

**LOS ANGELES CITY PLANNING DEPARTMENT
RECOMMENDATION REPORT**

CITY PLANNING COMMISSION		CASE NO:	CPC-2007-2216-CA
DATE:	August 9, 2007	CEQA:	ENV-2007-2217-CE
TIME:	after 8:30 a.m.*	LOCATION:	Citywide
PLACE:	Los Angeles City Hall 200 North Spring Street Room 1010 – 10 th Floor Los Angeles, CA 90012	COUNCIL DISTRICT:	All
		PLAN AREAS:	All

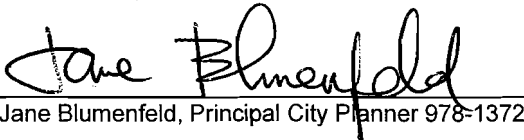
PUBLIC HEARING REQUIRED

REQUEST: Amendment to Section 12.24 X 17 of the Los Angeles Municipal Code (L.A.M.C.).

SUMMARY: A proposed ordinance (Appendix A) amending a provision of the L.A.M.C. to include multiple-family residences as an allowed use for reduced parking through the Further Authority of the Zoning Administrator when parking management alternatives are applied and to further allow Metro transit riders to utilize project parking for access to rail stations within 750 feet of a project. This ordinance will also remove the maximum allowable parking reduction that can be requested under this provision.

RECOMMENDATION:

1. **Adopt** the staff report as its report on the subject.
2. **Adopt** the attached findings.
3. **Approve** the proposed ordinance and recommend its adoption by the City Council.


Jane Blumenfeld, Principal City Planner 978-1372


Thomas Rothmann, City Planner 978-1370

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CEQA	Categorical Exemption	Attached

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communication may be mailed to the Commission Secretariat, 200 North Main Street, Room 532, Los Angeles, CA 90012 (Phone No. 213/978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request no later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at 213/978-1300.

SUMMARY

In recent years the Mayor, the City Council, and the Department of City Planning have been grappling with ways by which the City can overcome two of its biggest problems – a housing shortage and extreme traffic congestion. This perfect storm of urban woes has led to wide-sweeping repercussions for the City's economy, tourism, and livability. There is no panacea for these problems, but through a variety of means we can minimize their impacts. As one tool that can alleviate housing and traffic problems, the Los Angeles Municipal Code (L.A.M.C.) can be modified to incentivize certain land uses that are transit-oriented while disincentivizing excessive parking.

Additionally, reasonable responses to the earth's global warming crisis have become a priority for the City and the State. The fewer vehicles added to our roads the less carbon dioxide emissions will be added to our troposphere, which is a main contributor to global warming. By allowing developers to easily request reductions to on-site parking requirements and encouraging public transportation and other travel modes, fewer vehicles will be added to our streets and highways than would otherwise have been added should the parking not have been reduced.

The proposed ordinance (Appendix A) amends a provision of the Los Angeles Municipal Code (L.A.M.C.) to include multiple-family residences as an allowed use for reduced parking through the Further Authority of the Zoning Administrator when parking management alternatives are incorporated into a project such as vanpools, ample bicycle storage, and shared car programs. The proposed ordinance (Appendix A) will allow Metro transit riders to utilize parking in a project when accessing Metro stations within 750 feet of a project. This proposed ordinance (Appendix A) will also remove the maximum allowable reduction in parking that can be requested. The current L.A.M.C. limits the reduction in parking to 40 percent of the requirement.

The Department of City Planning has been periodically evaluating the Los Angeles Municipal Code (L.A.M.C.) for potential revisions by which the City can become more sustainable and pedestrian-friendly. The Department believes that by having a less onerous process by which a developer can reduce the required on-site parking while encouraging multi-modal means of transportation will help to alleviate the City's and the region's traffic congestion. The Department also believes that allowing transit riders to park within projects near transit stations will provide an additional incentive to increase transit ridership.

Since 2001, the Department of City Planning has been amending the L.A.M.C. based upon recommendations of the City Council's Housing Crisis Task Force, the City Planning Commission's Infill Subcommittee, and the Department of City Planning's zoning analyses. Additionally, the Department has been conducting zoning analyses as a means by which to ease the City's traffic congestion. The Department believes that this proposed revision will assist in alleviating both problems. It will facilitate an increase in housing production by reducing the amount of land needed for required parking and will lessen traffic congestion by more easily permitting reduced parking when adequate alternatives are provided.

FINDINGS:

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

1. In accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) is in substantial conformance with the purposes, intent, and provisions of the Transportation Element of the City's General Plan. This ordinance change implements Policy directive 2.24 of the Transportation Element by implementing shared-parking, peripheral parking, and parking-pricing strategies in high-employment areas; Policy directive 3.10 of the Transportation Element by developing new and/or refined parking policy procedures for designated centers and districts; Policy directive 3.11 of the Transportation Element by developing programs for new development to implement both transportation improvements and demand reduction programs which mitigate the circulation impacts attributable to new development in accordance with State nexus legislation and judicial findings; Policy directive 3.12 of the Transportation Element to promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards; Policy directive 3.14 to promote the provision of shared-parking facilities in appropriate centers and districts; and Policy directive 4.1 to seek to eliminate or minimize the intrusion of traffic generated by new regional or local development into residential neighborhoods while preserving an adequate collector street system; and
2. in accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will encourage the development of multiple-family housing units, which is in keeping with the need for housing for all income levels, as stated in the General Plan. Furthermore, this ordinance implements an adopted goal of the Framework Element, Objective 3.4.3, which states that the City must "[e]stablish incentives for the attraction of growth and development in the districts, centers, and mixed-use boulevards targeted for growth that may include ... [m]odified parking requirements in areas in proximity to transit or other standards that reduce the cost of development ..." Objective 4.4.1 states that the City must "[t]ake the following actions in order to increase housing production and capacity ... [s]treamline procedures for securing building permits, inspections, and other clearances needed to construct housing."; and
3. in accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will have no adverse effect upon the General Plan, specific plans, or any other plans being created by the Department of City Planning because the proposed ordinance is consistent with the General Plan and carries out the General Plan goals, policies and objectives discussed above. There will be no substantive changes made to the existing parking requirements established in the Los Angeles Municipal Code, therefore there will be no effects on any above-referenced plan; and

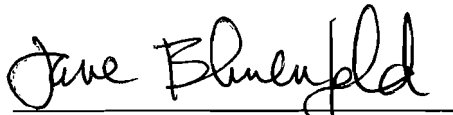
4. in accordance with Charter Section 558 (b)(2), the proposed ordinance (Appendix A) will be in conformity with the public necessity, convenience, general welfare, and good zoning practice. This ordinance will allow the development of more housing by easing the process by which required parking spaces for residential uses can be reduced. Objective 4.1.8 of the General Plan Framework states that the City must “[c]reate incentives and reduce regulatory barriers in appropriate locations in order to promote the adaptive re-use of structures for housing and rehabilitation of existing units”; and

Additionally, the proposed ordinance (Appendix A) is exempt from the requirements of the California Environmental Quality Act (CEQA) and City guidelines for the implementation thereof pursuant to Article II, Section 2, Subsection (m) of the City of Los Angeles CEQA Guidelines, the adoption of proposals and, thereafter, ordinances which have no impact on the physical environment.



S. GAIL GOLDBERG, AICP
Director of Planning

REVIEWED BY:



JANE BLUMENFELD
Principal City Planner

PREPARED BY:



THOMAS ROTHMANN
City Planner

STAFF REPORT

REQUEST:

The Department of City Planning has been periodically evaluating the Los Angeles Municipal Code (L.A.M.C.) for potential revisions by which the City can become more sustainable and pedestrian-friendly. The Department believes that having a less onerous process by which developers can request reductions to required on-site parking while encouraging multi-modal means of transportation will help to alleviate the City's and the region's traffic congestion. The Department also believes that allowing transit riders to park within projects near transit stations will create an additional incentive for transit ridership.

Furthermore, On January 25, 2001, the City Planning Commission considered the recommendations of its Housing In-fill Sub-Committee and the City Council's Housing Crisis Task Force for facilitating affordable housing production in the City of Los Angeles. Since that date, the Department of City Planning has been amending the L.A.M.C. based upon those recommendations and other zoning analyses performed by the Department. The Department believes that this proposed ordinance (Appendix A) to revise parking regulations is another such amendment that will reduce impediments and costs, and facilitate housing production throughout the City.

DISCUSSION:

The Los Angeles Municipal Code (L.A.M.C.) imposes parking requirements with regard to the number, size, and location of parking spaces for all residential, commercial, and manufacturing properties. Section 12.24 X 17 of the L.A.M.C. provides a discretionary action by which developers of commercial and manufacturing projects can reduce their on-site parking requirement when parking alternatives are implemented. Other than requiring that the project will have ample on-site parking, no increase in on-street parking, and ample transit alternatives, no additional findings need to be made by the Zoning Administrator to grant a parking reduction. In all other cases, a parking reduction must be granted through the Zone Variance process that requires much more stringent findings to attain.

Currently, under Section 12.24 X 17, the Zoning Administrator is given the authority to grant up to a 60 percent reduction in parking for commercial or industrial projects that provide parking alternatives. Additionally, the L.A.M.C. allows commercial and industrial uses to have their on-site parking located within 750 feet of the subject property by right. There is no land use rationale for precluding developers of multiple-family residences from requesting this entitlement. Permitting residential developers to apply for this parking reduction will provide additional flexibility to reduce the cost of home ownership.

This proposed ordinance (Appendix A) is intended to allow the same discretionary action to permit reduced parking for residential projects as is currently permitted for commercial and manufacturing uses. As land becomes increasingly more expensive, traffic becomes increasingly congested, and open space becomes increasingly difficult to acquire, the L.A.M.C. must provide more flexibility for the provision of required off-street parking. Encouraging alternative transportation measures such as vanpools, bicycling, and shared car programs and reducing on-site parking will increase the non-parking development potential of sites while minimizing vehicular trips.

The proposed ordinance (Appendix A) would provide the potential for more than one development, including residences, to share the costs of occupant, employee, and/or patron parking, furthering the City's efforts to unbundle required parking. In a further effort to unbundle parking, the proposed ordinance (Appendix A) will allow Metro transit riders to park within projects that have available parking when they are within 750 feet of a station. It will also remove the maximum allowable reduction in parking that can be requested under this provision. Applicants will be able to request any reduction, provided they demonstrate to the Zoning Administrator that the required amount of reduced parking is warranted through an alternative transportation strategy to be incorporated into the proposed project.

Landlords customarily bundle the prices for housing and parking in a single transaction. The bundled parking is not really free, of course. It just comes at no extra cost, so that residents think it is free and make their choices accordingly. Renting apartments and parking spaces separately will make the housing cheaper for those who think a second parking space (or even a first one) isn't worth the extra cost. If developers provided fewer parking spaces and pass the cost savings to the residents, the housing itself will be cheaper.

Donald Shoup – The High Cost of Free Parking

CONCLUSION:

The proposed ordinance (Appendix A) will amend the Los Angeles Municipal Code (L.A.M.C.) to provide a more flexible and practical means by which developers can request reduced parking for multiple-family residential, commercial, and manufacturing projects when equivalent transportation alternatives are provided. By expanding the uses eligible for an already existing entitlement, the Department intends to facilitate the production of additional housing, reduce its cost, and increase the reliance on multi-modal transportation means throughout the City. These opportunities will help to accommodate growth while minimizing additional traffic congestion.

Additionally, by easing the process by which required parking can be reduced, opportunities for additional or expanded open space will be increased by reducing the amount of land used for parking. This modification does not reduce the number of parking spaces currently required for residential, commercial, or industrial uses and will not interfere with the City's efforts to preserve its single-family neighborhoods. Further, this amendment will not supersede any specific plan requirements or any rule set forth in a community plan and is consistent with the goals and objectives of the City's General Plan.

**DRAFT ORDINANCE TO ALLOW ZONING ADMINISTRATOR
DETERMINATION (ZAD) FOR REDUCED PARKING**

12.24 X

17. Parking Requirements for ~~Commercial or Industrial~~ Uses With Parking Management Alternatives in the ~~C and M~~ Zones.

(a) Reduced On-Site Parking with Transportation Alternatives.

(1) Notwithstanding any other provision of the Los Angeles Municipal Code, the Zoning Administrator may, upon application, authorize reduced on-site parking from that which is otherwise required by this Code for any project. ~~for commercial or industrial uses in the C or M Zones, involving arrivals at the site by at least 100 employees and/or tenants, if the number of the reduced parking spaces is no less than sixty percent of the number of parking spaces otherwise required by this Code.~~ This authorization shall be known as the "reduced on-site parking/transportation alternatives authorization".

(2) Before approving this authorization, the Zoning Administrator shall find, based on the Parking Management Program Administrative Guidelines prepared by the City of Los Angeles and/or other standards acceptable to the City of Los Angeles Department of Transportation, that the Parking Management Plan submitted by the applicant pursuant to Subdivision (c) below will result in:

(i) Sufficient on-site parking spaces and transportation alternatives to single-occupant automobiles (including carpools, vanpools, mass transit systems, buses or bicycles), provided by the owner or lessee for the residents, employees and/or tenants, to accommodate anticipated parking demand; and

~~(ii) No on-street parking created by the use in the area immediately surrounding the use; and~~

~~(iii) (ii) An achievable level of resident, employee and/or tenant use of transportation alternatives.~~

(3) The areas in which the on-site parking spaces referred to in (i) above are located must be clearly posted for the sole use of residents, employees, and/or tenants of any use located within 750 feet of the subject use or for transit riders accessing a Metro station located within 750 feet of the subject use.

(4) The Zoning Administrator may impose additional conditions as are deemed necessary to protect the public health, safety or welfare of the adjacent area and to assure compliance with the objectives of this subsection.

(5) No change in the use of the transportation alternatives referred to in (i) above may be made until reviewed and approved by the Zoning Administrator.

(b) **Reduced On-Site Parking with Remote Off-Site Parking.**

(1) Notwithstanding any other provision of the Los Angeles Municipal Code, the Zoning Administrator may, upon application, authorize remote off-site parking at distances greater than those authorized by Section 12.21A4(g) and ~~(i) for commercial or industrial uses, in the C or M Zones, involving arrivals at the site by at least 100 employees and/or tenants,~~ if the remote off-site parking does not exceed seventy-five percent of the number of parking spaces otherwise required by this Code. This authorization shall be known as the "reduced on-site parking/remote off-site parking authorization".

(2) Before approving the authorization, the Zoning Administrator shall find, based on the Parking Management Program Administrative Guidelines prepared by the City of Los Angeles and/or other standards acceptable to the City of Los Angeles Department of Transportation, that the Parking Management Plan submitted by the applicant pursuant to Paragraph (c) will provide for:

(i) Remote off-site parking spaces used solely by the residents, employees and/or tenants of the ~~commercial or industrial~~ use; and

(ii) An adequate form of transportation provided by the applicant or applicant's successor and used by residents, employees and tenants between the remote off-site parking location and the ~~commercial or industrial~~ use to a level sufficient to transport all persons using the remote parking location.

(3) The Zoning Administrator may impose such additional conditions as are deemed necessary to protect the public health, safety or welfare of the adjacent area and to assure compliance with the objectives of this subsection.

(4) No change in the use of the form of transportation referred to in (ii) above may be made until reviewed and approved by the Zoning Administrator.

(c) **Application.** The application for a reduced on-site parking/transportation alternative authorization or a reduced on-site parking/remote off-site parking authorization shall be accompanied by a parking management plan. The plan shall include, but not be limited to the following information:

(1) The number of parking spaces on-site and the number of location of spaces off-site proposed to be maintained;

(2) The number and kinds of transportation alternatives proposed for the reduced on-site/transportation alternative authorization and the forms and frequency of transportation proposed between the ~~commercial or industrial~~ use and the remote off-site parking location for the reduced on-site parking/remote off-site parking authorization; and

(3) The level of employee and/or tenant use of transportation alternatives and forms of transportation identified in (2) above expected to be achieved and maintained.

(d) **Annual Review.** Each year, prior to the anniversary date of the approval of any authorization received pursuant to this subdivision, the owner, subsequent owner or lessee shall submit a report and request for review to the Zoning Administrator containing any new relevant the information regarding the implementation of the Parking Management Plan as the Zoning Administrator shall specify. Within thirty days of receiving this report, the Zoning Administrator shall approve, disapprove or conditionally approve the report, imposing any additional conditions to the authorization as deemed appropriate in light of information contained in the report. If the Zoning Administrator disapproves an annual report, a revised report shall be filed within thirty days for the Zoning Administrator's review. If the revised report is disapproved, the Zoning Administrator shall set the matter for revocation hearing in the manner set forth in Paragraph (f) below.

(e) **Limitations.** This subsection is not intended to mean nor shall be interpreted to authorize any development in excess of the density, including floor area, floor area ratio, dwelling units or guest rooms, otherwise permitted by an applicable zone, specific plan or other regulation.

(f) **Procedures.** An application made pursuant to this subdivision shall follow the procedures for conditional uses set forth in this section.

(g) **Violations.** If the owner, subsequent owner or lessee fails to submit the annual report and review request as specified in Paragraph (d) above, or if the Zoning Administrator determines that the owner, subsequent owner or lessee failed to comply with this subdivision, the Zoning Administrator may give notice to the owner, subsequent owner, or lessee of the use affected, to appear at a time and place fixed by the Zoning Administrator and to show cause why the authorization should not be revoked and parking developed on or off-site as provided in the site plan submitted. After the hearing at which evidence shall be taken, the Zoning Administrator may revoke the authorization granted pursuant to this subdivision. If the authorization is revoked, the owner, subsequent owner, or lessee shall commence development of the parking spaces required by this Code within sixty days and proceed diligently to completion in accordance with the site plan submitted.

**DRAFT ORDINANCE TO ALLOW ZONING ADMINISTRATOR
DETERMINATION (ZAD) FOR REDUCED PARKING**

12.24 X

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(2) Before approving this authorization, the Zoning Administrator shall find, based on the Parking Management Program Administrative Guidelines prepared by the City of Los Angeles and/or other standards acceptable to the City of Los Angeles Department of Transportation, that the Parking Management Plan submitted by the applicant pursuant to Subdivision (c) below will result in:

(i) Sufficient on-site parking spaces and transportation alternatives to single-occupant automobiles (including carpools, vanpools, mass transit systems, buses or bicycles), provided by the owner or lessee for the residents, employees and/or tenants, to accommodate anticipated parking demand; and

~~(ii) No on-street parking created by the use in the area immediately surrounding the use; and~~

~~(iii) (ii) An achievable level of resident, employee and/or tenant use of transportation alternatives.~~

(3) The areas in which the on-site parking spaces referred to in (i) above are located must be clearly posted for the sole use of residents, employees, and/or tenants of any use located within 750 feet of the subject use or for transit riders accessing a Metro station located within 750 feet of the subject use.

(4) The Zoning Administrator may impose additional conditions as are deemed necessary to protect the public health, safety or welfare of the adjacent area and to assure compliance with the objectives of this subsection.

(5) No change in the use of the transportation alternatives referred to in (i) above may be made until reviewed and approved by the Zoning Administrator.

(b) Reduced On-Site Parking with Remote Off-Site Parking.

(1) Notwithstanding any other provision of the Los Angeles Municipal Code, the Zoning Administrator may, upon application, authorize remote off-site parking at distances greater than those authorized by Section 12.21A4(g) and ~~(i) for commercial or industrial uses, in the C or M Zones, involving arrivals at the site by at least 100 employees and/or tenants,~~ if the remote off-site parking does not exceed seventy-five percent of the number of parking spaces otherwise required by this Code. This authorization shall be known as the "reduced on-site parking/remote off-site parking authorization".

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(3) The Zoning Administrator may impose such additional conditions as are deemed necessary to protect the public health, safety or welfare of the adjacent area and to assure compliance with the objectives of this subsection.

(4) No change in the use of the form of transportation referred to in (ii) above may be made until reviewed and approved by the Zoning Administrator.

(c) Application. The application for a reduced on-site parking/transportation alternative authorization or a reduced on-site parking/remote off-site parking authorization shall be accompanied by a parking management plan. The plan shall include, but not be limited to the following information:

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(2) The number and kinds of transportation alternatives proposed for the reduced on-site/transportation alternative authorization and the forms and frequency of transportation proposed between the ~~commercial or industrial~~ use and the remote off-site parking location for the reduced on-site parking/remote off-site parking authorization; and

(3) The level of employee and/or tenant use of transportation alternatives and forms of transportation identified in (2) above expected to be achieved and maintained.

(d) **Annual Review.** Each year, prior to the anniversary date of the approval of any authorization received pursuant to this subdivision, the owner, subsequent owner or lessee shall submit a report and request for review to the Zoning Administrator containing any new relevant the information regarding the implementation of the Parking Management Plan as the Zoning Administrator shall specify. Within thirty days of receiving this report, the Zoning Administrator shall approve, disapprove or conditionally approve the report, imposing any additional conditions to the authorization as deemed appropriate in light of information contained in the report. If the Zoning Administrator disapproves an annual report, a revised report shall be filed within thirty days for the Zoning Administrator's review. If the revised report is disapproved, the Zoning Administrator shall set the matter for revocation hearing in the manner set forth in Paragraph (f) below.

(e) **Limitations.** This subsection is not intended to mean nor shall be interpreted to authorize any development in excess of the density, including floor area, floor area ratio, dwelling units or guest rooms, otherwise permitted by an applicable zone, specific plan or other regulation.

(f) **Procedures.** An application made pursuant to this subdivision shall follow the procedures for conditional uses set forth in this section.

(g) **Violations.** If the owner, subsequent owner or lessee fails to submit the annual report and review request as specified in Paragraph (d) above, or if the Zoning Administrator determines that the owner, subsequent owner or lessee failed to comply with this subdivision, the Zoning Administrator may give notice to the owner, subsequent owner, or lessee of the use affected, to appear at a time and place fixed by the Zoning Administrator and to show cause why the authorization should not be revoked and parking developed on or off-site as provided in the site plan submitted. After the hearing at which evidence shall be taken, the Zoning Administrator may revoke the authorization granted pursuant to this subdivision. If the authorization is revoked, the owner, subsequent owner, or lessee shall commence development of the parking spaces required by this Code within sixty days and proceed diligently to completion in accordance with the site plan submitted.

COUNTY CLERK'S USE
CITY CLERK'S USE

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL EAST
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(Article III, Section 3—City CEQA Guidelines)

Submission of this form is optional. The form shall be filed with the County Clerk, 111 No. Hill St., Los Angeles, California 90012, pursuant to Public Resources Code Section 21252 (b). Pursuant to Public Resources Code Section 21188 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	LOG REFERENCE	COUNCIL DISTRICT
Department of City Planning	ENV-2007-2217-CE	All

PROJECT TITLE:
Amendment to Section 12.24 X 17 of the Los Angeles Municipal Code (L.A.M.C.).

PROJECT LOCATION:
Citywide

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
A proposed ordinance amending a provision of the L.A.M.C. to include multiple-family residences as an allowed use for reduced parking through the Further Authority of the Zoning Administrator when parking management alternatives are applied and to further allow Metro transit riders to utilize project parking for access to rail stations within 750 feet of a project. This ordinance will also remove the maximum allowable parking reduction that can be requested under this provision.


NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
N/A

CONTACT PERSON	TELEPHONE NUMBER
Tom Rothmann	213-978-1370

EXEMPT STATUS: (Check One)	CITY CEQA GUIDELINES	STATE EIR GUIDELINE
<input type="checkbox"/> MINISTERIAL	Art. III, Sec. 2b	Sec. 15073
<input type="checkbox"/> DECLARED EMERGENCY	Art. III, Sec. 2a (1)	Sec. 15071 (a)
<input type="checkbox"/> EMERGENCY PROJECT	Art. III, Sec. 2a (2) & (3)	Sec. 15071 (b) & (c)
<input type="checkbox"/> GENERAL EXEMPTION	Art. III, Sec. 1	Sec. 15060
<input type="checkbox"/> CATEGORICAL EXEMPTION	Art. VII, Sec. 1	Sec. 15100
<input checked="" type="checkbox"/> OTHER	(See Public Resources Code Sec. 21080 (b) and set forth state and city guideline provision. <u>Exemption Art. II, Sec. 2 (m)</u>)	

JUSTIFICATION FOR PROJECT EXEMPTION: The proposed ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) and City guidelines for the implementation thereof pursuant to Article II, Section 2, Subsection (m) of the City of Los Angeles CEQA Guidelines because the adoption of this ordinance has no impact on the physical environment. The enactment of this ordinance will not result in any environmental impacts. The proposed ordinance merely changes the location and size of parking facilities for future residences and would neither add to nor lessen environmental review requirements for any residential project. Any proposed residential project would be subject to CEQA requirements, relative to any impacts generated.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING.

SIGNATURE 	TITLE City Planner	DATE May 10, 2007	
FEE: N/A	RECEIPT NO. N/A	RECEIVED BY N/A	DATE N/A

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Form Gen. 183 (Rev. 8-90) (Appendix A) (C.S. 4/98)

THE APPLICANT CERTIFIES THAT HE OR SHE UNDERSTANDS THE FOLLOWING:

Completion of this form by an employee of the City constitutes only a staff recommendation that an exemption from CEQA be granted. A Notice of Exemption is only effective if, after a public review and any required public hearings, it is adopted by the City agency having final jurisdiction (including any appeals) over the project application. If a CEQA exemption is found inappropriate, preparation of a Negative Declaration or Environmental Impact Report will be required. IF THE INFORMATION SUBMITTED BY THE APPLICANT IS INCORRECT OR INCOMPLETE SUCH ERROR OR OMISSION COULD INVALIDATE ANY CITY ACTIONS ON THE PROJECT, INCLUDING CEQA FINDINGS.

Thomas Rothmann
NAME (PRINTED)


SIGNATURE