TOSCO/UNOCAL #30327(FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5200 OLYMPIC BOULEVARD,E | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | 24690 | TOSCO/UNOCAL #30515 | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 6810 E SLAUSON AVE | LOS ANGELES | 90040 | LOS ANGELES |
| L10002680436 | | TOYON CANYON LANDFILL | LAND DISPOSAL SITE | | OPEN - CLOSED/WITH MONITORING | 5050 MOUNT HOLLYWOOD | LOS ANGELES | 90027 | LOS ANGELES |
| T10000007198 | | TOYOTA DEALERSHIP | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 1600 SOUTH FIGUEROA STREET | LOS ANGELES | 90015 | LOS ANGELES |
| WDR100000750 | | TRACT 53100 | * WDR SITE | | DRAFT - WDR | TRACT 53100 UNINCORPORATED VENTURA SUBDIVISION, CHATSWORTH | LOS ANGELES | | LOS ANGELES |
| WDR100000572 | | TRAIN TUNNEL 26 | * WDR SITE | | DRAFT - WDR | PARK SOUTH OFF OF DEVONSHIRE ST. | LOS ANGELES | 91311 | LOS ANGELES |
| SL2046C1644 | | TRANSACTION TECHNOLOGY INC | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 12959 CORAL TREE PLACE | LOS ANGELES | | LOS ANGELES |
| SLT43649647 | | TRANSIT MIXED CONCRETE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 4760 VALLEY BLVD | LOS ANGELES | 90032 | LOS ANGELES |
| T0603772442 | | TRANSIT MIXED CONCRETE (FMR SOUTHDOWN CONCRETE) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8960 N BRADLEY AVE | LOS ANGELES | 91352 | LOS ANGELES |
| T0603718394 | | TRENCH SHORING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 636 ROSECRANS AVE. E | LOS ANGELES | 90059 | LOS ANGELES |
| | LACoFA0022396 | TRENCH SHORING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 636 E ROSECRANS AVE | LOS ANGELES | 90059 | LOS ANGELES |
| | FA0031168 | TRIDENT CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11355 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| SL2046G1648 | | TRIZECHAHN HOLLYWOOD LLC | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 6800 HOLLYWOOD BLVD & HIGHLAND BLVD | LOS ANGELES | | LOS ANGELES |
| T10000011885 | | TRU-CUT, INC. | CLEANUP PROGRAM SITE | | OPEN - ACTIVE | 3221 SAN FERNANDO ROAD | LOS ANGELES | 90065 | LOS ANGELES |
| | FA0031315 | TTVV CORP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1515 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90062 | LOS ANGELES |
| WDR100001173 | | TUJUNGA WELLS 6 AND 7, TUJUNGA SPREADING GROUND | * WDR SITE | | ACTIVE - WDR | 8801 ARLETA AVENUE | LOS ANGELES | 91352 | LOS ANGELES |
| T0603723677 | | TUNE UP MASTERS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3560 BEVERLY BLVD. | LOS ANGELES | 90004 | LOS ANGELES |
| T0603700781 | | TUNE UP MASTERS SHOP #10 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4421 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES |
| T0603700803 | | TUNEUP MASTERS SHOP #67 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2131 MAIN ST N | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0002604 | TWENTIETH CENTURY FOX FILM CORP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10201 W PICO BLVD | LOS ANGELES | 90064-2606 | LOS ANGELES |
| T0603734500 | | TWIN SPRINGS LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 433 SPRING STREET, SOUTH | LOS ANGELES | CA | LOS ANGELES |
| T0603702532 | | U-HAUL CENTER OF SUN VALLEY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7721 HOLLYWOOD WY | LOS ANGELES | 91505 | LOS ANGELES |
| T0603700527 | | U.S. POSTAL SERVICE TERMINAL ANNEX | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 900 ALAMEDA ST N | LOS ANGELES | 90012 | LOS ANGELES |
| | | UCLA - CO-GEN PLANT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 721 CHARLES E YOUNG DR S | LOS ANGELES | 90095 | LOS ANGELES |
| | FA0023014 | UCLA - EH&S | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 405 S HILGARD AVE | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - FLEET SERVICES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 741 CHARLES E YOUNG DR S | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - GONDA CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 695 CHARLES E YOUNG DR S | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - KERCKHOFF HALL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 308 WESTWOOD PLZ | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - MEDICAL PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 200 MEDICAL PLAZA PS1 | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - NEURO SCIENCE RESEARCH BUILDING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 635 CHARLES E YOUNG DR S | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - RADIOLOGY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10833 LE CONTE AVE | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - SEAS IV | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 420 WESTWOOD PLZ | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - SOUTHERN REGIONAL LIBRARY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 305 DE NEVE DRIVE | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA - YOUNG HALL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 609 CHARLES E YOUNG DR S | LOS ANGELES | 90095 | LOS ANGELES |
| | | UCLA TEACHING & LEARNING CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 855 TIVERTON AVENUE | LOS ANGELES | 90095 | LOS ANGELES |
| SLT4L3741812 | | UJIMA VILLAGE APARTMENTS / FORMER ATHENS TANK FARM | CLEANUP PROGRAM SITE | | OPEN - REMEDIATION | 941 EAST 126TH ST | LOS ANGELES | 90061 | LOS ANGELES |
| | | UNION A & T | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6537 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603733281 | | UNION BANK OF CALIFORNIA | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 120 SAN PEDRO STREET, SOUTH | LOS ANGELES | 90012 | LOS ANGELES |
| T0603792900 | | UNION PACIFIC RAILROAD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 611 MISSION RD N | LOS ANGELES | 90033 | LOS ANGELES |
| SL2047T1683 | | UNION PACIFIC RAILROAD - CORNFIELD YARD | CLEANUP PROGRAM SITE | | OPEN - VERIFICATION MONITORING | 1245 NORTH SPRING ST | LOS ANGELES | 90012 | LOS ANGELES |
| SL204EX2421 | | UNION PACIFIC RAILROAD J YARD | CLEANUP PROGRAM SITE | | OPEN - VERIFICATION MONITORING | 1999 E 25TH ST | LOS ANGELES | 90058 | LOS ANGELES |
| SL204FK2432 | | UNION PACIFIC RAILROAD RIGHT - OF - WAY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 4154 WHITESIDE ST | LOS ANGELES | 90063 | LOS ANGELES |
| T0603700512 | | UNION PACIFIC/RAILROAD COMPANY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1322 BROADWAY N | LOS ANGELES | 90012 | LOS ANGELES |
| T0603700800 | | UNION RAILROAD-LA TRANS. CTR. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2100 ALHAMBRA AVE | LOS ANGELES | 90031 | LOS ANGELES |
| T0603702714 | | UNION TERMINAL NO. 0381 | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 13500 BROADWAY S | LOS ANGELES | 90061 | LOS ANGELES |
| | LACt | UNITED #002 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7900 BEVERLY BLVD | LOS ANGELES | 90048 | LOS ANGELES |
| | | UNITED #048 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7861 W MELROSE AVE A | LOS ANGELES | 90046 | LOS ANGELES |
| | LACoFA0009684 | UNITED #101 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 450 EL SEGUNDO BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| | LACoFA0033493 | UNITED #103 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 4700 W SLAUSON AVE | LOS ANGELES | 90056 | LOS ANGELES |
| | LACoFA0019314 | UNITED #134 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 3915 E OLYMPIC BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| | | UNITED #145 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1465 N GLENDALE BLVD | LOS ANGELES | 90026 | LOS ANGELES |
| | | UNITED #148 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 800 N WESTERN AVE | LOS ANGELES | 90029 | LOS ANGELES |
| | | UNITED #150 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2121 S ARLINGTON AVE | LOS ANGELES | 90018 | LOS ANGELES |
| | LACoFA0009502 | UNITED #154 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 705 N EASTERN AVE | LOS ANGELES | 90022 | LOS ANGELES |
| | | UNITED #155 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2503 W PICO BLVD | LOS ANGELES | 90006 | LOS ANGELES |
| | LACoFA0014822 | UNITED #160 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 12401 W JEFFERSON BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| | | UNITED #163 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4931 W PICO BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | | UNITED #170 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1600 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| | | UNITED #171 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3500 S CENTINELA AVE | LOS ANGELES | 90066 | LOS ANGELES |
| | | UNITED #177 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4456 LOS FELIZ BLVD | LOS ANGELES | 90027 | LOS ANGELES |
| | FA0025071 | UNITED #182 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5100 W JEFFERSON BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | LACoFA0029733 | UNITED #183 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 5200 E WHITTIER BLVD | LOS ANGELES | 90022 | LOS ANGELES |
| | | UNITED #188 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1467 W SUNSET BLVD | LOS ANGELES | 90026 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|
| | | UNITED #194 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11748 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| T0603748120 | | UNITED #3 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4700 SLAUSON AVE W. | LOS ANGELES | 90056 | LOS ANGELES | |
| | FA0029479 | UNITED #5605 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2250 N FIGUEROA ST | LOS ANGELES | 90065 | LOS ANGELES | |
| | | UNITED #5607 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8600 S FIGUEROA ST | LOS ANGELES | 90003 | LOS ANGELES | |
| | | UNITED #5624 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5552 W CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| | FA0029564 | UNITED #5625 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7400 S LA TIJERA BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| | | UNITED #5701 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 8525 S SEPULVEDA BLVD UN A | LOS ANGELES | 90045 | LOS ANGELES | |
| | FA0029533 | UNITED #5706 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 304 N VERMONT AVE | LOS ANGELES | 90004 | LOS ANGELES | |
| | FA0030701 | UNITED 1, LLC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1303 S WESTERN AVE | LOS ANGELES | 90006 | LOS ANGELES | |
| | FA0003160 | UNITED AIRLINES INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6020 AVION DR | LOS ANGELES | 90045 | LOS ANGELES | |
| | | UNITED AIRLINES MAINTENANCE OPERATIONS CTR (MOC) | COMPLEX SITE CLEANUP PROGRAM FACILITY | | | 6020 AVION DRIVE | LOS ANGELES, CA | | | 80114 |
| SL2049C1722 | | UNITED ALLOYS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 900 EAST SLAUSON AVENUE | LOS ANGELES | | LOS ANGELES | |
| T0603700887 | | UNITED COMMUNITY SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 201 LA BREA AVE S | LOS ANGELES | 90036 | LOS ANGELES | |
| T0603705505 | | UNITED EL SEGUNDO STATION #54 | LUST CLEANUP SITE | | OPEN - SITE ASSESSMENT | 705 EASTERN AVE N | LOS ANGELES | 90063 | LOS ANGELES | |
| | LACoFA0008904 | UNITED GAS SOLUTIONS (ARCO 82814) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 3949 EAST DENNISON STREET | LOS ANGELES | 90023 | LOS ANGELES | |
| T060379096 | | UNITED OIL #1 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 450 E EL SEGUNDO BLVD | LOS ANGELES | 90061 | LOS ANGELES | |
| T0603783472 | | UNITED OIL #34 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3915 E OLYMPIC BLVD | LOS ANGELES(UNINCORPORATED) | 90022 | LOS ANGELES | |
| T0603701155 | | UNITED OIL #38 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 11320 MAIN ST S | LOS ANGELES | 90061 | LOS ANGELES | |
| T0603700475 | | UNITED OIL #55 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2503 PICO BLVD | LOS ANGELES | 90006 | LOS ANGELES | |
| T10000011422 | | UNITED OIL #5624 | LUST CLEANUP SITE | | OPEN - ELIGIBLE FOR CLOSURE | 5552 CENTURY BLVD W. | LOS ANGELES | 90045 | LOS ANGELES | |
| T0603705428 | | UNITED OIL #60 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12401 JEFFERSON BLVD W. | LOS ANGELES | 90066 | LOS ANGELES | |
| WDR100002158 | | UNITED OIL SERVICE STATION #55 | * WDR SITE | | HISTORICAL - WDR | 2503 WEST PICO BOULEVARD | LOS ANGELES | 90006 | LOS ANGELES | |
| T0603700657 | | UNITED PARCEL SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3051 WASHINGTON BLVD E | LOS ANGELES | 90023 | LOS ANGELES | |
| | 25527 | UNITED PARCEL SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 1800 N MAIN ST | LOS ANGELES | 90031 | LOS ANGELES | |
| | | UNITED RTM INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1502 S ROBERTSON BLVD UN A | LOS ANGELES | 90035 | LOS ANGELES | |
| T0603700899 | | UNITY SAVINGS BRANCH (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7100 BEVERLY BLVD | LOS ANGELES | 90036 | LOS ANGELES | |
| T10000002602 | | UNIVERSAL CITY GAS AND MART | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3167 W. CAHUENGA BOULEVARD | LOS ANGELES | 90068 | LOS ANGELES | |
| | FA0005056 | UNIVERSAL CITY NISSAN | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3550 CAHUENGA BLVD W | LOS ANGELES | 90068 | LOS ANGELES | |
| | FA0016820 | UNIVERSAL STUDIOS, LLC- 10 UCP | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 111 UNIVERSAL HOLLYWOOD DR | LOS ANGELES | 91608 | LOS ANGELES | |
| | 24080 | UNIVERSITY OF CAL.-LOS ANGELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | LOS ANGELES, CITY OF | | 801 HILGARD AVE | LOS ANGELES | 90024 | LOS ANGELES | |
| T0603702906 | | UNOCAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 13707 BROADWAY S | LOS ANGELES | 90061 | LOS ANGELES | |
| T0603700649 | | UNOCAL #0152 FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1800 OLYMPIC BLVD E | LOS ANGELES | 90021 | LOS ANGELES | |
| T0603700502 | | UNOCAL #0253 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 900 SUNSET BLVD | LOS ANGELES | 90012 | LOS ANGELES | |
| T0603700445 | | UNOCAL #0457 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 4005 003RD ST W | LOS ANGELES | 90020 | LOS ANGELES | |
| T0603702826 | | UNOCAL #0495 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5200 OLYMPIC BLVD E | EAST LOS ANGELES | 90022 | LOS ANGELES | |
| T0603700745 | | UNOCAL #0514 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2635 HYPERION AVE | LOS ANGELES | 90027 | LOS ANGELES | |
| T060372076 | | UNOCAL #0865 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3931 EAGLE ROCK BLVD | LOS ANGELES | 90065 | LOS ANGELES | |
| T0603702553 | | UNOCAL #0886 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5166 LANKERSHIM BLVD | LOS ANGELES | 91601 | LOS ANGELES | |
| T0603702648 | | UNOCAL #0932 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4006 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES | |
| T0603700766 | | UNOCAL #0979 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4600 MELROSE AVE | LOS ANGELES | 90029 | LOS ANGELES | |
| T10000000204 | | UNOCAL #0999 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8600 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES | |
| T10000005386 | | UNOCAL #1068 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4927 WASHINGTON BLVD W | LOS ANGELES | 90016 | LOS ANGELES | |
| T0603704571 | | UNOCAL #1107 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 300 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES | |
| T10000005363 | | UNOCAL #1131 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 101 MANCHESTER E | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603700769 | | UNOCAL #1778 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1000 VERMONT AVE S | LOS ANGELES | 90029 | LOS ANGELES | |
| T10000000205 | | UNOCAL #1780 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5820 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603700412 | | UNOCAL #1780 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5820 FIGUEROA ST S | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603721365 | | UNOCAL #1788 FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3481 OLYMPIC BLVD. W. | LOS ANGELES | 90019 | LOS ANGELES | |
| T0603700910 | | UNOCAL #1868 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4200 FIGUEROA ST | LOS ANGELES | 90037 | LOS ANGELES | |
| T10000005366 | | UNOCAL #1919 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7979 SUNSET BLVD W | LOS ANGELES | 90046 | LOS ANGELES | |
| T0603700569 | | UNOCAL #2015 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5100 JEFFERSON BLVD W | LOS ANGELES | 90016 | LOS ANGELES | |
| T10000005368 | | UNOCAL #2059 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3771 VERMONT AVE S | LOS ANGELES | 90007 | LOS ANGELES | |
| T0603700583 | | UNOCAL #2325 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1546 WILSHIRE BLVD | LOS ANGELES | 90017 | LOS ANGELES | |
| T0603700804 | | UNOCAL #2579 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2600 MAIN ST N | LOS ANGELES | 90031 | LOS ANGELES | |
| T0603701099 | | UNOCAL #2614 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10001 WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES | |
| T0603700866 | | UNOCAL #2726 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3470 SEPULVEDA BLVD S | LOS ANGELES | 90034 | LOS ANGELES | |
| T0603704606 | | UNOCAL #3173 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11404 WESTERN AVE S | LOS ANGELES | 90047 | LOS ANGELES | |
| T0603700515 | | UNOCAL #3224 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3555 MARTIN LUTHER KING BLVD | LOS ANGELES | 90262 | LOS ANGELES | |
| T0603700550 | | UNOCAL #3300 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 730 OLYMPIC BLVD W | LOS ANGELES | 90015 | LOS ANGELES | |
| T10000005434 | | UNOCAL #3490 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10811 PICO BLVD W | LOS ANGELES | 90064 | LOS ANGELES | |
| T0603700413 | | UNOCAL #3874 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7201 MAIN ST S | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603700595 | | UNOCAL #4444 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 450 BIXEL ST S | LOS ANGELES | 90017 | LOS ANGELES | |
| T0603702073 | | UNOCAL #4844 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6760 TOPANGA CANYON BLVD | LOS ANGELES | 91303 | LOS ANGELES | |
| T10000005391 | | UNOCAL #5029 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2545 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES | |
| T10000005430 | | UNOCAL #5104 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 12800 FIGUEROA ST S | LOS ANGELES | 90061 | LOS ANGELES | |
| T0603700480 | | UNOCAL #5405 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2215 VERMONT S | LOS ANGELES | 90007 | LOS ANGELES | |
| T10000005389 | | UNOCAL #5418 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2105 JEFFERSON BLVD W | LOS ANGELES | 90018 | LOS ANGELES | |
| T0603700870 | | UNOCAL #5795 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 9930 NATIONAL BLVD | LOS ANGELES | 90034 | LOS ANGELES | |
| T0603701150 | | UNOCAL #5840 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 611 IMPERIAL HWY E | LOS ANGELES | 90059 | LOS ANGELES | |
| T0603703218 | | UNOCAL #5842 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1141 DITMAN AVE S | EAST LOS ANGELES | 90023 | LOS ANGELES | |
| T10000005396 | | UNOCAL #5843 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4777 PICO BLVD W | LOS ANGELES | 90019 | LOS ANGELES | |
| T0603700860 | | UNOCAL #6023 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3061 OVERLAND AVE | LOS ANGELES | 90034 | LOS ANGELES | |
| T0603700447 | | UNOCAL #6377 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 304 VERMONT AVE N | LOS ANGELES | 90004 | LOS ANGELES | |
| T10000005395 | | UNOCAL #6432 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4003 WESTERN AVE S | LOS ANGELES | 90062 | LOS ANGELES | |
| T0603701256 | | UNOCAL #6986 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5752 MESMER AVE | LOS ANGELES | 90230 | LOS ANGELES | |
| T0603700596 | | UNOCAL (EVANGELINE SITE) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1005 006TH ST | LOS ANGELES | 90017 | LOS ANGELES | |
| T0603701138 | | UNOCAL (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 801-807 ALVARADO ST S | LOS ANGELES | 90057 | LOS ANGELES | |
| T0603786425 | | UNOCAL - ABRAHAM ROISMAN | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10831 W PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| SL376402463 | | UNOCAL - CENTER STREET TERMINAL #0500 | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 501 CENTER STREET | LOS ANGELES | | LOS ANGELES | |
| SLT43335333 | | UNOCAL - DEL VALLE | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | DEL VALLE RD | LOS ANGELES | 91384 | LOS ANGELES | |

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|---|---|---|---|---|---|---|---|---|---|
| SLT43384382 | | UNOCAL - LA WEST TERMINAL | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 13707 S. BROADWAY BLVD | LOS ANGELES | 90061 | LOS ANGELES |
| SLT4L1141769 | | UNOCAL - ROSECRANS LEASE | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 300 WEST 135TH ST. | LOS ANGELES | 90061 | LOS ANGELES |
| | FA0032466 | UNOCAL 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2545 S CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| SLT4307169 | | UNOCAL MARINE TERMINAL | CLEANUP PROGRAM SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | NO NUMBERS BERTHS 148-151 | LOS ANGELES | 90001 | LOS ANGELES |
| | FA0029636 | UPS - MAIN STREET | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1800 N MAIN ST | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0002477 | UPS - OLYMPIC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1201 W OLYMPIC BLVD | LOS ANGELES | 90015 | LOS ANGELES |
| T0603700802 | | UPS MAIN ST. LAMAR HUB | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1800 MAIN ST. N. | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0034604 | US BANK TOWER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 633 W 5TH ST | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0033929 | US FEDERAL COURTHOUSE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 312 N SPRING ST | LOS ANGELES | 90012 | LOS ANGELES |
| | LACoFA0039523 | US GASOLINE INC 2 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 12706 S. CENTRAL AVENUE | LOS ANGELES | 90059-3240 | LOS ANGELES |
| T0603705437 | | US POSTAL SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 975 ATLANTIC BLVD S | EAST LOS ANGELES | 90022 | LOS ANGELES |
| | 10617982 | USC - GALEN CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3400 S FIGUEROA ST | LOS ANGELES | 90089 | LOS ANGELES |
| | FA16639 | USC - NORRIS CANCER CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1441 N EASTLAKE AVE | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0016000 | USC - SAFETY OFFICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 925 W 35TH ST UN B | LOS ANGELES | 90089 | LOS ANGELES |
| T0603700839 | | USC CENTER FOR MOLECULAR MED. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1540 ALCAZAR ST | LOS ANGELES | 90033 | LOS ANGELES |
| | | USC MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1200 N STATE ST | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0032852 | USC MEDICAL CENTER-TRANSPORATION YA USC TRANSPORTATION MAINTENANCE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1830 N GRIFFIN AVE | LOS ANGELES | 90031 | LOS ANGELES |
| | FA0033632 | FACILITY (TMY) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3401 S GRAND AVE | LOS ANGELES | 90007 | LOS ANGELES |
| | FA0040494 | USPS CENTRAL P&DC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7001 S CENTRAL AVE | LOS ANGELES | 90052 | LOS ANGELES |
| | FA0022892 | USPS CENTRAL VMF | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7001 S CENTRAL AVE | LOS ANGELES | 90052 | LOS ANGELES |
| T0603700757 | | USPS LA NORTH VEHICLE MAINT. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1375 WESTERN AVE N | LOS ANGELES | 90028 | LOS ANGELES |
| T0603704575 | | UZETA AMC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 377 ATLANTIC BLVD S | LOS ANGELES | 90022 | LOS ANGELES |
| T10000008449 | | V & M PLATING | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 14024 SOUTH AVALON BOULEVARD | LOS ANGELES | 90061 | LOS ANGELES |
| T0603700942 | | V & R AUTO REPAIR | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 859 HIGHLAND AVE N | LOS ANGELES | 90038 | LOS ANGELES |
| T0603732045 | | VA MEDICAL CENTER, 2USTS AT T-501 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11301 WILSHIRE BLVD | LOS ANGELES | 90073 | LOS ANGELES |
| T0603755510 | | VA MEDICAL CENTER, 3 USTS AT T-65 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11301 WILSHIRE BLVD. | LOS ANGELES | 90073 | LOS ANGELES |
| T0603722932 | | VA MEDICAL CENTER, UST T-304 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11301 WILSHIRE BLVD. | LOS ANGELES | 90073 | LOS ANGELES |
| T0603765812 | | VA MEDICAL CENTER, USTS T-258 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 11301 WILSHIRE BLVD | LOS ANGELES | 90073 | LOS ANGELES |
| T10000006072 | | VACAN LOT/CTMC LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2455 WASHINGTON BLVD E | LOS ANGELES | 90021 | LOS ANGELES |
| T0603705714 | | VACANT BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 400 LA BREA AVE. | LOS ANGELES | 90036 | LOS ANGELES |
| T0603740550 | | VACANT BUILDING | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5700 S WESTERN AVE | LOS ANGELES | 90043 | LOS ANGELES |
| T10000001924 | | VACANT LOT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8600 CENTRAL AVE. S. | LOS ANGELES | 90002 | LOS ANGELES |
| T10000001371 | | VACANT LOT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5971 MAIN STREET S | LOS ANGELES | 90003 | LOS ANGELES |
| T0603724473 | | VACANT LOT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1800 TEMPLE ST. W. | LOS ANGELES | 90026 | LOS ANGELES |
| T0603780077 | | VACANT LOT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 801 FAIRFAX AVE. N. | LOS ANGELES | 90046 | LOS ANGELES |
| T10000001045 | | VACANT WAREHOUSE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5534 WEST WASHINGTON BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| | FA0034434 | VAK DISTRIBUTING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4169 W VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | | VALERO - FLORENTINO APELES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3071 S ROBERTSON BLVD | LOS ANGELES | 90034 | LOS ANGELES |
| | LACoFA0007110 | VALERO CENTURY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1359 W CENTURY BLVD | LOS ANGELES | 90044 | LOS ANGELES |
| | | VALERO OF GLENDALE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3047 N GLENDALE BLVD | LOS ANGELES | 90039 | LOS ANGELES |
| SL204DJ2392 | | VALLEY ALHAMBRA PROPERTY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 4900 E VALLEY BLVD | LOS ANGELES | | LOS ANGELES |
| | FA0038191 | VALLEY MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4793 VALLEY BLVD., UNIT #1 | LOS ANGELES | 90032-3845 | LOS ANGELES |
| SL603799098 | | VALLEY PLATING | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2640 SAN FERNANDO RD. | LOS ANGELES | 90065 | LOS ANGELES |
| T0603700192 | | VAN DE KAMP'S BAKERY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2930 FLETCHER DR | LOS ANGELES | 90065 | LOS ANGELES |
| WDR100000635 | | VAN WATERS & ROGERS INC. | * WDR SITE | | HISTORICAL - WDR | 1363 BONNIE BEACH PLACE | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0026052 | VEER FUEL PARTNERS INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2050 W MANCHESTER AVE | LOS ANGELES | 90047 | LOS ANGELES |
| T0603700838 | | VEGA AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1869 001ST ST E | LOS ANGELES | 90033 | LOS ANGELES |
| T0603779109 | | VENCOR HOSPITALS CALIF INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 5525 WEST SLAUSON AVENUE | LOS ANGELES | 90056 | LOS ANGELES |
| T0603759539 | | VENICE AUTO CENTER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2000 W. VENICE BLVD | LOS ANGELES | 90006 | LOS ANGELES |
| WDR100001244 | | VENICE MCLAUGHLIN CENTER | * WDR SITE | | HISTORICAL - WDR | 11614 VENICE | LOS ANGELES | | LOS ANGELES |
| SLT43605603 | | VENTURA TAMPA PLAZA | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 19307 VENTURA BLVD | LOS ANGELES | 91604 | LOS ANGELES |
| | FA0032288 | VERIZON BUSINESS: LLAGCA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 800 S HOPE ST SU 300 | LOS ANGELES | 90017 | LOS ANGELES |
| | FA0031847 | VERMONT FUEL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2202 S VERMONT AVE | LOS ANGELES | 90007 | LOS ANGELES |
| | | VERMONT GAS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1010 W MARTIN LUTHER KING JR BLVD | LOS ANGELES | 90037 | LOS ANGELES |
| | FA0030399 | VERMONT SHELL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 341 N VERMONT AVE | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0030369 | VERMONT SHELL AUTO CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 700 S VERMONT AVE | LOS ANGELES | 90005 | LOS ANGELES |
| | | VERNON FUEL DISTRICT INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4321 S ALAMEDA ST | LOS ANGELES | 90058 | LOS ANGELES |
| T10000004816 | | VERNON FUELS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4321 ALAMEDA ST. S | LOS ANGELES | 90058 | LOS ANGELES |
| T0603700522 | | VETERANS AFFAIRS OUTPATIENT CL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 351 TEMPLE ST E | LOS ANGELES | 90012 | LOS ANGELES |
| | LACoFA0008501 | VIC'S UNION 76 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 11305 CULVER BLVD | LOS ANGELES | 90066 | LOS ANGELES |
| T10000002156 | | VICTORY SALVAGE, INC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 8015 SOUTH ALAMEDA STREET | LOS ANGELES | 90001-4107 | LOS ANGELES |
| T0603700935 | | VINE AUTO PROTECH | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1000 VINE ST N | LOS ANGELES | 90038 | LOS ANGELES |
| T0603728230 | | VIRCO MANUFACTURING CORP. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 15134 S. VERMONT AVE. | LOS ANGELES | 90247 | LOS ANGELES |
| T0603700779 | | VIRGIL AUTO BODY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 828 VIRGIL AVE N | LOS ANGELES | 90029 | LOS ANGELES |
| T0603701018 | | VONS/FORMER JERSEYMAID MILK | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1040 SLAUSON AVE W | LOS ANGELES | 90044 | LOS ANGELES |
| | | VULCAN MATERIALS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2715 E WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603751686 | | VULCAN MATERIALS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2715 E WASHINGTON BLVD | LOS ANGELES | 90023 | LOS ANGELES |
| T0603700719 | | W. SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1016 ALVARADO ST N | LOS ANGELES | 90026 | LOS ANGELES |
| | FA0024376 | WALLYPARK | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 9700 S BELLANCA AVE | LOS ANGELES | 90045 | LOS ANGELES |
| SL0603740571 | | WARDROBE CLEANERS | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 8389 WEST 3RD STREET | LOS ANGELES | 90048 | LOS ANGELES |
| T10000009345 | | WASHINGTON BLVD. LANDFILL | LAND DISPOSAL SITE | | COMPLETED - CASE CLOSED | 1919 E. WASHINGTON BLVD. | LOS ANGELES | | LOS ANGELES |
| T0603746040 | | WASHINGTON GAS STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1241 WASHINGTON BLVD. W. | LOS ANGELES | 90007 | LOS ANGELES |
| SL0603730784 | | WATCH HOLDINGS, LLC | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 11200 HINDRY AVENUE | LOS ANGELES | 90045 | LOS ANGELES |
| SL0603712744 | | WATCH HOLDINGS, LLC/RAYTHEON COMPANY | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 11200 HINDRY AVENUE | LOS ANGELES | 90045 | LOS ANGELES |
| T0603700670 | | WATER CHEMISTS INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1275 BOYLE AVE S | LOS ANGELES | 90023 | LOS ANGELES |
| | FA0001734 | WATT PLAZA | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1875 CENTURY PARK E SU 1110 | LOS ANGELES | 90067 | LOS ANGELES |
| | | WATTS LABOR COMMUNITY ACTION COMM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10950 S CENTRAL AVE | LOS ANGELES | 90059 | LOS ANGELES |
| SL204AC1742 | | WAYMIRE DRUM CO | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 7702 SOUTH MAIE AVE | LOS ANGELES | | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|
| T060372659 | | WEISS DEVELOPMENT | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10400 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| T0603700785 | | WELCH'S UNIFORM RENTAL(FORMER) | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 3505 PASADENA AVE | LOS ANGELES | 90031 | LOS ANGELES |
| SL2044P1598 | | WELCHS UNIFORM RENTAL SITE (FORMER) | CLEANUP PROGRAM SITE | | OPEN - INACTIVE | 3505 PASADENA AVE | LOS ANGELES | | LOS ANGELES |
| T0603701160 | | WELLMAN PROPERTIES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4560 WORTH ST | LOS ANGELES | 90063 | LOS ANGELES |
| | | WELLS FARGO CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 333 S GRAND AVE | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0029601 | WELLS FARGO CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11601 W WILSHIRE BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | WELLS FARGO CV | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 333 S HOPE ST STE D100 | LOS ANGELES | 90071 | LOS ANGELES |
| | | WEST CENTRAL POWER PLANT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1635 MARENGO ST | LOS ANGELES | 90033 | LOS ANGELES |
| T10000005362 | | WEST LAWN-LA CENTRAL LIBRARY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 524 FLOWER ST S | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0000782 | WEST LOS ANGELES AREA ESM | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1400 S SEPULVEDA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0034257 | WEST LOS ANGELES FEDERAL BUILDING | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11000 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| | FA0024239 | WEST LOS ANGELES VETERAN'S ADMIN GLAHS | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11301 WILSHIRE BLVD | LOS ANGELES | 90073 | LOS ANGELES |
| | FA0030525 | WESTCHESTER MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6600 W MANCHESTER AVE | LOS ANGELES | 90045 | LOS ANGELES |
| T0603701173 | | WESTDALE MAINTENANCE FACILITY | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 2723 SEPULVEDA BLVD S | LOS ANGELES | 90064 | LOS ANGELES |
| | | WESTERN & FOURTH CARWASH | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 401 S WESTERN AVE | LOS ANGELES | 90020 | LOS ANGELES |
| | FA0026195 | WESTERN 76 INC. | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 801 S WESTERN AVE | LOS ANGELES | 90005 | LOS ANGELES |
| T0603701446 | | WESTERN BRASS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1338 228TH ST W | LOS ANGELES | 90501 | LOS ANGELES |
| T0603763571 | | WESTERN DISTRICT COLLECTION YARD | LUST CLEANUP SITE | | OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION | 2027 STONER AVE S. | WEST LOS ANGELES | 90025 | LOS ANGELES |
| | 19-051-010185 | WESTERN DISTRICT YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5898 VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| | FA0022515 | WESTERN FUEL GROUP #90485 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3063 S CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| T10000008789 | | WESTERN GAGE PROPERTY | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 6300 WESTERN AVE | LOS ANGELES | 90047 | LOS ANGELES |
| | FA0029458 | WESTERN GAS MART, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4605 BEVERLY BLVD | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0030491 | WESTERN VALERO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4404 S WESTERN AVE | LOS ANGELES | 90062 | LOS ANGELES |
| SL0603767207 | | WESTIN BONAVENTURE HOTEL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 404 S. FIGUEROA STREET | LOS ANGELES | 90071 | LOS ANGELES |
| | FA0025466 | WESTIN BONAVENTURE HOTEL & SUITES | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 404 S FIGUEROA ST | LOS ANGELES | 90071 | LOS ANGELES |
| T0603701182 | | WESTLAND HEATING & AIR COND | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3041 ROSWELL ST | LOS ANGELES | 90065 | LOS ANGELES |
| T0603778436 | | WESTSIDE ARCO #2 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3479 MOTOR AVE | LOS ANGELES | | LOS ANGELES |
| T0603793056 | | WESTSIDE ARCO NO. 1 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3412 CRENSHAW BLVD | LOS ANGELES | 90016 | LOS ANGELES |
| SLT43659657 | | WESTSIDE CHILDREN'S CTR | CLEANUP PROGRAM SITE | | OPEN - SITE ASSESSMENT | 4600 LINDBLADE DR | LOS ANGELES | 90230 | LOS ANGELES |
| | FA0009055 | WESTSIDE EUROMART MOBIL | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10857 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0013058 | WESTSIDE TOWERS, DOUGLAS EMMETT | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11845 W OLYMPIC BLVD. SUITE 700 | LOS ANGELES | 90064 | LOS ANGELES |
| SLT43368366 | | WESTWAY DEVELOPMENT CORP. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 12636 BEATRICE ST | LOS ANGELES | 90066 | LOS ANGELES |
| | FA | WESTWOOD CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10815 NATIONAL BLVD. | LOS ANGELES | 90064-4111 | LOS ANGELES |
| | FA0003106 | WESTWOOD GATEWAY | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11111 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0023173 | WESTWOOD GATEWAY II | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11100 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | FA0039442 | WESTWOOD GATEWAY II (11150) | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11150 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |
| | | WESTWOOD MOBILE- # 11367 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10863 W OLYMPIC BLVD | LOS ANGELES | 90064 | LOS ANGELES |
| | FA0030861 | WESTWOOD PLACE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10866 W WILSHIRE BLVD | LOS ANGELES | 90024 | LOS ANGELES |
| T0603768171 | | WESTWOOD TIRE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10901 SANTA MONICA BLVD | WEST LOS ANGELES | | LOS ANGELES |
| T0603799555 | | WETSERN BRASSWORKS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1440 SPRING ST. | LOS ANGELES | 90012 | LOS ANGELES |
| T10000005419 | | WHISLER HARDWOODS INC. | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6800 VICTORIA AVE | LOS ANGELES | 90071 | LOS ANGELES |
| T0603700518 | | WHITE MEMORIAL HOSPITAL | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1621 MICHIGAN AVE | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0004932 | WHITE MEMORIAL MEDICAL CENTER | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1720 E CESAR E CHAVEZ AVE | LOS ANGELES | 90033 | LOS ANGELES |
| WDR100014073 | | WHITE POINT LANDSLIDE - DEWATERING MITIGATION MEASURES | * WDR SITE | | DRAFT - WDR | PASEO DEL MAR BETWEEN S. WEYMOUTH AND 900-FT WEST OF WEYMOUTH AVENUE | LOS ANGELES | 90732 | LOS ANGELES |
| T0603701311 | | WILL ROGERS BEACH SERVICE YARD | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 16300 PACIFIC COAST HWY | LOS ANGELES | 90272 | LOS ANGELES |
| T10000003451 | | WILLIAMS OLIVE GLEN 69 LLC | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1535 W 120TH ST | LOS ANGELES | 90047 | LOS ANGELES |
| T0603702597 | | WILLIES AUTO SERVICE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 6031 LANKERSHIM BLVD | LOS ANGELES | 91606 | LOS ANGELES |
| T0603700634 | | WILSHIRE CAR WASH | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 505 VERMONT AVE S | LOS ANGELES | 90020 | LOS ANGELES |
| T0603700438 | | WILSHIRE COUNTRY CLUB | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 301 ROSSMORE AVE N | LOS ANGELES | 90004 | LOS ANGELES |
| | FA0040627 | WILSHIRE COURTYARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5700 WILSHIRE BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0032819 | WILSHIRE COURTYARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 5750 WILSHIRE BLVD | LOS ANGELES | 90036 | LOS ANGELES |
| | FA0030305 | WILSHIRE FOOD & GAS STATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3201 WILSHIRE BLVD | LOS ANGELES | 90010 | LOS ANGELES |
| T10000006517 | | WILSHIRE GRAND HOTEL FORMER | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 930 WILSHIRE BLVD | LOS ANGELES | 90017 | LOS ANGELES |
| T0603700627 | | WILSHIRE POLICE STATION | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4861 VENICE BLVD | LOS ANGELES | 90019 | LOS ANGELES |
| T0603739097 | | WINALL #1 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 401 SOTO ST. S. | LOS ANGELES | 90033 | LOS ANGELES |
| T0603701260 | | WINALL #18 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10646 VENICE BLVD | LOS ANGELES | 90232 | LOS ANGELES |
| T0603799292 | | WINALL OIL #2 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 615 FLORENCE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| T0603728537 | | WINALL OIL #9 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4442 AVALON BLVD. S. | LOS ANGELES | 90011 | LOS ANGELES |
| | | WINALL OIL CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 401 S SOTO ST | LOS ANGELES | 90033 | LOS ANGELES |
| | FA0003930 | WINALL OIL CO | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 615 W FLORENCE AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | | WINALL OIL CO #9 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4442 S AVALON BLVD | LOS ANGELES | 90011 | LOS ANGELES |
| T0603784346 | | WINALL OIL COMPANY #3 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 3200 BROADWAY | LOS ANGELES | 90031 | LOS ANGELES |
| T0603784182 | | WINDYS NEW & USED CARS | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 939 FLORENCE AVE W | LOS ANGELES | 90044 | LOS ANGELES |
| T0603700638 | | WON S. WOO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 310 BERENDO ST S | LOS ANGELES | 90020 | LOS ANGELES |
| SL0603765480 | | WONG PROPERTY | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 2716 MEDFORD ST | LOS ANGELES | 90063 | LOS ANGELES |
| SL603799091 | | WONTRONICS | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3048 N. COOLAGE AVE. | LOS ANGELES | 90039 | LOS ANGELES |
| SLT43623621 | | WOODLEY TIRE | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 12000 JEFFERSON BLVD | LOS ANGELES | 90056 | LOS ANGELES |
| | | WORLD AUTO SERVICE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 2200 W COLORADO BLVD | LOS ANGELES | 90041-1143 | LOS ANGELES |
| T0603704948 | | WORLD OIL #13 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1935 FLORENCE AVE E | LOS ANGELES | 90001 | LOS ANGELES |
| T0603700873 | | WORLD OIL #17 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1460 LA CIENEGA BLVD S | LOS ANGELES | 90035 | LOS ANGELES |
| T0603700923 | | WORLD OIL #20(FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7275 MELROSE AVE | LOS ANGELES | 90038 | LOS ANGELES |
| T0603700477 | | WORLD OIL #22 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1637 VERMONT AVE S | LOS ANGELES | 90006 | LOS ANGELES |
| T0603700571 | | WORLD OIL #27 | LUST CLEANUP SITE | | OPEN - VERIFICATION MONITORING | 5234 ADAMS BLVD W | LOS ANGELES | 90016 | LOS ANGELES |
| T0603701107 | | WORLD OIL #64 (FORMER) | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7900 BEVERLY BLVD W | LOS ANGELES | 90048 | LOS ANGELES |
| | FA0008957 | WORLD OIL - #1 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 7201 S SAN PEDRO ST | LOS ANGELES | 90003 | LOS ANGELES |
| | FA0009061 | WORLD OIL - #60 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10991 W SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES |

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|---|---|---|---|---|---|---|---|---|---|---|
| | FA0008283 | WORLD OIL - #63 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 10691 W PICO BLVD | LOS ANGELES | 90064 | LOS ANGELES | |
| T0603708131 | | WORLD OIL MARKETING CO | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7201 SOUTH SAN PEDRO STREET | LOS ANGELES | 90003 | LOS ANGELES | |
| | LACoFA0010993 | WORLD OIL MARKETING CO #13 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1935 E FLORENCE AVE | LOS ANGELES | 90001 | LOS ANGELES | |
| | FA0007003 | WORLD OIL MARKETING CO #17 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1460 S LA CIENEGA BLVD | LOS ANGELES | 90035 | LOS ANGELES | |
| | LACoFA0011006 | WORLD OIL MARKETING CO #2 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles County Fire Department | | 1101 E FLORENCE AVE | LOS ANGELES | 90001 | LOS ANGELES | |
| T0603786022 | | WORLD OIL MARKETING CO. #2 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1101 FLORENCE AVE. E. | LOS ANGELES | 90001 | LOS ANGELES | |
| T0603704947 | | WORLD OIL SERVICE STATION #2 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 1101 FLORENCE AVE E | LOS ANGELES | 90001 | LOS ANGELES | |
| T0603791503 | | WORLD OIL STATION #1 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7201 S. SAN PEDRO STREET | LOS ANGELES | 90003 | LOS ANGELES | |
| T0603700705 | | WORLD OIL STATION #60 | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 10991 SANTA MONICA BLVD | LOS ANGELES | 90025 | LOS ANGELES | |
| T0603736969 | | WORLDWIDE FLIGHT SERVICES | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 7000 WORLD WY W | LOS ANGELES | | LOS ANGELES | |
| T0603797024 | | WORTMANN OIL CO STATION #8 | LUST CLEANUP SITE | | OPEN - REMEDIATION | 6174 YORK BLVD. | LOS ANGELES | 90042 | LOS ANGELES | |
| | FA0038754 | WR ADMIN & TRUCK YARD | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 850 E 111TH PL | LOS ANGELES | 90059 | LOS ANGELES | |
| SLT43650648 | | WYNDHAM HOTEL | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 6225 W. CENTURY BLVD | LOS ANGELES | 90045 | LOS ANGELES | |
| | | XPO LOGISTICS FREIGHT, INC.-ULX | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 1955 E WASHINGTON BLVD | LOS ANGELES | 90021 | LOS ANGELES | |
| T10000007092 | | Y & C AUTO REPAIR & TIRE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 4220 OLYMPIC BLVD W | LOS ANGELES | 90019 | LOS ANGELES | |
| T0603701187 | | YESTER YEAR AUTOMOTIVE | LUST CLEANUP SITE | | COMPLETED - CASE CLOSED | 3426 VERDUGO RD | LOS ANGELES | 90065 | LOS ANGELES | |
| | FA0016946 | | YJC IMPERIAL GAS STATION, INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 11400 S VERMONT AVE | LOS ANGELES | 90044 | LOS ANGELES |
| | FA0030410 | YOUNG'S SHELL #135477 | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 4403 S FIGUEROA ST | LOS ANGELES | 90037 | LOS ANGELES | |
| | FA0003176 | YRT INC | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 6051 FRANKLIN AVE | LOS ANGELES | 90028 | LOS ANGELES | |
| | | YS 76 AUTOCARE | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 801 S HOOVER ST | LOS ANGELES | 90005 | LOS ANGELES | |
| | | YWIS CORPORATION | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 800 W MANCHESTER AVE | LOS ANGELES | 90044 | LOS ANGELES | |
| | | Z&R CHEVRON | PERMITTED UNDERGROUND STORAGE TANK (UST) | Los Angeles City Fire Department | | 3300 S LA CIENEGA BLVD | LOS ANGELES | 90016 | LOS ANGELES | |
| SL603799088 | | ZEHRUNG CORP. | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 3273 CASITAS | LOS ANGELES | 90039 | LOS ANGELES | |
| SL2046K1651 | | ZIMMERMAN DEVELOPMENT INC | CLEANUP PROGRAM SITE | | COMPLETED - CASE CLOSED | 560 SOUTH ALAMEDA ST | LOS ANGELES | | LOS ANGELES | |